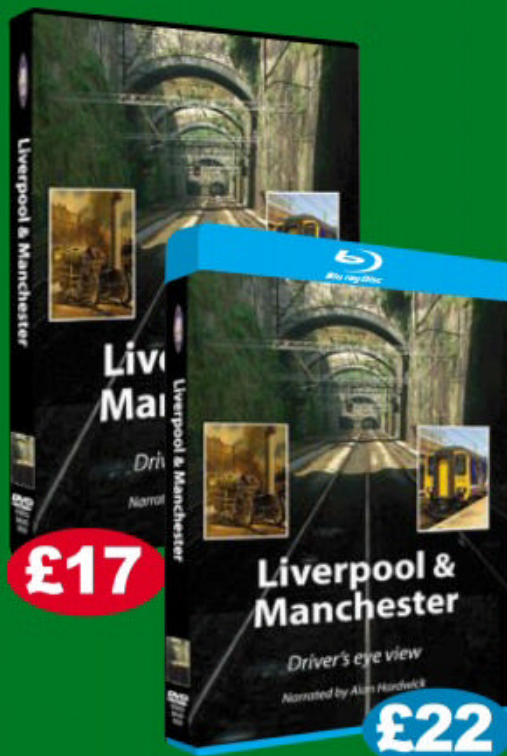


IT'S ROCKET SCIENCE...



Last month's DVD (free with the Railway Magazine) explored the Stephenson's legacy, the Rainhill locomotive trials and the Liverpool and Manchester Railway, the very first intercity railway in the world.

Video 125 filmed a driver's eye view of that very same railway back in 2010. Today, the line is electrified with all the paraphernalia that goes with it. We purposely filmed the line just before the first masts were erected, to record the route in splendid High Definition for posterity.

See the line for yourself from the driver's cab, in many respects just as George Stephenson himself would remember it (pre-electrification).



Our journey over the Liverpool and Manchester actually starts as today's services do, from MANCHESTER AIRPORT.

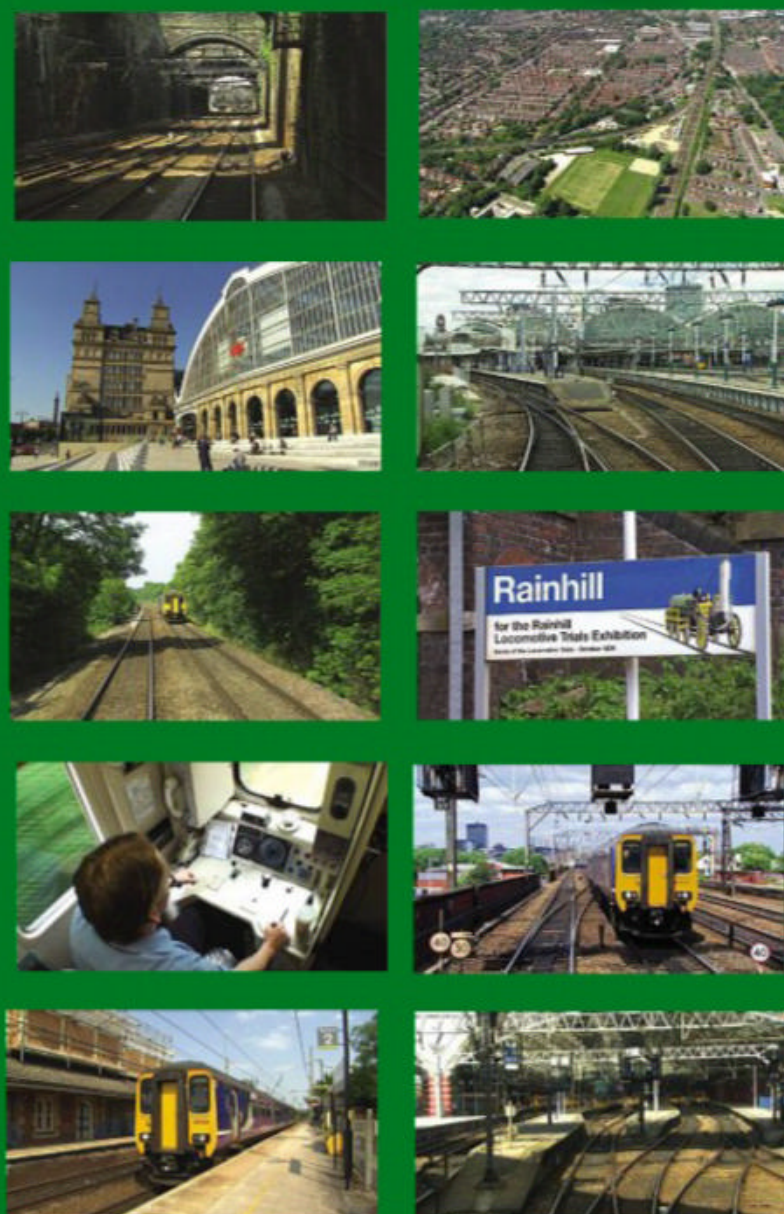
This limited-stop service on board a class 156 diesel multiple unit, shows us the whole Airport Branch, the Stockport-avoiding line built as recently as 1909 and the approach and through platforms at Manchester Piccadilly followed by the elevated section through Oxford Road. We then join the very original route surveyed and built by George Stephenson. The stone block permanent way has long since gone but the history is still there to be told – by former Yorkshire ITV news anchor Alan Hardwick. Chat Moss has gone down in railway folklore as one of George Stephenson's greatest feats – laying a railway line across a seemingly impenetrable bog. See how little it had changed in 2010 before the overhead lines went up. You will see the line from the driver's cab as well as from a helicopter flying overhead!

We then travel through Newton le Willows to Rainhill and the very ground covered by Stephenson's Rocket – the winner of the Rainhill Trials in 1829. Our train calls at Wavertree Technology Park, a centre that would no doubt impress the Stephenson engineers if they could see it. Edge Hill is another place long associated with this pioneering railway and from here the line descends into Liverpool Lime Street through a myriad of tunnels flanked by deep rock cuttings, seen best of all from the cab.

There is bonus footage of the original Liverpool Road terminus in Manchester as well as a look inside the Rainhill Trials Exhibition.

The Liverpool and Manchester Driver's eye view is available for just £15 to download, or on DVD for £17 or blu-ray disc for £22. Running time 65 minutes.

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CCTV FOR 'SCOTSMAN' AFTER TRESPASS MAYHEM

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Magazine

LNER 'Azumas' enter traffic



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A 'BIG BOY' STEAMS AFTER 60 YEARS



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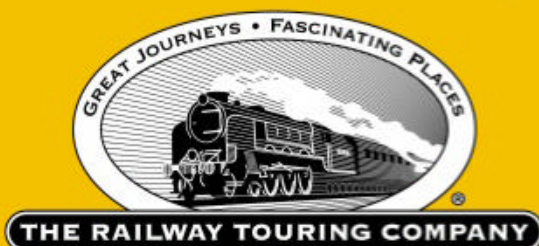
Several high plateaux host major cities such as Bogotá in Colombia and Quito in Ecuador where we spend time.

Both countries were once Spanish colonies and their cultural and architectural heritage figures prominently in our interesting itinerary. There will be many opportunities for filming and photographing spectacular scenery, historic heritage, and unusual highlights.

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This issue was published on June 5, 2019.
The next will be on sale on July 3, 2019.



The totally unacceptable act of trespass

FLYING Scotsman was back in the news last month for all the wrong reasons – outbreaks of mass trespass, primarily between Burton-on-Trent and Tamworth (see story on p7).

Since its return to main line duties, the 'Scotsman effect' has followed, with members of the public taking leave of their senses and trespassing on railway lines (some rated at 125mph) just to get a closer look at the legendary 'A3'.

What is wrong with these people? What makes them think they have the right to wander on railway lines? Would they walk across a motorway?

The evaporation of all common sense simply beggars belief, oblivious to the fact they are risking their lives as well as causing unacceptable stress to train drivers. What if there had been a fatality as a result of the trespass? It does not bear thinking about.

The vast majority of offenders were probably 'ordinary' members of the general public, their actions doubtless fuelled by reports in local papers of 'where to see *Flying Scotsman*' along with the publishing of passing times. Such information – with no mention of keeping off the tracks – is unhelpful in the extreme.

The fact several trespassers refused to move when challenged by train drivers is also deeply troubling.

On the same scale are the idiots who lean out of droplight windows on older carriages on loco-hauled services. Both types of incident could lead to heavy restrictions on future charter trains.

What is needed – and very overdue – are some well-publicised prosecutions for trespass; naming and shaming offenders with large fines.

In a statement before 'Scotsman' ran, the British Transport Police (BTP) said: "Those caught trespassing or obstructing trains can expect to be prosecuted." Absolutely correct, but we are waiting...

There have been calls for the loco to be incarcerated or consigned to a heritage railway. Is that really the best option having spent £4million restoring the loco?

Perhaps it is time to restrict the loco to certain routes and blackout the timings? It's a 'rock and a hard place' situation, but a ban on mainline steam would have far wider ramifications on the movement.

Looking at the wider aspect of railway trespass, there is plenty of emphasis and several initiatives aimed at keeping younger members of society off the tracks, but not so much directed at adults – who should know better.

Is it time for a hard-hitting adult education programme from Network Rail and BTP, with adverts aired during prime time TV?

Something has to change. The message that trespassing on the railway is simply unacceptable, dangerous and life-threatening is not getting through.



TRAIN OF THOUGHT Editor's Comment

Paddington's grand farewell and fitting tribute to the HST

GWR has to be commended for its carefully planned send off for the HST at London Paddington.

For nearly 30 minutes, four trains sat in platforms 1-4, with thousands of enthusiasts and fans snapping away, posing by the sets, and saying their farewells to a train which has served Brunel's magnificent terminus for 43 years.

One by one, the sets left on scheduled services

for the last time, changing the scene at Paddington forever, with a cleaner fresher station (see p12-13).

It was a great evening, a fitting tribute, and there was wonderful camaraderie on the last train.

GWR managing director Mark Hopwood and the team did themselves proud.

With 'Azumas' starting to make inroads to East Coast services, how will LNER follow that when the time comes?

Vandalism is heart-breaking for railways and enthusiasts

NEWS that two more heritage railways – the Great Central at Nottingham and West Somerset – have suffered vandal attacks, costing many thousands of pounds, is heart-breaking and soul-destroying for its volunteers. The former had 112 windows smashed, while the latter's attack was filmed by the perpetrators, who bragged about it on social media.

Damage will cost around £100,000 to repair but there's a risk it might happen again. It really is a cruel blow to those who have toiled for years on restoration projects. Add in the disgraceful attack at Stamford on a model railway with layouts set up for an exhibition, and you begin to ask yourself what is wrong with society.

There is clearly a lack of respect, as well as a lack of understanding and appreciation of others' hobbies, not helped by the paltry sentences meted out should those caught even face prosecution. Restitution orders are pointless as many of the offenders have no money.

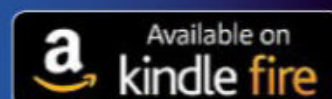
It falls on the shoulders of *RM* readers and others to support affected organisations through donations and appeals. In the case of those supporting the railway modellers, some have been very generous indeed, including a £10,000 gift from rock legend and railway modelling enthusiast Rod Stewart.

Just a shame such wanton acts occur in the first place.

CHRIS MILNER, Editor



The RAILWAY Magazine



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In the first of a new series reviewing the many new train fleets now entering service, Chris Milner assesses the LNER 'Azuma' and London Northwestern Class 230.

22 1960s Railtours with a difference

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Built on the trackbed of the NER's Alston branch, the STR is England's highest narrow-gauge railway and has ambitions to bring steam back to Haltwhistle.

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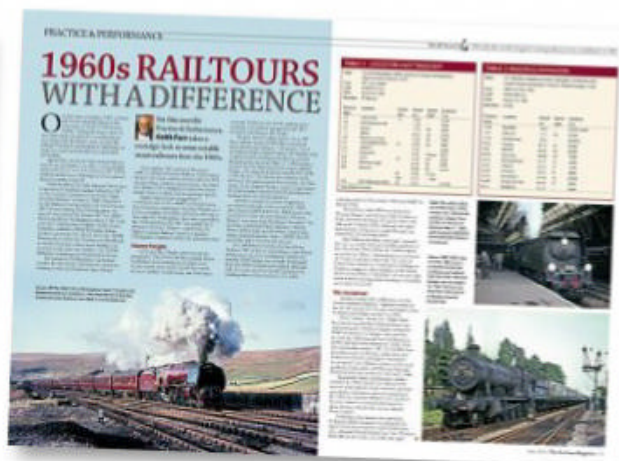
Keith Fender and Glen Beadon look at the history of railways on this Caribbean island and how narrow-gauge steam has returned after an 80-year gap.

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There's a reason for every delay to a train. Phil Marsh explains how the Delay Attribution Board works to adjudicate on more complex cases.



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Headline News



A gap in the crowds provides an opportunity to capture three of the final four GWR HSTs at Paddington on May 18 – Nos. 43002, 43185 and 43172 *Harry Patch*. The fourth power car was hidden by 43172 as it stopped marginally short. CHRIS MILNER

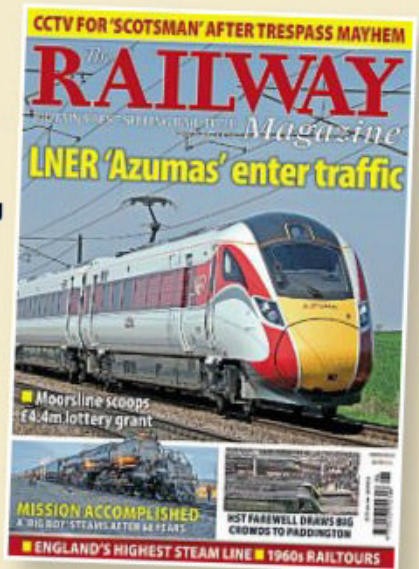
Union Pacific 'Big Boy' back after 60 years, GWR InterCity 125s go out in style, Overground '710s' enter service, Tim Shoveller switches from Stagecoach to Network Rail, Virgin calls for compulsory reservations on long-distance routes, RDG proposes 'SRA Mk2', LNER 'Azuma' debut.

On the cover

MAIN IMAGE: LNER's Class 800 bi-mode 'Azuma' trains entered passenger service on May 14 and will gradually filter into service over the coming months. On the first day, No. 800108 approaches Grantham during a driver-training run from York to Peterborough. ROBIN STEWART-SMITH

INSET 1: Back after 60 years - Union Pacific 'Big Boy' steams again.

INSET 2: GWR pulls out all the stops for Paddington HST farewell. GWR



Track Record *The Railway Magazine's monthly news digest*

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North Yorks Moors wins big lottery grant, three 'Manors' for West Somerset, Tyseley relaunches 'Bloomer' project and confirms main line future for 'Pannier' trio, Corwen project on schedule, Raven 'Q6' back in NER livery.

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Tyseley Locomotive Works has relaunched efforts to complete a working replica of an LNWR 'Bloomer' 2-2-2 and matching train. No. 670 awaits the resumption of work at Tyseley on May 21. ROBIN COOMBES



Assembly is underway on the first Class 196 DMUs for West Midlands Railway at CAF's factory in Beasain, northern Spain. This artist's impression shows how they will look. CAF

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Panorama: The Isle of Wight Steam Railway's 'Terrier' 0-6-0T No. W11 trundles through a carpet of bluebells as it heads away from Smallbrook Junction during a 30742 Charters event on April 27. STEVE SIENKIEWICZ

Details of when Britain's unique collection of heritage railways and railway museums are open.

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130 Crossword and Where Is It?


Chased by a remarkable motorcade, Union Pacific steam locomotives Nos. 4104 and 844 climb towards Morgan, Utah on May 12 with a VIP breakfast special from Ogden to Evanston. Although it is illegal to park on freeways, state police eventually gave up trying to move people along, although the train's westbound journey was heavily policed. MICHAEL RHODES

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'Unrealistic' Crossrail bosses to blame for delays and massive cost overruns

By Ben Jones

MASSIVE cost increases and lengthy delays to the Crossrail project were caused by the chosen contractual model, a compressed schedule and the absence of a realistic plan for completion, according to the National Audit Office (NAO).

The NAO's Completing Crossrail report, published on May 3, found that Crossrail Ltd was not in possession of a sufficiently detailed delivery plan until late 2018, by which time it was already clear the project would be severely delayed and well over budget.

Design changes and delays, requiring contractors to be on sites longer than expected, added around £2.5billion to costs between 2013 and 2018.

Between March and December 2018, the forecast final cost of the contract to install track and key electrical systems in the core tunnels between Stratford and Paddington rose by 25%, from £767million to £956m. The original forecast was £323m.

Elsewhere, several aspects of the new railways have seen even greater cost increases. The most extreme example is Whitechapel station, where the original target cost of £110m rose by 499% to £659m by December last year. Civil works at the Eleanor Street and Mile End shafts ballooned by 454%,

from £46m to £255m.

While the NAO acknowledges Crossrail is an extremely complex project, it lays the blame for the cost increases and delays squarely at the previous management team.

Damaging

NAO comptroller Sir Amyas Morse said: "Even as pressures mounted, Crossrail Ltd clung to the unrealistic view that it could complete the programme to the original timetable, which had damaging consequences."

House of Commons Public Accounts Committee chairman Meg Hillier added: "It is concerning that Crossrail Ltd deluded itself for so long about its ability to meet its original opening date, and the £17billion-plus programme's project management was not up to the job."

A new executive management team is now in place, and the NAO has urged TfL and the DfT to support it in refining its delivery plan, establishing a realistic final cost estimate and avoid placing added pressure on Crossrail by trying to influence the revised timetable and costs while the company rebuilds its capability to complete the new railway.

NAO also recommends the lessons learned from Crossrail are applied to other major projects, including HS2.



Crossrail Class 345 units are currently limited to Liverpool St-Shenfield and Paddington-Hayes & Harlington, but are expected to serve Reading from December 2019. Here, No. 345007 passes Royal Oak on the approach to Paddington on May 7. CHRIS MILNER

Fitting out and testing work continues across the route, with the NAO report stating 116 of the 270 required tests on trains and signalling have so far been carried out.

Testing

Dynamic testing began almost a year later than planned and is progressing more slowly than expected because of a lack of resources and the failure of Bombardier and Siemens to

develop and deliver new on-train and signalling software on time.

Only 27% of pre-commissioning and partial acceptance certificates have been issued for the 12 stations across the central section of the route. These are required to prove station and railway equipment is complete and functioning correctly.

It has been confirmed Bond Street station will not be ready in time for the rescheduled opening of the full Crossrail

network, which has been pushed back from December 2019 to somewhere 'between October 2020 and March 2021'. The delays are likely to have severe financial implications for Transport for London, which is already struggling to balance its budget.

In 2018, the organisation reported that a delayed opening would cost it £600m in lost revenue between 2019-20 and 2023-24. Further delays are likely to incur even greater losses.

Stagecoach issues second writ over West Coast franchise

STAGECOACH has issued a second writ against the DfT in respect of its disqualification from running the West Coast Partnership franchise from 2020.

The company was also disqualified from the East Midlands and Southeastern franchise bids over an apparent non-compliant bid, and at the beginning of May the operator announced legal action over the East Midlands failure.

This latest legal step has not only made demands for a judicial review, but also alleges the DfT was in breach of its

statutory duties and did not carry out a "fair" tendering process.

This latest action is in conjunction with Virgin and SNCF, all partners in the bid process. With Arriva also suing the DfT, it is now facing three legal actions.

The DfT paid £33million to Eurotunnel in an out-of-court settlement after the Brexit ferry debacle, and if payouts are made, there is a risk it might open the door for claims from other operators whose bid was not selected.

First Heathrow Express Class 387 emerges

TWO of 12 GWR Class 387 110mph EMUs to be branded in a new Heathrow Express livery were released from Ilford Works on May 22.

Set Nos. 387130 and 387140 were hauled to Reading by ROG Class 57 No. 57305 *Northern Princess*. Currently, the sets have not been refitted internally, but this will happen over the next few months before a launch in the 15-minute frequency service from Paddington. Using Class 387s based at Reading will allow that part of Old Oak Common depot to be vacated, and the 20-year-old Class 332s to be retired.

It was announced slightly more than a year ago that GWR would operate the service as part of a management contract running from August 2018 until 2028.

JAMES BUSNELL



Staggering response to model society's vandal attack – more than £100,000 raised

THE public response to a crowd-funding appeal after four vandals wrecked the Market Deeping Model Railway Society's exhibition at Queen Eleanor School in Stamford hours before it opened has been simply staggering.

The club issued an appeal for

£500 after news on May 18 that layouts had been wrecked.

The story quickly went global and the money poured in from well wishers from many countries aghast over wanton damage to a lifetime's work. Even model railway enthusiast Sir Rod Stewart contributed

£10,000 (see also Comment and Multiple Aspects).

Club secretary Brian Norris said: "We are so immensely grateful to everyone who has donated, with Sir Rod Stewart having been especially generous. "All your donations will help us and others, so hurt and

damaged by the destruction, to start to rebuild. It is very early days but we will now also be able to start thinking about what projects we might be able to undertake, and how we can help others too who may also have been affected. "The response has been out of

this world and overwhelming."

Lincolnshire police said the four, one aged 16 and three aged 15, have been released on conditional police bail pending further enquiries.

The crowd-funding figure stood at £105,940 from 5,392 donations, as of May 28.

'Azumas' in service – LNER outlines service changes

**COVER
STORY**

MAY 15 was an historic day for state-backed train operator LNER, which introduced the new Hitachi Class 800 'Azuma' on its first revenue-earning service from London King's Cross to Leeds and Hull.

The previous day, LNER invited the railway press and other stakeholders on a trip to Peterborough to sample the train (see also feature on p16).

Eventually, LNER will be operating 65 'Azuma' trains, some five-car, some nine, with Class 800s as bi-mode and Class 801 as electric only.

Their introduction will lead to the retirement of Class 91 locos, along with Mk4 sets, as well as HST sets, on a rolling basis over the coming months.

From the one diagram beginning on May 16, LNER has announced its intentions to ramp up diagrams by the end of June to six.

However, none are going further north than Doncaster until signalling immunisation issues are resolved and sufficient drivers are trained for that part of the ECML.

The planned diagrams are:

■ **From May 16:**

07:00 Hull-King's Cross
11:03 King's Cross to Leeds,
13:45 Leeds-King's Cross, 17:18
King's Cross-Hull, 20:28 Hull-
Doncaster.

■ **w/c May 27 will add:**

06:40 Leeds-King's Cross, 10:06
King's Cross-Newark North Gate,
11:56 Newark North Gate-King's
Cross 14:33 King's Cross-Leeds,
17:14 Leeds-King's Cross 20:03
King's Cross-Leeds.

■ **w/c June 3 will add:**

05:05 Leeds-King's Cross, 08:03
King's Cross-Leeds, 10:45 Leeds-
King's Cross, 14:03 King's Cross-
Leeds, 16:45 Leeds-King's Cross,
19:33 King's Cross-Leeds.

■ **w/c June 10 will add:**

15:33 King's Cross-Leeds 18:15



'Azuma' No. 800113, working the 11.03 London King's Cross-Leeds, passing Brookmans Park with the first revenue-earning service on May 15. KEN BRUNT

Leeds-King's Cross.

■ **w/c June 17 will add:**

05:30 Leeds-King's Cross, 08:33
King's Cross-Leeds, 11:15
Leeds-King's Cross, 14:06 King's
Cross-Newark North Gate, 15:56
Newark North Gate-King's Cross,

18:03 King's Cross-Skipton.

■ **w/c June 24 will add:**

05:55 King's Cross-Leeds, 08:45
Leeds-King's Cross, 11:33 King's
Cross-Leeds, 14:15 Leeds-King's
Cross, 17:03 King's Cross-Leeds.
19:45 Leeds- King's Cross.

Blatant trespass incidents mar 'Great Britain XI' finale

SOME of the worst trespass incidents seen since 'A3' No. 60103 *Flying Scotsman* returned to the main line in 2016 occurred on May 5 as the Pacific was returning from York to London Paddington on the final day of the Railway Touring Company's 'Great Britain XI' nine-day tour.

Trespass was most evident between Burton-on-Trent and Tamworth, especially around Elford, where sightseers had climbed through fencing to stand on the ballast of a 125mph line

Many had their backs to oncoming traffic and had placed themselves in great danger, leading to calls for Network Rail to review its fencing at these locations to see if they are adequate.

As drivers reported the trespass to control, trains were cautioned, and more than 50 were late or terminated short, with aggregate delays of nearly 1,000 minutes.

Some drivers remonstrated with trespassers, and even got from their cabs to photograph

them, but it had little or no effect.

Images taken by train crews and footage from CCTV cameras has been passed to the British Transport Police as part of the investigation. As we closed for press, investigations were on-going. Several people have been identified and spoken to, but British Transport Police were unable to say whether prosecutions are pending.

When the 'A3' first went back up the East Coast Main Line in 2016, there were similar scenes and no one was prosecuted. There have been many who support main line steam calling for well-publicised prosecutions to act as a deterrent.

Flying Scotsman had lost 25 minutes on arrival at Derby, but as a result of being subsequently cautioned, the delay had quadrupled to 101 minutes by Tamworth.

Lost time mounted as 'Scotsman' made its journey around Birmingham and through Oxfordshire, where more minutes were lost before the 'A3' was



A male and female photographer stand on the lineside halfway between Elford and Wichnor Jct. Behind is CrossCountry's 10.25 Plymouth-Glasgow Central, from which the driver had got off to take this and other images, which were passed on to British Transport Police. ANDREW YOUNG

declared a failure at Reading, arriving at 20.34, exactly three hours late.

As a result of the trespass, the loco will be fitted with front-facing CCTV cameras as soon as

possible, and BTP will accompany the loco on some future specials, liaising with mobile teams to apprehend offenders.

■ See Comment and Multiple Aspects for more reaction.

British Steel liquidation could impact rail industry

PLACING British Steel Ltd into compulsory liquidation, which includes the rail-making plant at Scunthorpe, could have an impact on the rail industry.

The Government's Official Receiver has taken control of the company, as part of the liquidation process, after the company was wound up in the High Court.

The receiver said the immediate priority was the safe operation of the site, and to try and save jobs by finding a buyer.

British Steel supplies 95% of the rail used on Britain's network – 100,000 tonnes per year – and although NR has a contingency stockpile, and is talking to European suppliers, this could lead to higher costs.

If a buyer cannot be found and the plant closes, it is uncertain if European plants could provide the required manufacturing capacity.

Scunthorpe also produces rail for European railways.

Should Scunthorpe close, it will affect the rail freight sector, as imported coal and iron ore is moved to the steelworks from Immingham bulk terminal.

Around 5,000 jobs are at risk, with a further 20,000 in the supply chain.

The UK would be left with one blast furnace, operated by Tata Steel in Port Talbot, but it does not make rail.

Private equity group Greybull Capital bought British Steel in 2016 for £1 from Tata.

DB stops sale of London through fares

By Keith Fender

GERMAN Railways (DB) has announced it will no longer be able to sell its popular 'London Special' through fares from London to German destinations from November 9, following a change of computer booking system by Eurostar.

Tickets using Eurostar services from London to Brussels and DB's ICE services onward via Cologne, with fares starting from €49, have been sold since 2008.

DB and Eurostar both say they hope to re-instate the tickets in the future.

For the interim, both Eurostar and DB tickets can be bought together on the DB website – although the fares will be separate, and in most cases higher in total than the former through fare.

Great news for commuters after 'Goblin' Class 710s launch

THE Gospel Oak to Barking line got the first of its new trains in May 23 when two Class 710 four-car EMUs were launched into service late morning.

The two sets worked two full diagrams the following day.

The announcement from Transport for London came with less than 24 hours notice.

The move will be a welcome step for users of the route, who have had to endure a 30-minute rather than 15-minute frequency since mid-March, as well as chronic overcrowding.

The software problems which have plagued the entry into traffic of the '710s' seem to be resolved with version '33', and over the coming weeks extra sets will enter

service and restore the 15-minute frequency as more drivers are passed out on the sets.

To compensate for the 14-month late introduction, customers will be given a free month of travel in September.

Ironing out the software bugs could allow testing of the Greater Anglia Class 720 EMUs to begin, some five months later than planned.



Class 710 No. 710261 at Upper Holloway with the first public service using the new trains – the 11.36 Gospel Oak-Barking, on May 23. Left: The interior of the new Class 710. A closer look at the units will appear in a future issue. BOTH: JAMIE SQUIBBS

SIDELINES

East Midlands bi-mode testing by 2021?

TESTING of bi-mode trains should begin in 2021, Transport Secretary Chris Grayling has said.

However, no order for new trains had been announced when *The RM* closed for press on May 28.

Bombardier, Stadler and Hitachi are expected to have pitched offers to franchise winner Abellio.

Porterbrook backs Dying to Work campaigners

RAIL leasing company Porterbrook has signed the TUC's Dying to Work Charter, a commitment to treating employees with fairness and dignity if they are diagnosed with a terminal illness.

The Dying to Work campaign was started by Jacqui Woodcock, who felt mistreated by her employer after she disclosed her terminal cancer diagnosis.

HS2 and TSSA sign recognition agreement

HS2 Ltd formally recognised the Transport Salaried Staffs' Association (TSSA) right to represent more than 1,200 staff directly employed by the company in May.

TSSA General Secretary Manuel Cortes welcomed the move.

Major fine for Caledonian Sleeper

CALEDONIAN Sleeper has been fined £177,000 for failing quality standards under the 'Squire' service quality incentive regime.

The operation failed in 15 of 21 areas checked over the 12 months to March. It is the first year of inspections for Caledonian Sleeper.


Charitable status for 'County' 4-4-0 group

THE Churchward County Trust (CCT) has been awarded full charitable status by the Charity Commission.

The group is aiming to build the 41st GWR 'County' 4-4-0 No. 3840 *County of Montgomery*.

As Registered Charity No. 1183514, the CCT will now be able to claim Gift Aid on donations from HM Revenue & Customs, equating to an extra 25p for every £1 donated towards the construction of No. 3840.

Obtaining charitable status was a key element of the CCT's agreement with the Great Western Society to have ownership of the various components pledged to the 'County' (such as the boiler from No. 5227) eventually transferred to the CCT.

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Swanage Railway prepares to undertake governance review

DORSET'S Swanage Railway is following in the steps of the West Somerset Railway by undertaking a complete governance review of both the Swanage Railway Trust (SRT) and Swanage Railway Company (SRC).

A letter signed by SRT chairman Gavin Jones and his SRC counterpart Liz Sellen was sent to members during May.

It outlined the need for the review, stating the governance structures, which date back to the early 2000s, are not necessarily fit for today's "larger and complex operation".

The letter goes on to highlight the risks associated with the levels of income (circa £3million per year) and trading margins, which "mean that even marginal adverse fluctuations in income

can impact financial viability".

It would seem the lesson of the West Somerset Railway, which came within a whisker of insolvency late last year, has been influential in the railway taking this action, along with a new governance code issued by the Charity Commission.

A review panel of seven people has been established under chairman Robert

Patterson, who over the next few months will look at whether the SRT and SRC has the right governance/management structures, the right composition of skilled directors and trustees, and how the governance compares to recommended practice.

The panel hopes to deliver its findings at the AGM this autumn.

£25million support for Scottish rail freight industry

THE Scottish Government has allocated £25million to support the country's rail freight industry over the next five years.

Scottish Transport Secretary Michael Matheson announced the ring-fenced funding during a visit to Freightliner's Coatbridge Terminal on May 9.

Rail freight operators, Network Rail and Transport Scotland can now put forward proposals for strategic improvements to help transfer more freight to rail.

Other proposals which meet strategic objectives without costly infrastructure upgrades are also being sought. These include work on locomotives and wagons, or other interventions.

The fund will be administered by Transport Scotland, and a new Scottish Rail Freight Forum will be established, including members from across the industry.



DRS Class 66 No. 66304 rounds the curve at Bardrill with the 13.07 Inverness-Mossend intermodal on May 17. IAN LOTHIAN

Stadler bi-mode unit testing reaches Liverpool Street



TESTING of Stadler Class 755/4 bi-mode units now includes Liverpool Street, where on May 11, No. 755409 arrived with the first working to the capital from Norwich Crown Point. Testing and clearance of sets is increasing, with a 12-car Class 745 Stadler unit No. 755104 also visiting the terminus on May 22. Sets have visited Lowestoft and Sheringham as part of on-going training and testing. DR IAIN C SCOTCHMAN

Comprehensive guide to 'Westerns'

FORMER Fleet Street journalist and football writer Adrian Curtis has marked four decades researching the Class 52 'Western' by publishing the *Western Chronicles*, which will encompass a book on each individual member of the 74-strong class.

The series is thought to be a first of its kind for a diesel class, with the author also launching a free website database for enthusiasts who are still fascinated by arguably the most successful diesel

locomotive class built by BR.

Mr Curtis has forecast it will take around five years to publish all 74 books in numerical order; the first two covering D1000 and D1001 are ready. All will be A5 hardback and will contain many previously unpublished colour and black and white photographs and unknown facts about the fleet.

Book details at: www.westernlocomotiveresearchsociety.com
Copies will also be on sale at the Crewe Open Day on June 8.

West Somerset launches £250,000 track appeal

THE West Somerset Railway Association (WSRA) and West Somerset Steam Railway Trust (WSSRT) have launched an ambitious joint fundraising campaign to raise £250,000 to help finance the West Somerset Railway plc's planned track relays this winter.

All 22 miles of the WSR's track is currently in the process of being upgraded or replaced, some of which is coming towards the end of its serviceable 50-year life.

Much of the rail is of the 'bullhead' variety, sat in chairs on wooden sleepers, which while traditional, is much more costly to buy and maintain compared to flat-bottom rail.

As a consequence the WSR intends to replace much of the 'bullhead' rail with flat-bottom along the whole line. The exception will be in station areas and places where the traditional aesthetic will be retained.

WSRA chairman Paul Whitehouse said: "Much of the

track on the WSR is now at the very end of its serviceable life after over 50 years of service, and some sections must be renewed in the near future to keep the WSR going for future generations to enjoy.

"With over 53,000 sleepers and well over 40 miles of rails on the 22-mile line, the numbers are big and the bill is expensive."

The figures speak for themselves. For example, £3,000 buys a full 60ft panel of 'bullhead' track, including all fittings with 50 years life, compared to £1,800 for a full 60ft panel of flat bottom track, including all fittings, with 100 years life. A 60ft length of 'bullhead' rail costs £840 against £560 for flat-bottom, and a durable, single wooden sleeper with serviceable chairs and keys costs £52, compared to £28 for a concrete sleeper with new fittings.

A Just Giving page has been set up for online donations at: <https://tinyurl.com/y6z3a6ty>

May timetable brings more seats and trains – but no repeat of 2018 chaos

By Ben Jones

NEW timetables came into force across the UK network on May 19, adding around 1,000 additional services.

However, many of the promised new trains have still not materialised.

Highlights of the new timetable include the introduction of an hourly Transport for Wales (TfW) service linking Liverpool and Chester/Wrexham via the revived Halton Curve, which is now open in both directions.

Greater Anglia introduced 'Norwich in 90' trains on May 20. Two additional train pairs leave Norwich at 09.00 and 17.00 and Liverpool Street at 11.00 and 19.00, reaching Ipswich in 55 minutes. The trains are timed for the new Class 745 'FLIRT' EMUs, but will initially be worked by Class 90+Mk3 sets, with pairs of bi-mode Class 755s taking over once they are authorised.

Reservations

GA will suspend seat reservations on London to Norwich trains from July 13 to avoid confusion because of the different seating layouts of old and new trains.

TransPennine Express was not able to introduce its direct Liverpool to Glasgow service as the CAF Class 397 EMUs are not ready for service, although it hopes they will be rolled out from September.

The diversion of Manchester Airport to Edinburgh trains via

Bolton is also delayed. However, the completion of the Bolton line electrification means Northern is finally able to operate an increasing number of electric services over the route, providing faster journeys, more seats and a range of new direct connections across Greater Manchester.

Northern has also introduced a much-improved service on the Newcastle to Carlisle route, increasing from 18 trains to 27 westbound and 29 eastbound per day. Hull to Scarborough also gains more trains and now runs hourly for most of the day, seven days a week.

The new direct Leeds to Chester service is now running although the promised CAF Class 195 DMUs will be introduced later.

Campaigning

Gainsborough Central now has weekday trains for the first time in 25 years thanks to tireless campaigning by local rail user groups. An hourly stopping service to/from Sheffield runs for much of the day. On Saturdays, three trains continue to/from Cleethorpes via Brigg.

Between Retford and Sheffield, the new service doubles the current frequency, and allows daytime Lincoln trains to run fast to/from Worksop, saving around seven minutes.

North of the border, ScotRail has added an extra 20,000 seats to weekday services, taking the total to 625,000 – an increase of 115,000 since 2015. Highlights include a full electric service on

the Edinburgh to Glasgow via Shotts route, using Class 385s.

The Hitachi-built EMUs are also now operating all trains on the Edinburgh/Glasgow-Stirling-Dunblane/Alloa routes, and have been introduced on Glasgow Central to Lanark.

More '385s' on Edinburgh to Glasgow via Falkirk High now offer 42-minute journeys, with an average of 47 minutes on weekdays.

Extra units have allowed ScotRail to lengthen more peak-time Glasgow to East Kilbride EMUs from three to six cars, and strengthen some Glasgow to Barrhead DMUs to four cars on weekdays.

Additional Sunday services on the West Highland Line to Fort William and Mallaig will also run through the winter.

A large number of changes to London Northwestern/West Midlands Railway (WMR) timetables include Walsall to Rugeley 'Chase Line' electric trains, with many services running through to/from Euston via Birmingham.

Cascaded

WMR has also combined the Nuneaton to Coventry and Coventry to Leamington via Kenilworth services to provide a new hourly direct Nuneaton to Leamington service using Class 172 DMUs cascaded from London Overground (see p105).

Plymouth to Penzance services are significantly improved, with Great Western Railway adding eight extra trains in each direction per day on weekdays and five on Saturdays.

Thameslink's Brighton to Cambridge service now runs twice an hour as the operator gradually builds up to its planned frequency through central London.

On May 20 – the first weekday of the new timetable – 90% of the 2,800 GTR trains ran within five minutes of schedule.

South Western Railway (SWR) has not enjoyed a positive reaction to its proposed service changes, and has been forced to delay the introduction of some



'Norwich in 90' is one of the new timetable initiatives to operate some services for the 115 miles to and from the capital in 90 minutes, No. 90001 having arrived on May 21 with the 09.00 from Norwich in just 88 minutes. The 17.00 from Norwich and 11.00 and 19.00 return from Liverpool Street are also scheduled for 90 minutes. JAMIE SQUIBBS



Green light for a new service: First Transport for Wales' regular service over the restored Halton Curve (upgraded in May 2018) has reliveried No. 158822 working the 08.31 Chester-Liverpool Lime Street, seen approaching Halton Junction. TONY MILES



The first weekday train at Gainsborough Central since 1993 as 'Pacer' No. 142025, forming the 10.52 from Sheffield, is greeted by local schoolchildren. It is hoped the extra hourly service from Sheffield will increase footfall to the town's shopping centre. Pressure from the North Notts & Lincs Community Rail Partnership has been key to Northern introducing the weekday service. CHRIS BOOTH.

extra trains by the late delivery of refurbished Class 442 EMUs.

However, it is introducing a limited number of extra trains, including two extra Portsmouth to Waterloo fasts in the morning peak, a new 30-minute frequency

service between Guildford and Farnham, extra late-evening trains on the Salisbury and Portsmouth lines, and additional weekday and weekend trains from Yeovil to Waterloo via Castle Cary, Bruton and Frome.

Malvern tea room 'deal'

TALKS between letting agents for West Midlands Trains (WMT) and Margaret Badderley, who leases the tea room at Great Malvern station, and who was facing a triple increase in rent and the threat of closure, has resulted in a successful outcome.

Following representations to the agents and WMT from passengers and the Friends of Malvern Railway Group, new lease terms have now been offered.

Tim Shoveller joins Network Rail as route MD

By Ben Jones

STAGECOACH Group UK Rail managing director (MD) Tim Shoveller is moving to Network Rail as one of five new regional managing directors unveiled on May 16.

Mr Shoveller joined Stagecoach from Virgin Trains in 2007.

He was previously MD of East Midlands Trains and, until February 2016, also MD at South West Trains, where he was involved in a pioneering alliance with Network Rail.

After Stagecoach lost the SWT franchise in early 2016, he

moved to a more wide-ranging role, overseeing the group's UK rail business.

A railwayman with more than 25 years' experience, Mr Shoveller previously held senior roles at Midland Mainline and Eurostar.

Mr Shoveller's new role will see him taking responsibility for Network Rail's North West and Central region, tasked with making the infrastructure operator 'more nimble', more efficient, and having a greater focus on its customers.

The four other regional MDs, each with a reported salary of around £300,000, will be Alex

Hynes in Scotland, John Halsall for Southern Region, Mark Langman (Wales and Western), and Rob McIntosh for the Eastern Region.

Current LNW route director Martin Frobisher becomes group engineering director and Nick King joins from Queensland Rail in Australia as group network services director.

Andrew Haines, NR chief executive, said: "We're making these changes as a major part of our plan to provide the best possible service for passengers and freight users, and to deliver the promises we've made for the next five years."

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The 'Big Boy' returns in style!

Michael Rhodes reports on 'Big Boy's steam comeback after a 60-year hiatus, as the famous locomotive spearheaded the 'Golden Spike' celebrations at Promontory Summit, Utah, to mark the 150th anniversary of the completion of the Transcontinental Railroad on May 10, 1869.

MANY would argue that an 'A4' is the most iconic steam engine in the UK, and there is no doubt the Union Pacific 'Big Boy' takes that accolade in North America.

Twenty five of the class were built by the American Locomotive Company (ALCO) for Union Pacific (UP) between 1941 and 1944. Originally, the engines were supposed to be called 'Wasatch' after the mountain range they were designed to conquer, until some wag in the ALCO factory scrawled 'Big Boy' on the boiler. The name stuck!

The locomotives, complete with tenders, weighed in at 600 tons and were 132ft long. They ran on low-quality Wyoming coal from UP-owned mines, generating about 7,000HP. They were capable of a maximum speed of 80mph, as they hauled 4,000-ton freight trains between Cheyenne and Ogden until their replacement by diesels in 1959.

Eight examples of the class were saved, but none of them were operational. Static exhibits in Cheyenne, Denver, St Louis, Scranton, Green Bay, Frisco, Omaha, and finally Pomona, California, were all in various

stages of disrepair when Ed Dickens, head of the UP heritage fleet, received the go ahead in 2013 to restore a 'Big Boy'.

New track

During his lecture in Ogden on May 11, Ed recounted how, contrary to rumours, there was only ever one choice for the restoration project – No. 4014, which was in the Rail Giants museum in Pomona.

This was predominantly because of the state of the boiler as compared to exhibits in more exposed locations and colder wetter climes.

The process of extracting the loco meant laying new track into the LA County Fairground to enable 'Big Boy' to return to the UP steam workshops in Cheyenne.

I was privileged to spend a couple of hours both listening to and then chatting with Ed Dickens.

The work undertaken to get the 'Big Boy' moving under steam just 72 hours before the May 4 special train from Cheyenne to Laramie was very extensive, and undertaken with a team made up of both veterans of the steam team and several young recruits,

A stunning backdrop as No. 4014 runs through Echo Canyon, with engineer Ed Dickens waving to photographers along the route. MICHAEL RHODES



who have learned under the guidance of Ed and his older staff.

The May 4 special was for UP staff and other senior railroaders from across the US, but after the

'Big Boy' reached Laramie (with UP 844), the whole train travelled sedately across Wyoming to Evanston, where it stabled on May 7 before undertaking what

was called 'The Race to Ogden'.

The journey across Wyoming was taken as an opportunity to mix hard running with periods of coasting to allow running in



An 11-car Virgin 'Pendolino' takes the reverse curves at Rugeley Trent Valley on May 13. CHRIS MILNER

'SRA Mk2' heads Rail Delivery Group reform plan

By Ben Jones

AN INDEPENDENT 'guiding mind' overseeing the entire UK rail industry has been recommended by the Rail Delivery Group (RDG) as part of its submission to the Williams Rail Review.

Under the RDG's eight-point plan, the new body would bring together decision makers to create 'joined-up' strategic planning, put passengers needs first, and penalise the industry when it fails. It would not be responsible for overall strategy or funding, but would oversee the implementation of national rail policy and the monitoring and enforcement of agreed standards across all operators.

The new body could also take

over responsibility for some overlapping functions that currently sit with the DfT, Office of Rail and Road, RSSB, Network Rail and the RDG itself, as well as possibly the National Skills Academy for Rail and Transport Focus.

RDG is also calling for more open access operation on long-distance routes, claiming it will give passengers more choice and improve standards through greater competition.

Decisions on local and regional railways should be devolved to regional authorities, with longer-term vertically-integrated concessions seen as a likely way forward.

Other RDG recommendations include:

- Easier-to-understand fares for

all passengers

- The introduction of 'customer-focused' public service contracts to replace current franchise agreements

- More investment in training for rail industry staff

- More priority given to promoting the importance of railfreight to the national economy

- Ensuring track and train companies all work towards the same customer-focused goals.

RDG chief executive Paul Plummer said: "Now is the time for fundamental change, not tinkering around the edges, or worse. These proposals set out the once-in-a-generation upgrade the railway needs if it is to help the country prosper over the next 25 years."

Virgin Trains in call for compulsory reservations on long-distance journeys

By Ben Jones

LONG-DISTANCE trains should be operated on an airline-style model, with compulsory seat reservations and train paths auctioned in 'bundles' to the highest bidders to encourage greater competition, according to Virgin Trains.

The controversial changes are central to Virgin's submission to the Williams Rail Review, which is currently assessing the structure and ownership of the UK's railway system.

Virgin says the changes would encourage competition on long-distance routes, eliminate overcrowding and end the current complex system of ticketing by removing peak and off-peak restrictions. It also claims competition would lower fares and drive up standards.

Virgin identifies the East Coast Partnership and HS2 as ideal candidates for the introduction of the new model, but believes it could be more widely applied.

Currently, the only operators in the UK with compulsory reservations are Eurostar and Caledonian Sleeper, although the model is widely used in France and Spain for high-

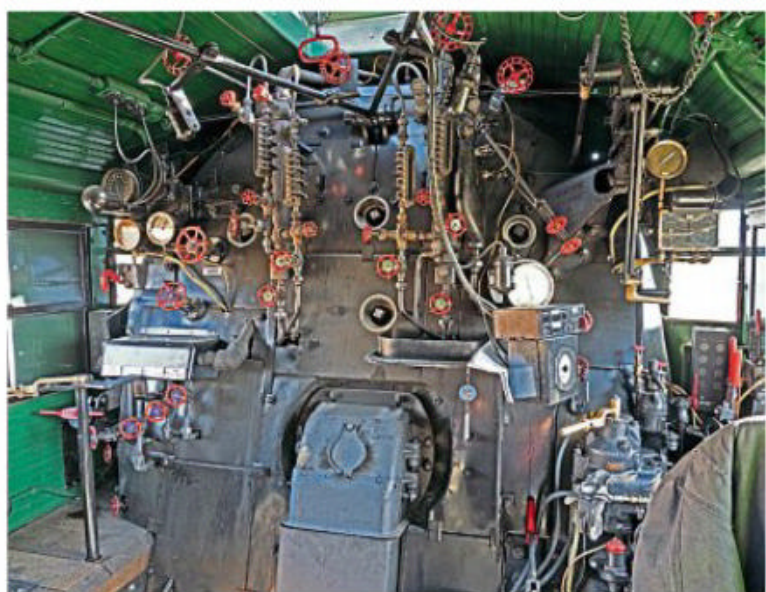
speed and long-distance trains.

For commuter, regional and urban rail networks, Virgin believes the current arrangement should be replaced by longer-term, vertically integrated concessions, with control devolved to local/regional government.

The recommendations were echoed by the Rail Delivery Group (RDG), which has published an eight-point plan for rail reform that includes more open access operation on long-distance routes (see separate story).

On May 1, Virgin Group founder Sir Richard Branson issued a statement saying all current franchise competitions should be cancelled until after the Williams Review is completed.

Having seen Virgin's joint bid for the West Coast Partnership franchise (with Stagecoach and SNCF) disqualified in April, the billionaire businessman believes the Department for Transport (DfT) should follow the example of CrossCountry, which was cancelled in September 2018 because of potential conflicts with the Williams Review.



The cab controls of the 'Big Boy', having been converted to oil firing. MICHAEL RHODES

of the pistons, valve gear and connecting rods. The locomotive performed faultlessly and simmered with '844' at Evanston on May 8 ready for the descent to Ogden.

We arrived at Evanston at 06.30 to find snow flurries and freezing temperatures, having forgotten the city is more than 6,000 feet above sea level. Very little in the way of photo opportunities would be available on the downhill trip so we selected a location a few miles out of Evanston where the line had a short incline, before the long descent through Echo and Weber canyons.

Oil firing

Fortunately, this was exactly where Ed decided to open the regulator sending black smoke and steam skywards. Everybody at the lineside was hooked – the sheer noise and power of the engine is hard to describe; No. 4014 is oil-fired unlike when it worked for UP in the 1950s. Experiments with oil-firing failed during the working life of the class but conversion to oil-firing for the reborn 'Big Boy' has been a success.

As the train descended the grade to Ogden, the weather improved and more and more onlookers appeared lineside. The Utah state police were out in force, stopping folk pulling up alongside Highway 80, and shouting over

their loud hailer at anyone seen to be pacing the train.

At some locations hundreds of men, women and children crossed the busy UP mainline to find a good location to watch and film the locomotive.

UP must have been aware of this possibility, and rather than try and deploy hundreds of police officers along the 75-mile route to Ogden, they simply suspended all freight traffic along the route in both directions for the duration! Imagine trying to do that in the UK network when *Flying Scotsman* is running!

Once in Ogden, there were three days of events and public exhibition of No. 4014, and also 844, as part of the 150th anniversary of the Golden Spike, when the railways from east and west sides of the USA finally connected.

Interestingly, No. 844, itself a huge 4-8-4 locomotive, looked diminutive alongside its more famous stablemate. However, No. 844 has records of its own, being the only American steam locomotive to have never been withdrawn from service since it was built, but it played second fiddle to No. 4014 during its visit to Ogden.

One of the best opportunities to take pictures of the Big Boy was in the evenings, when the temperature dropped, the crowds



'Big Boy' No. 4014 at rest, having arrived at Rawlings on the evening of May 5, on the trip from its base in Cheyenne to Promontory Summit, Utah. EIKI SEKINE



The temperature is hovering around freezing and there are snow flurries as 4014 and 844 climb out of Evanston on May 8. This was the only spot along the 75-mile run to Ogden where engineer Ed Dickens opened the regulator to any extent.



A ceremonial Golden Spike is tapped in by VIPs at Promontory, Utah, re-creating the 1869 ceremony. UNION PACIFIC

Some enthusiasts with VIP access to the loco, and also the restoration team with Ed Dickens (centre), who masterminded the overhaul. MICHAEL RHODES



had dispersed, and UP illuminated the locomotive. This time in Ogden allowed examination of the train consist in more detail and also a chance to chat to Ed about its function.

It may surprise readers to know the UP diesel tucked behind the extra water tender was not included in the consist to push, but to provide dynamic braking, and give the 'Big Boy' something to pull against.

As Ed pointed out, the 'Big Boy' is designed to haul very heavy freights, so a 10-car passenger train is nothing for it to move.

The loco operates much better with a heavier load, and because the brake pads on 'Big Boy' are custom made and under normal circumstances would wear down rapidly, leading to expensive replacement, using the diesel to make 90% of the braking on the train is a must.

The finale of my visit was the VIP train from Ogden to Evanston on May 12, a fundraiser for UP and

local Utah charities. The morning dawned with perfect blue skies and no wind.

The interest locally and internationally was massive, with Australians, Germans, Japanese, several Brits and not to mention myriad Americans standing side by side as the beast powered through the valley below us on its approach to Morgan and then Webber Canyon.

The chasing pack on Highway 80 made photography a little difficult but not impossible.

Little did we know there were so many onlookers at Morgan station, where a 10-minute stop was scheduled, and the train was delayed for 30 minutes.

Our second spot was one of the classic Echo Canyon locations. Ed had been briefed with the milepost and landmarks the night before, and while he leaned out of the cab to wave, forgot to pump a little extra oil into the firebox for the anticipated black smoke!

After reaching Evanston the VIP

guests were bused back to Ogden while 'Big Boy' trundled back across Wyoming to Cheyenne for a well-earned debrief and full inspection.

What of the future?

During the lecture from Ed, the audience learned there is no way the 'Challenger' No. 3985 will run again. UP only want two active locomotives, and their next project is a full overhaul of No. 844.

The condition of the 'Challenger' was described by Ed as "worse than 4014 when we picked it up", so is destined for static exhibit somewhere. UP is formulating an extensive summer schedule for the 'Big Boy', all over the UP system.

"I think I may have become a Big Boy Junkie!", remarked one of my fellow travellers as we drove to the airport in Salt Lake City to fly home.

Certainly the spectacle of this massive machine in dramatic scenery is well worth the air fare to the USA.



Power car Nos. 43185 *Great Western* and 43002 *Sir Kenneth Grange* sit in platforms 3 and 4 on the evening of May 18. CHRIS MILNER



A gap in the crowds provides an opportunity to capture three of four HSTs, Nos. 43002, 43185 and 43172 *Harry Patch*. The fourth power car was hidden by 43172 as it stopped marginally short. CHRIS MILNER

Paddington hosts HST farewell

After almost 44 years of sterling service, the InterCity 125 – which transformed long-distance travel for British Rail – has ended its association with London Paddington. Chris Milner joined in the commemorations and rode the last timetabled HST from Brunel's famous terminus.

THOUSANDS of enthusiasts flocked to London Paddington station on the evening of May 18 to witness the final timetabled HST workings of the venerable InterCity 125 train.

It really was the end of an era on Great Western, which first began in October 1976, and for 43 years and eight months, has seen IC125 operation on routes from Paddington form the backbone of BR and GW services – and indeed services elsewhere in the country.

From May 19, all InterCity services were being operated by modern Class 800 and 802 trains, built by Hitachi as part of the on-going transition of the railway.

For the Paddington finale, four HSTs stood side-by-side in a fitting choreographed salute across platforms 1 to 4, the workhorses surrounded by crowds of enthusiasts and photographers, many of whom had been

enjoying their last ride on the trains. Some even opted for a Pullman-style dining farewell, regardless of cost.

Passengers alighting from inbound HSTs and other services, utterly bemused at the crowds, were thinking there was a famous star at the station, not realising it was the trains themselves which were the 'celebrities'.

The final day saw some chaotic scenes at Paddington and elsewhere with enthusiasts taking 'selfies', friends in group shots, others posing with the special carriage destination stickers for the last train, which some drivers were persuaded to sign.

On the last day, GWR operated four full diagrams, designed to ensure the four sets were on the 'blocks' at Paddington for around 30 minutes, with the original liveried blue & yellow power car next to an InterCity one.

Then, one-by-one, each set left. The 18.03 Plymouth was followed by the 18.15 to Cheltenham and an 18.22 to Hereford, before the final departure – the 18.30 to Taunton (via Bristol), specially extended to Exeter, with GWR running a 'relief' at 18.32 for non-enthusiasts, given the 18.30 would be full of well-wishers creating a party atmosphere on board.

It was highly appropriate GWR diagrammed the first production power car No. 43002 *Sir Kenneth Grange* with the last one built, No. 43198, for that last timetabled departure.

Now 89, Sir Kenneth, an industrial designer by profession (whose creations include the Instamatic 33 camera and Anglepoise lamp) was guest of honour, taking part in the celebrations and posing by the power car with the aerodynamic front end he created.

He admitted the GWR farewell was a sad occasion, but was delighted his design had stood the test of time for so long and will continue to do so.

Equally appropriate was the poignant salute by GWR to two former HST drivers, Brian Cooper and Stan Martin, both of whom lost their lives in the terrible HST crashes at Ladbroke Grove in 1989 and Ufton Nervet in 2004, respectively.

GWR had special nameplates made, one plate for each driver fitted to each side of No. 43198. Members from both families had also been invited to travel on the last train.

As the final four trains headed west, crowds lined the route, on stations, bridges and station car parks, drivers responding by giving plenty of the familiar two-tone horn. There were even a few grown men spotted teary

eyed as the 18.30 slipped away from platform 4.

It may be the end of HST at the London end of the Western region (a farewell tour runs on June 1), having cemented their place in railway history as the best train British Rail produced, but it's far from the end of the 125 – just the end of this particular chapter.

For the next few years, HSTs will remain in service with CrossCountry and East Midlands Trains until new trains are delivered, while LNER has just introduced its first Class 800 'Azuma', which will lead to the withdrawal of HSTs from its East Coast and Scottish routes over the next 18 months – and don't rule out a farewell train on the ECML either.

Also, there is every chance HSTs will be in traffic to celebrate a remarkable 50th anniversary in October 2026 of their introduction,



Crowds flock around the platforms at Paddington following the arrival of the last inbound HST, before all four left, to Plymouth, Cheltenham, Great Malvern and Exeter via Bristol, respectively. The power cars are Nos. 43093, 43172 *Harry Patch*, 43185 *Great Western* and 43002 *Sir Kenneth Grange*. PICTURE: GWR



Passenger Meurig Lloyd gets a GWR driver to sign a carriage window sticker as a memento of the day. Mr Lloyd told *The RM* he was born in 1976, the year HSTs were introduced on the Western Region of BR, and he has travelled to work on them for 10 years. CHRIS MILNER



It's 17.40 on May 18 and all four HSTs are at Paddington station for the last time, enthusiasts witnessing the historic moment not deterred by the rain. The power cars are (from left) Nos. 43198, 43009, 43162 and 43188. FINBARR O'NEIL

given ScotRail is part way through a refurbishment of 27 sets to serve seven Scottish cities.

GWR will continue running its shortened 'Castle' HST sets between South Wales and Cornwall, but there is also a growing campaign to get more HSTs out of storage and use them to reduce overcrowding on CrossCountry.

Some are also expected to find their way to the charter market, but the future looks less certain for the remainder of HST power cars and trailers, with scrapping the likely option. No. 43185 has

already gone to Ely for storage.

Power car No. 43002 will be moved by road to Locomotion Shildon during June, where it will be part of short exhibition, before moving south – again by road – to York, where it will take its place in the National Railway Museum alongside other famous and classic British locomotives.

GWR's planning must be commended for the final day, and for managing to keep the sets running on their final diagrams; although there were a few worrying moments... it was alright on the night.



Sir Kenneth Grange is interviewed by Tim Dunn during a live broadcast on social media site Facebook, as NRM head curator Andrew McLean looks on. CHRIS MILNER

POWER CARS WORKING FINAL PADDINGTON DUTIES

The final day's diagrams involved power car Nos:

■ 43009 and 43185

■ 43172 and 43162

■ 43188 and 43093

■ 43198 and 43002



Power car No. 43188 restarts the 18.30 Paddington-Taunton from Reading, watched by large crowds. JAMES BUSHNELL



The nameplates in memory of driver Brian Cooper on the side of power car No. 43198. On the other side is the name of driver Stan Martin. Mr Cooper lost his life in the 1989 Ladbroke Grove rail disaster, while Mr Martin was killed in the Ufton Nervet level crossing tragedy in 2004. CHRIS MILNER



Power car No. 43002 *Sir Kenneth Grange* captured at speed passing Shrivensham on May 18 with the 14.29 Swansea-Paddington. JACK BOSKETT



Multiple Aspects with Nick Pigott

WITH this issue, the title of the column reverts to the name it began with a quarter of a century ago.

At that time, I described it as appropriate

as it enabled Britain's senior rail journal to signal up matters relating to all facets of the world of railways.

That's as relevant now as it was 25 years

ago, so feel free to contact me at npigott@mortons.co.uk if there's anything infuriating, inconveniencing or merely bewildering you about life on the lines.



Is the land that gave trains to the world forgetting how to design them?

SOMETHING engineers and designers are supposed to do is learn the lessons of history.

Back in the 1950s, hundreds of unproven diesel and electric locomotives were ordered for BR in a 'headless chicken' dash to rid the network of steam.

The result was an expensive fiasco as numerous designs failed to live up to expectations and had to be modified or withdrawn only a decade or so later.

It's no coincidence two of Britain's most successful fleets – the 'Deltics' and the HSTs – both emerged after extensive testing of prototypes. Half a century or so later, decision-makers seem to have forgotten those experiences, and the result is an embarrassing rash of failures, incompatibilities, delays and mass storage of new rolling stock.

Indeed, the problem has become so bad an Office of Rail and Road official has been quoted urging the industry to ensure new trains are compatible with existing infrastructure and operating systems.

Talk about stating the obvious! It's akin to telling motorists to ensure their car is fitted with wheels before attempting to drive. The likes of Stephenson, Churchward, Gresley and Stanier must be spinning in their graves.

The East Coast's Hitachi-built 'Azumas', described irreverently by some observers as "camel trains designed by committee", are finally entering service several months late but still can't run north of York because they're not yet compatible with the signalling system.

Thameslink's Siemens Class 717s have been delayed for something else that should have been foreseen at the design stage: the

front-end emergency evacuation ladders required for Moorgate tunnel operation block the drivers' view of signals when stowed.

The Bombardier Class 710s (London Overground) and 720s (Greater Anglia) have been delayed because of train-management software problems, although the '710s' did finally enter service just before our press day.

The CAF '195s' and '331s' (Northern) and the Class 769s (rebuilt '319s') have been delayed because of a variety of technical issues. Bombardier's Crossrail '345s', CAF's TransPennine '397s' and the Mk5a carriages with Class 68 power are also badly behind schedule, all due to have entered service last year. In the case of the former, it's the infrastructure providers who've failed to meet their deadlines, and many of the shiny new trains are dumped in open storage.

Everyone expects a few teething problems, especially with today's incredibly sophisticated new technology, and thousands of test trips and mileage accumulation runs are obviously undertaken, but they're not necessarily as good as prototypes when it comes to ironing out bugs.

That so many large train fleets are being delivered is fantastic for Britain – even if most are built abroad – but the failure of proper planning, liaison and co-operation between specifiers and manufacturers is marring what should otherwise be a wonderful success story.



Scotsman: The madness of the public

WHAT is it about *Flying Scotsman* that makes the public lose their heads?

They trespass all over main lines, they stand with their backs to oncoming trains, some even take their kids and dogs with them.

More than 50 trains had to slow down or

stop during a recent run the Gresley Pacific made through Staffordshire.

It sometimes seems as though the adulation the 'A3' receives from spectators is as great now as when Alan Pegler began running it 56 years ago. As love affairs between humans and machines go, it's one of the most enduring of all time.

Have you noticed, though, that the worst excesses of trespass occur only after its route and timings are broadcast beyond the rail fraternity?

Most runs are trouble-free, but when the local media picks up on one in advance, families who probably didn't even realise the loco still existed get it into their heads that it's the first or last time it's running through their locality, and turn out en masse for fear of missing it.

Unfortunately, this over-enthusiasm might just ruin it for themselves as well as for genuine fans who respect the hazards of the railway, for Network Rail is considering banning 'Scotsman' from certain routes if the problem continues.

Too popular for its own good; how ironic would that be?

Let's just hope common sense prevails.



'Snivelling little scumbags'

I DON'T often concur with the outpourings of TV host Piers Morgan, but his description of the yobs who smashed up Market Deeping Model Railway Club's layouts as "snivelling little scumbags" hit the nail on the head (see also *Headline News*, p6).

The total wanton destruction of the club's exhibition display in May also highlighted the opposite extreme of human behaviour as huge donations came in from hundreds of well-wishers, including rock star and model rail enthusiast Sir Rod Stewart.

Within days, the club had received more than £50,000 to repair the damage, but the

real destruction – to the minds and hearts of the men who spent decades lovingly building the layouts and locos – can never be repaired.

Many were in tears and some are in any case simply too old to start all over again. Beautifully restored carriages on heritage railways often suffer the same sort of wicked vandalism as the GCR (Nottingham) found to its cost earlier this year.

The four youths arrested for the latest outrage will probably receive a 'slap on the wrist' in the form of a fine or community order.

In addition to that, they should at the very least be ordered to spend the next year helping the club rectify all the damage. That's if the members can bear to have them in their sight.



Few friends for HS2

FINALLY, I'm grateful to the readers who contacted me about HS2.

Surprisingly for rail supporters, the majority of you were of the view that it's a vanity project.

Robert Marshall feels it's more likely to exaggerate, rather than reduce, the North-South divide by making the dominant south-east business region even more accessible. He also makes the point that firms are cutting back on business travel budgets and making more use of IT-based communication systems.

Paul Watkins feels the inevitable Crossrail-style cost overrun of HS2 would result in higher fares for everyone else in the UK. Like a lot of you, he tells me he would rather see the money invested in the existing network.

The National Audit Office says the project is now almost too far advanced to abandon, but if the next Prime Minister invokes further cut-backs you might all get what you wish for. Sorry, but if so, I'll not be cheering with you.



Railways in Parliament

by
Jon Longman

Railways get greener

NORTH Norfolk MP Norman Lamb asked what assessment has been made of the effect on the level of greenhouse gas emissions of the Government's decision to cancel the electrification of the Cardiff to Swansea, Kettering to Sheffield and Windermere to Oxenholme lines in June 2017.

Transport Minister Andrew Jones said: "We are committed to a greener, cleaner transport system. That's why we are modernising the UK rail fleet to introduce more electric, bi-mode (electric and diesel hybrid) and alternative-fuel trains.

"Better trains and upgraded infrastructure will take polluting cars and lorries off our roads – reducing the overall carbon footprint of UK transport – making our air cleaner.

"On the Midland Main Line, new inter-city trains will be introduced, which will have less environmental impact than the current trains, some are more than 30

years old. They will be bi-mode, which means they can also take advantage of the electrified parts of the line.

"Our ambition is that these will be the cleanest ever bi-mode trains."

He added: "Abellio, awarded the new East Midlands franchise, are seeking innovative ways to keep emissions to a minimum when running under diesel power. It is not possible to accurately calculate the environmental impact of the new bi-mode trains until the design and development is complete.

"This new franchise will be at the forefront of delivering a cleaner, greener rail network. Abellio will trial hydrogen fuel-cell trains on the MML and will run zero-carbon pilots at six stations along the route.

"Once the transformation of the Great Western is complete, the new Intercity Express trains will spend most of the journey between London and Swansea in electric mode."

Mr Jones concluded: "In diesel mode, the new trains meet the highest rolling stock emissions standards.

"On Windermere to Oxenholme, there are proposals for alternative fuel trials involving battery technology by Northern."

Uckfield to Lewes sidelined

BARONESS Randerson asked if there were Government plans to reconsider their decision to not reopen the Uckfield to Lewes line.

Transport Minister Baroness Vere of Norbiton replied: "The Government has no current plans to reinstate the line between Lewes and Uckfield, but are committed to improving services on both the Uckfield line and the wider Brighton Main Line.

"You may also be aware that £19.2million has been spent on the Uckfield line to enable longer 10-car trains to operate, providing much

needed extra seating and space for passengers."

Cornish challenge

NORTH Cornwall MP Scott Mann asked whether the Department for Transport (DfT) has plans to reopen lines in North Cornwall.

Transport Minister Andrew Jones said: "The DfT looks to local authorities to identify local transport needs.

"In November 2017, the Secretary of State said in A Strategic Vision for Rail that the challenge to our partners was to work with Government and the industry to develop compelling proposals for the next generation of rail schemes, identifying the places where rail is the right answer for local transport needs.

"All schemes would need to demonstrate a strong business case where they are seeking any available Government funding."

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BRITAIN'S NEW TRAINS

Exciting times are ahead as the first trains of two new fleets entered service during April and May. A total of 22 new or fully refurbished fleets are due for introduction by 12 train operators over the next three years, and *The RM* will be taking a closer look at these trains. To kick off the series, **Chris Milner** samples the LNER 'Azumas', built by Hitachi, and VivaRail's Class 230 'D' train.

**PART
ONE**

Enter the 'Azuma'!

THE transition to new trains for passengers who use LNER services along the East Coast Main Line got underway on May 15 when the first Hitachi Class 800 'Azuma' – No. 800113 – worked the 11.03 King's Cross-Leeds. The following day set No. 800102 was used on a Hull diagram.

It's an exciting step forward for the state-backed operator, but one which will also lead to the start of withdrawal of the immensely popular Class 91 and Mk4 trains, and also HST sets. Three Class 91s are due to be handed back to the leasing company by the end of June, rising to seven by August 31 as the 'Azuma' rollout progresses.

A lot has happened since the East Coast franchise was under the tenure of Stagecoach and Virgin, with the first 'Azuma' unveiled at King's Cross on March 18, 2016. There have been many changes since then, but crucially the same team has remained involved to provide the continuity to deliver these new trains, and provide a new passenger experience.

LNER is having 65 'Azuma' trains built by Hitachi at Newton Aycliffe. This new fleet is a mix of electric and bi-modes, both five- and nine-car units with a design speed of 140mph, although 125mph will remain the maximum for the time being. The 'Azuma' name comes from the Japanese language and means 'east'.

Speaking to *The RM* at the press trip to Peterborough on May 14, Hitachi managing director Karen Boswell said: "For me it's a really important day. I know first hand the impact these trains will make, having been involved in East Coast for more than five years. The train will be a transformation.

"You have capacity, performance and the on-board environment. Passengers will be excited. It's the next generation of technology."

Hitachi has 1,000 staff, of which 730 are permanent, and produces five carriages per week, increasing soon to six.

Since that first unveiling three years ago, LNER has undertaken considerable time to work with partners and stakeholders to style and finalise both the exterior and interior designs.

Externally, the arctic white body shell is enhanced by red graphics all along the window



The inaugural LNER 'Azuma' revenue-earning service, with No. 800113 passing Adwick with the 11.03 King's Cross-Leeds on May 15. GEOFF GRIFFITHS



First Class accommodation with a rich brown moquette and leather headrests. All other pictures: CHRIS MILNER



One of the luggage racks in Standard Class.



The storage space in the vestibule ends can be used for cycles or oversized luggage.



In Standard Class, bright red seating is the order, the majority of seating lining up well with the windows. Inset: The traffic light seat reservation system is easy to understand.

line, which sweep upwards before narrowing and running down the cab sides either side of the yellow nose cone. The result is a very smart livery which gives considerable impact close up and from distance, too. It is not too dissimilar to the livery used on Deutsche Bahn ICE3 sets, but carries more gravitas. Keeping the white exterior clean may be a challenge, however.

As part of LNER's key aims of speed, comfort and eliminating delay, internally there have been many changes.

In the First Class carriages, the 2+1 seating style is retained, but the leather seats on the Mk3 and 4 stock gives way to fabric-covered reclining seats with leather headrests. These seats are firm, comfortable and have more leg room. LNER says the seats have been designed to be wider to maximise comfort and support a customer's posture. The tables are larger, too.

Sampling First Class on the press trip back to London from Peterborough, there was an impression of more space, and certainly not the enclosed, and some might say, claustrophobic feel of a 'Pendolino'.

Amenities include new ambient lighting, power and USB points at each seat and window blinds. The on-board kitchen will provide

passengers with a complimentary two-course meal for lunch and dinner, or a breakfast menu in the morning.

Menus have also been changed. LNER has dropped the celebrity chef-designed menus, instead taking suggestions from staff which its own chefs have developed. All dishes will use locally sourced ingredients from suppliers on or close to the East Coast route.

In Standard Class passengers get new seats, which while ergonomically designed *do* feel more upright than the Mk3 or Mk4 designs, and while a bit firmer, were comfortable for the 40-minute press trip. The covering is thicker than similar GWR trains, but a much longer journey is needed to make a proper judgement on overall comfort levels. The tables are a good size, there are window blinds, sockets at each seat, plus an extra 7cm of leg room.

Looking now at carriages and the number of seats, on a nine-car set, carriages are lettered A, B, C, G, H and J for Standard, which might suggest some long-term scope to expand sets?

Coach A is the driving car and has 48 seats with two wheelchair spaces and an accessible toilet. Carriages B, C, G and H are basically identical carriages, each with 88 seats. The detail

differences are in the end vestibule storage areas; these are either fitted out as toilets or used cycle/large luggage space. In carriage G all four areas are used for storage. This vehicle also contains the café bar.

Coach K is a composite vehicle containing 30 First and 38 Standard seats either side of a full height, non-transparent partition; coach L is completely First Class with 56 seats; and coach M, the other driving vehicle, houses the First Class galley area, 15 seats, two wheelchair spaces and an accessible toilet. Total seating on nine-car sets is 101 First Class and 510 Standard, plus 10 toilets.

The five-car 'Azumas' have some detail differences in seating. Coach A has 56 seats, eight more than a nine-car. It has no wheelchair space in any Standard Class vehicle, but retains the accessible toilet.

Coach B is the equivalent of G in the longer sets, with 72 seats and the café bar. Carriage C is an 88-seat vehicle, while coach E is the composite vehicle with the same 30 First/38 Standard seating split. The other driving car, coach E, has a slightly larger passenger area, containing 18 seats, two wheelchair spaces and an accessible toilet, taking the total on the train to five.

Total seating is 38 First Class and 254

Standard. When running as a 10-car formation, the second set will be lettered F, G, H, K and M. The train manager's office is located in the crew area in coach M (E on five-car sets).

Throughout the train is free wi-fi, and above all seats is a traffic light reservation system, which is far easier to understand.

David Horne, managing director of LNER, said: "The launch of the first 'Azuma' trains is a truly momentous event for LNER and the communities that we serve.

"Setting new benchmarks in rail travel is part of our DNA, and the new 'Azuma' trains are the next big step for LNER in making the customer experience the best that it can be.

"They will transform travel with improved reliability, greater levels of comfort, and an average of 100 more seats on every train compared to the current fleet."

Later this year, 'Azuma' services will be extended to Harrogate and Lincoln with more services, before rolling the trains out to Newcastle, Middlesbrough, Edinburgh and other Scottish destinations once signalling immunisation and other infrastructure works have been completed north of York.

Readers may have seen 'Azuma' trains on test on the ECML as well the GWR main line, and this is all part of an extensive testing regime as well a driver training programme, which will continue for many months ahead. With 30% more trains in the fleet to cater for passenger growth and combat overcrowding, more drivers were needed.

LNER director of operations and safety Warwick Dent takes up the story.

"Three years ago we embarked on a recruitment campaign, and that produced 15,000 applications.

"We took on 98 new drivers to build in headroom for growth, but also allow existing drivers to be released for 'Azuma' training. The new intake also took into consideration natural attrition rates, and with no compulsory retirement age, 14 of the 16 we identified as likely to retire did so. So we got our calculations correct.

"Since last summer, four drivers per week have been in training on a course spanning three weeks – two weeks classroom and simulator – and then 20 hours practical handling.

"The increase from 45 to 65 will give us the reliability and availability we've desperately needed, and the three hired Class 90s and HST set will soon be returned."

To make best use of the 'Azuma' trains, LNER says a new timetable will be introduced from December 2021. This will not only increase the number of services between London and Edinburgh, but also take 'Azumas' to new destinations. For East Coast passengers, the new era is just beginning.



The cafe bar can provide bean to cup coffee, other hot or cold drinks, as well as hot and cold snacks.



In its special LNW livery, Vivarail set No. 230004 waits at Woburn Sands on April 24 with the 14.01 Bletchley-Bedford. ALL PICTURES CHRIS MILNER

Vivarail 'D' train: The Class 230

VIVARAIL first came to prominence in 2015 with its plan to produce low-cost, low-maintenance rolling stock by upcycling surplus London Underground 'D' stock for use on under-utilised branch lines.

Headed by career railwayman and engineer Adrian Shooter, his vision was to develop a re-engineered train that was comparable to a new train but at a fraction of the cost.

The Vivarail plan hinged around the 'D' stock – proven sub-surface trains, having been built between 1980-1983 by Metro-Cammell, Birmingham.

Transport for London planned to replace the 'D' stock with the 'S' stock from January 2015, and towards the end of 2014 Vivarail agreed to buy 156 driving motor cars and 70 trailing vehicles to refurbish as 'new trains'.

The first two vehicles arrived at Vivarail's base at Long Marston for conversion in January 2015.

Having already had a hard life of more than 30 years (one shorter than its envisaged lifespan with London Underground), the key to a second life under Adrian Shooter's vision centred around the 'D' stock's aluminium bodyshell, which hadn't corroded like a steel one of similar age and use, plus the trains had proven traction motors and bogies (replaced from 2000), and rubber coil suspension.

Strengthening was made to the front end of the train to comply with crash-worthiness standards, while the train was fitted with a new control system, and other modern technology.

Power for the traction motors would be provided by two Ford 3.2 diesel engines, jointly developing 400hp for each vehicle. These are mounted on rafts and can be replaced in around 10 minutes in the event of a fault. The engines drive alternators and their output flows through an IGBT electronic control system designed by Strukton.

The lighter body weight and the automotive-derived power unit will provide improved fuel consumption.

Vivarail had its prototype on test (230001) by April 2016, and by December the unit had begun main line testing, although there was a setback after a fire under a unit at Kenilworth. Vivarail extensively analysed the causes and made modifications to the set and underfloor equipment, and within months, the prototype was repaired and back on main line test.

Not content with diesel power, Vivarail has also pursued battery power for its 'D' train, and in July 2017 was awarded a grant by Innovation UK for development of battery technology.

A second set – No. 230002 – undertook public demonstrations over three days at the Bo'ness & Kinneil Railway in October last year, proving the train's green credentials.

The fact the Class 230 has modular power units mean any Vivarail train can convert to battery power at any time. A special charging unit allows introduction on lines that are either non- or part-electrified, and gives the sets a 60-mile range. A hydrogen version of the train is also being developed.

In March 2018, West Midland Trains confirmed an order for three two-car Vivarail Class 230s to use on its Marston Vale line between Bedford and Bletchley, which is run under the London Northwestern brand.

The first of these trains – No. 230003 – arrived wearing a special livery at Bletchley depot in September 2018, but subsequent testing revealed some unexpected technical issues, and was followed by an announcement the '230s' would not begin service in December as planned.

Adrian Shooter, CEO of Vivarail, said: "My experience in the rail industry means I am fully aware of the problems that can occur when introducing new trains, and that one unforeseen event can easily overturn months or even years of planning. At Vivarail we hold our hands up to that fact. I know that there is a great deal of anticipation to see the Class 230s in service, and I am confident that the short wait will be worth it."



Airline and bay seating inside No. 230004 at Bedford, the graphics appropriate to the brickworks alongside the line at Stewartby, which for decades distributed brick by rail.



Above: The driving cab of the Class 230.



Left: The special seat moquette with the innovative USB charging socket in the armrest.



Below: Tip-up seats are featured next to some vestibule areas.



One carriage features longitudinal seating, while the second carriage is a mix of different styles.

By February 2019, the second and third units had arrived at Bletchley, and staff training was in full flow. Finally, on April 23, set No. 230004 took over one of the diagrams from a Class 153 and *The RM* editor Chris Milner sampled the set three days later between Ridgmont to Bedford.

Passenger accommodation is bright, airy and spacious. Seating, with a diamond-patterned moquette, comes in four different styles – longitudinal, airline, bays with a table, and tip-up. Floors are light grey in seated areas, dark grey in the vestibules and throughout there are pale green grab rails.

On the arms of the longitudinal seating are USB-device charging sockets, there is free wi-fi and LED lighting. Under other seats are sockets with 13amp plugs and USB sockets.

All of the seating is adequately comfortable and supportive for the maximum journey time of 45 minutes. Views from windows are superb, and overall an excellent passenger ambience is provided.

Vivarail can produce different internal combinations, including a buffet car, to suit customers, and the WMT version is bespoke to the operator.

The single leaf doors have been retained and have passenger door controls and emergency call points nearby. Passengers can also move between carriages by pressing the yellow release button.

Vivarail has managed to install an accessible toilet in the centre of one of the cars, and what is a really nice touch are the graphics.

Vivarail say each has a different theme, the one in 230004 featuring Stewartby and it's brickwork chimneys. Near the toilet is an area for pushchairs and cycles.

Station-to-station acceleration for the 16¾-mile route was brisk, well within the scope of the units, which have a maximum speed of 60mph, reached on many occasions. Engine and transmission noise was far less than a Class 153.

In the cab, the driver sits at a modern control desk with a single power/brake control and a clear view forward. Other buttons, controls and fault lights are at arms length. The cab is probably less cramped without the centre corridor connection found on a Class 153.

In addition to the PA, which can be used

by the guard for announcements, the train also outputs passenger security reminders and pre-recorded station calls based on GPS positions. However, in the view of the author, these seemed a little muffled and not as clear as the guard's announcements – a minor quibble on what is a quality unit.

The train crews seem pleased with the new trains. On the day of travelling, one team member was being appraised, and at Bedford one driver proffered the view the '230s' were a real step change and nice to drive.

They also seem a hit with passengers too, many enjoying the greater space, improved ride and free wi-fi, and they have been providing positive feedback to the operator.

Vivarail has been contracted to build five diesel-battery multiple units for Transport for Wales, and these are under construction for use on Wrexham to Bidston services and also in the Conwy Valley.

■ Next month the new trains feature will put Scotland under the microscope.

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ANGMERING	EARLEY	LAMPETER	NEWHAVEN HARBOUR	PAIGNTON	ROWFANT	WINNERSH HALT
BARCOMBE MILLS	EASTBOURNE	LLANWRTYD WELLS	NEWHAVEN TOWN	ST. ERTH	SOUTHEASE & RODMELL	WITHYHAM

7927 £1400	1614 £400	70 F £200	73 A £100	83 B £500	WESTERN VICEROY £10,500	STREATHAM HILL £330	ASH VALE £400
4266 £700	2865 £700	81 A £210	81 B £860	81 D £220	D 1052 £4100	LINGFIELD £460	BARCOMBE MILLS £1600
2245 £480	9622 £500	ARDINGLY £1060	LEWES £700	WILLINGTON HALL £4100	BRITTON BELLE £100	SEVENOAKS £620	BRAMBER £1900
4238 £600	9409 £400	BECKENHAM JUNCTION £530	HASLEMERE £300	ROAD SERVICES in association with the SOUTHERN RAILWAY £410	ROAD SERVICES in association with the SOUTHERN RAILWAY £55	READING GENERAL £1300	COBHAM AND STOKE D'ABERNON £500
4691 £580	6716 £450	CHANDLERS FORD £400	DORKING NORTH £600	W.B.C.C. A.R.P. SHELTERS £950	BRUSH TRACTION £750	LIMPLEY STOKE £2000	DIDCOT £750
6663 £600	4169 £700	BINGHAM ROAD £150	PETERSFIELD £500	SOUTHERN RAILWAY NOTICE IS HEREBY GIVEN IN PURSUANCE OF SECTION 95 OF THE SOUTHERN RAILWAY ACT 1926 THAT THIS PATH IS A PRIVATE ROAD. BY ORDER £120	FARNHAM BENTLEY BORDON ALTON £165	GORING & STREATLEY £600	EASTLEIGH £800
4093 £3300	3635 £10500	EAST PUTNEY £430	BASINGSTOKE £660	NOTICE IS HEREBY GIVEN IN PURSUANCE OF SECTION 95 OF THE SOUTHERN RAILWAY ACT 1926 THAT THIS PATH IS A PRIVATE PATH. BY ORDER £100	SITTINGBOURNE £560	FINCHLEY ROAD & FROGNAL £500	IDMISTON HALT £2800
9026 £1000	9761 £300	ELTHAM PARK £150	SHERBORNE £500	NOTICE IS HEREBY GIVEN IN PURSUANCE OF SECTION 95 OF THE SOUTHERN RAILWAY ACT 1926 THAT THIS PATH IS A PRIVATE PATH. BY ORDER £100	TONBRIDGE £500	NEW MILTON £1000	NEWBURY £720
4604 £500	31891 £1500	MIDHURST £5200	WATERLOO £820	S & D.J.R. BEWARE OF TRAINS £280	ROAD NARROWS £370	GROOMBRIDGE £1300	PORTON £1900
61325 £750	42064 £560	NORBURY £1250	HAYWARDS HEATH £1250	CREWKERNE STATION £720	WAY OUT TO IFORD FAIRMILE AND JUMPERS £1000	HILDENBOROUGH £300	ROTHERFIELD & MARK CROSS £1750
68056 £500	45385 £500	STREATHAM HILL £150	SWAYTHLING £130	NO SMOKING £270	GOODS DEPOT £660	FARNHAM STATION £100	YEOVIL PEN MILL £1500
75060 £600	76053 £750	REFRESHMENTS £360	WINCHESTER B £500	STATION £240	35005 £750	SOUTHERN RAILWAY SOUTHAMPTON DOCKS. BAGGAGE CLEARED THROUGH CUSTOMS AND STORED. CHECKED THROUGH FOR EXPRESS DELIVERY IN LONDON OR BAILED TO ANY DESTINATION DELIVERY PERFORMED IN SOUTHAMPTON & SUBURBS. MOTOR VANS IN ATTENDANCE. £540	BOTLEY £450
78009 £950	80145 £2850	PARCELS AND LEFT LUGGAGE £160	TULSE HILL £400	TRAINS TO ST ALBANS BERKHAMSTED TRING £630	WINSTON CHURCHILL £670	Sea King £3000	MONTROSE £1150
90548 £500		WINCHFIELD £150	FEMALE MESS ROOM £620			NORDIC TERMINAL £600	OVERTON £960

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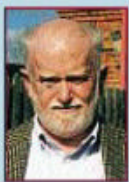
1960s RAILTOURS WITH A DIFFERENCE

One fine June evening in 1967, a friend and I were enjoying dinner in the restaurant car of the 17.05 Euston-Carlisle. During the soup course we were discussing our plans for recording steam over Shap when the brakes came on and, like Edward Thomas's express train at Adlestrop, we came to a stand unwontedly, but somewhere in Cheshire.

Apparently, our Brush Type 4 diesel did not want to go any further; so, after a commendably short interval, we were rescued by an '8F' 2-8-0, which trundled on to Warrington to be replaced there by another Class 47.

What has this to do with railtours? Twice have I experienced main line haulage behind an '8F', on the occasion mentioned and on the 'Eight Counties Railtour' in March, 1966. Organised by the Railway Correspondence & Travel Society (RCTS) and starting from Northampton, the 'special' was powered by Stanier '8F' No. 48467 from Leicester to Nottingham, where a 'B1' took over for a 'track-basher's delight' via the Notts/Yorkshire coalfield to Wath Exchange sidings. Gresley's prototype DC electric loco, No. 26000 *Tommy*, then crossed the Pennines via Woodhead to Godley Junction, where steam haulage was resumed in the form of a 'Jubilee', No. 45596 *Bahamas*, continuing via Northwich to Crewe.

The return to Northampton was behind another Bo-Bo electric, this time AC and more dashing in style and behaviour than *Tommy*.



For this month's Practice & Performance, Keith Farr takes a nostalgic look at some notable steam railtours from the 1960s.

How did the '8F' perform? The log in Table 1, obtained from the Railway Performance Society's electronic archive and recorded by RPS member Bruce Nathan, demonstrates the ability of a Stanier 2-8-0, designed to haul slow, heavy freight trains, to attain express passenger speeds.

Rapid exhaust beats merged into a continuous roar as No. 48467 accelerated away from Leicester, nudging no less than 70mph on a level and slightly downhill road before slowing to bear right for Nottingham. And, after negotiating the Trent junctions, the '8F' was quickly up to 68mph at Beeston. Despite a signal stop, the 'Eight Counties Railtour' came to a stand at Nottingham (Midland) within the scheduled time.

Heavy freight

Let us put that 70mph achievement into perspective. The 2-8-0's 4ft 8in coupled wheels would have been rotating seven times every second; at the same speed, the 6ft 9in wheels of, say, a 'Jubilee' would rotate just 4.84 times

a second. In theory, the 4-6-0 making seven rotations a second (as managed by the '8F') would be travelling at 101.2mph.

Another factor is piston speed. As an '8F' has a cylinder stroke of 28 inches, its pistons travel double that distance – 56 inches – every revolution of the coupled wheels. At 70mph, with coupled wheels rotating seven times a second, the piston rate becomes 56in x 7 = 392 inches a second. For the 26in pistons of a three-cylinder 'Jubilee', the equivalent piston speed is 52 x 4.84 = 251.7in/sec. The shorter the cylinder stroke, the lower the piston speed. For example, the 24in stroke of the Bulleid 'Pacifics' partly compensated for their coupled wheels of just 6ft 2in diameter, making them very fast locomotives.

Another example of a heavy freight loco on express passenger work occurred in 1965 when former GWR 2-8-0 No. 3863 worked the Locomotive Club of Great Britain's 'Western Ranger' non-stop from Reading to Swindon. The tour also embraced Witney, Bicester, Oxford, Princes Risborough and the West London line, using a standard pannier tank, a '61XX' 2-6-2T and a BR '4MT' 4-6-0 in the process.

No. 3863 faced a harder task than Bruce Nathan's '8F' in that it was hauling a train almost 50% heavier on a level and slightly uphill road. And the GWR design was virtually unchanged from the 1903 Churchward original, although only two years and four months separated the building dates of the two locos, No. 3863

Stanier '8F' No. 46251 *City of Nottingham* hauls 11 bogies past Beattock summit on October 5, 1963 with the RCTS 'Duchess Commemorative Railtour' (see Table 5). GAVIN MORRISON



TABLE 1: LEICESTER-NOTTINGHAM

Train:	10.20 Northampton-Wath-Godley Jct-Crewe-Northampton, 'Eight Counties Railtour', RCTS				
Loco:	'8F' 2-8-0 48467				
Load:	6/203/215 tons				
Date:	March 26, 1966				
Recorder:	B I Nathan				
Distance miles	Location	Sched min	Actual m s	Speed mph	Gradient 1-in
0.0	LEICESTER	0	0 00	-	Level
0.8	Humberstone Rd		2 30	-	500F
4.7	Syston		7 12	59	643F
7.5	Sileby		10 02	60	Level
9.8	Barrow-on-Soar		12 16	65	508F
12.5	LOUGHBOROUGH	16	14 40	69	508F
15.3	Hathern		17 07	-	Level
17.2	Kegworth		18 52	70max	497F
20.9	Trent	26	23 45	25*	393F
22.9	Attenborough		26 51	58	878F
24.2	Beeston		28 09	68	Level
		arr	32 03	0* sig	
		dep	33 57	- stop	
27.5	NOTTINGHAM (MID)	36	35 53	-	L/270R

* Speed reduced by brakes

TABLE 2: READING-SWINDON

Train:	9.37 Waterloo-Reading-Swindon-Abingdon-Oxford-Bicester-Oxford-Thame-Kensington-Victoria, 'Western Ranger', LCGB			
Loco:	2884 2-8-0 No. 3863			
Load:	9/303/320 tons			
Date:	August 15, 1965			
Recorder:	B Price			
Distance miles	Location	Actual m s	Speed mph	Gradient 1-in
0.00	READING	0 00	-	1320F/1320R
2.67	Tilehurst	5 13	46	1320R
5.56	Pangbourne	8 50	-	1320R/L
12.46	Cholsey	18 22	45	1508R
17.16	DIDCOT	24 05	50	1508R
20.55	Steventon	28 06	50	754R
24.43	Wantage Road	32 37	52	660R
27.85	Challow	36 42	51	754R
30.56	Uffington	39 52	51	880R
35.55	Shrivenham	45 38	53	L/834R
39.09	Stratton Pk Halt	49 20	57	834R
41.31	SWINDON	53 10	-	660R

entering service in November 1942 and 48467 in March 1945.

Bevan Price of the RPS was aboard the 'Western Ranger' and his log (Table 2) shows a brisk start from Reading, but speed only in the 40s up the Thames Valley, although the rapid 'tick-tick-tick' of the loco's relief valve gave an impression of something faster.

After Didcot the driver must have 'opened her out', as on the more perceptible gradients of the Vale of the White Horse the 2-8-0 worked up to the low 'fifties', culminating in a maximum of 57mph at Stratton Park Halt. The time of 53min 10sec for the 41.3 miles from Reading to Swindon compares with schedules of 48-53min shown in my 1952/3 'Bradshaw' for the five daily trains booked non-stop from Reading to Swindon and worked by 4-6-0s.

'No-nonsense'

Another outing with a difference was the 'North Midlands Railtour', organised jointly by the LCGB and the RCTS, and scheduled to leave St Pancras at 8.55am on May 11, 1963.

'West Country' Pacific No. 34006 *Bude* had already travelled the Midland Main Line, representing the Southern Region during the 1948 Locomotive Exchanges, and was now to work the 1963 'special' from St Pancras to Derby and back from Burton-on-Trent. Over the intermediate section, 'B1' No. 61004 *Oryx* provided power via Buxton, Ashbourne and Ashby-de-la-Zouch, passengers enjoying its 'no-nonsense' two-cylinder exhaust on the steep gradients of this partly LNWR route through limestone hills criss-crossed by 'dry-stane' walls.

Regrettably, *Bude's* performance neither matched its 1948 exploits nor enhanced the success of the railtour. It did, however, provoke speculation, frustration and even amusement. By 1963, the London Midland crew may have become unused to conventional steam, let alone the box of tricks that was an original 'West Country'.

Following a five-minute late start from St Pancras, *Bude's* progress was hampered by signal checks and temporary speed restrictions (tsr), although 52mph attained up 1-in-176 above Mill Hill was fair work, even with only eight

Right: The safety valves are feathering on 'West Country' No. 34006 *Bude*, waiting to depart from London St Pancras for Derby on May 11, 1963, with the joint LCGB/RCTS 'North Midlands Railtour'. COLOUR-RAIL

Below: GWR '2884' class 2-8-0 No. 3863 pauses at Yarnton on the line to Witney and Fairford with the LCGB's 'Western Ranger' tour on August 15, 1965. This loco was attached to the special at Reading General. COLOUR-RAIL



former LMS coaches. A signal stop near Leagrave presaged transfer to the Down goods line to let the ‘Waverley’ express rush past behind a ‘Peak’ in a hurry; it was rumoured we were also overtaken by a northbound freight and a lorry.

When *Bude* stopped to take water at Bedford North Junction, it was in 83¼ minutes for the 50 miles from the start. After her ‘drink’ she seemed transformed (temporarily): with hearty ‘sandpapering’ from the front-end, the ‘Light Pacific’ was up to 58mph before Sharnbrook and, with the goods line following a parallel course below, mounted the 1-in-119 to Sharnbrook summit without falling below 50mph. There was even an increase to 54mph at the crest, although vertical curvature may have meant an easing of the grade.

Having shown what it could do, *Bude* reverted to its previous form, not helped by another signal stop at Kettering.

The 1-in-118/136 to Desborough summit was cleared at a mediocre 35mph, the ensuing descent was interrupted by yet another check, and the low minimum of 41mph at Kibworth contributed to a Leicester arrival 72 minutes behind schedule.

However, the Pacific’s performance over the favourable 20 miles on to Trent Junction provides an interesting contrast with Bruce Nathan’s ‘8F’ run (Table 1). Although *Bude* passed Loughborough, 12½ miles, in a reasonable 14min 19sec from the start, against an ambitious 12½min schedule, the 2-8-0 took just 21 seconds longer, but was travelling faster!

Further checks put paid to any hope of *Bude* keeping the Leicester to Derby booking, so the Southern visitor was 80min ‘down’ when it finally clanked into Derby. From St Pancras, it had suffered at least 10 slowings of various types, including three signal stops, making life even more difficult for a crew unfamiliar with a potentially brilliant but temperamental breed of locomotive. *Bude*’s behaviour on the return run was a little better. Highlights included another energetic climb to Sharnbrook summit, with the 1-in-120 mounted at 47mph, and an acceleration up 1-in-200 from a signal stop near Ampthill to 51mph at Leagrave.

Bruce Nathan, who must have shown great patience in recording *Bude*’s erratic performance, comments: “The ‘West Country’ (was) in some difficulties; the LMR crew could not get used to her, but she did well up Sharnbrook bank.”

TABLE 3: ST PANCRAS-DERBY					
Train:	8.55am St Pancras-Derby-Buxton-Ashbourne-Burton-St Pancras, 'North Midlands Railtour', LCGB/RCTS				
Loco:	WC 4-6-2 No. 34006 <i>Bude</i>				
Load:	8/242/270 tons				
Date:	May 11, 1963				
Recorder:	B I Nathan				
Distance miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.00	ST PANCRAS	0	0 00	5L	142F/106R
1.50	Kentish Town		5 10	36	301R
3.90	W Hampstead		8 53	46/20* sigs	178R
7.00	Hendon	10½	14 27	-	200F/200R
9.35	Mill Hill		17 39	52	176R
12.45	Elstree		22 03	20* tsr	176R
15.20	Radlett		26 34	60/27* sigs	200F
19.90	ST ALBANS	23	33 29	34/27* sigs	176R
24.60	Harpenden		42 10	40/58	200F/176R
27.25	Chiltern Green		45 27	51/41* sigs	200F/176R
30.25	LUTON	32	49 23	52	200F/260R
32.75	Leagrave		52 19	52/63	692R
		arr	56 13	0*	sig
		dep	57 50		-stop
40.20	Flitwick		67 15	47/46	200F
41.75	Ampthill		69 04	54/63	410R/375F
49.25	Kempston Rd	arr	78 36	0* sig	181F
49.25		dep	79 55	- stop	181F
49.95	Bedford N Jct	47	83 13W	40¼L	600F/260R
0.00	Bedford N Jct	0	0 00 W	47L	173R
3.00	Oakley		7 11	34/58	174R/146F
6.70	Sharnbrook		11 37	52/50	119R
9.75	MP 59¾ (summit)	11	15 10	54/64	119R/120F
15.05	WELLINGBORO'	19½	20 35	52	Level/209R
18.20	Finedon		24 11	57	800F/255R
		arr	30 56	0* sig	
		dep	31 59	- stop	
22.00	KETTERING	25½	34 30	-	161R
24.60	Glendon S Jct		39 03	42	118R
28.50	Desborough N	32	45 16	35	136R
32.95	M HARBORO'	36½	53 14	5* sigs	132F
38.95	Kibworth	43	64 35	41	130R/110R
41.55	Great Glen		67 50	57/52	161F
45.45	Wigston Magna		72 17	-	266F
49 10	LEICESTER	53	79 01	72L	Level
0.00	LEICESTER	0	0 00	74L	Level
4.65	Syston	6	7 05	62	643F
7.50	Sileby		9 48	61	Level
9.85	Barrow-on-Soar		11 53	66	508F
12.50	LOUGHBORO'	12½	14 19	65	508F
17.25	Kegworth		19 14	53/23* tsr	L/497F
20.15	Trent Jct		23 59	-	Level
21.30	Sawley Jct		25 51	46/57	L/812R
26.80	Spondon		32 08	17* sigs	Level
29.35	DERBY	34	39 26	80L	650R

W = water stop

“Passengers enjoying its ‘no-nonsense’ two-cylinder exhaust on the steep gradients of this partly LNWR route through limestone hills criss-crossed by ‘dry-stane’ walls.”

No. 34006 *Bude* waits at Knighton Junction, just south of Leicester, to access the Midland Main Line, having travelled over the Coalville line from Burton-on-Trent with the return working of the LCGB/RCTS ‘North Midlands Railtour’. COLOUR-RAIL

Unblemished

We now have two more Pacific railtours, the first erratic in performance terms, the second unblemished. The early morning at Crewe on October 5, 1963, was sunny but with hints of autumn in the air. And the sun shone on maroon-liveried No. 46251 *City of Nottingham*, sadly in its own autumn days, for it had just 11 months before withdrawal. The occasion was that of the ‘Duchess Commemorative Railtour’, a straight Crewe to Edinburgh (Princes Street) ‘there-and-back’.

With its four-cylinder exhaust beats unhurried but clear and even, the big Pacific accelerated away from its birthplace and made reasonable speed to Preston with its relatively light train of 11 LMS coaches. From Preston, Hugh Ellison was aboard, and his log is summarised in Table 4.

Adverse signals hampered our progress to Lancaster, passed in 30¼min against the ambitious 20 minutes allowed for the 21 miles. This is a favourable section but, right to the end of steam, schedules were invariably optimistic. By the sea at Hest Bank we were up to 70mph, while an increase to the mid-seventies beyond Carnforth preceded a respectable minimum of 61 on the short 1-in-134 to milepost 9½.

With the Westmorland Fells ahead, our 73mph on the easy grades to Milnthorpe was encouraging, although 49mph at Oxenholme was not inspiring. There was little sound from *City of Nottingham*, and speed continued to drop until it was down to 27mph on the 1-in-106 to Grayrigg, this with an ‘8P’ Pacific on 380 tons!

As we swung into the Lune Gorge, Low Gill Viaduct bringing in the ‘Little North



Western' and the How Gills beyond, the rate increased until, by Dillicar troughs, we were in the 'mid-sixties'. Then the brakes came on: almost unbelievably, we were stopping at Tebay station for assistance up Shap. "Half-a-train and a banker!" commented a cynic in the corridor.

To compound things, it was now raining and, despite the efforts of 2-6-4T No. 42414 at the rear, *City of Nottingham* was occasionally slipping during the climb, while her coal-pusher added its reptilian hisses to the general orchestration.

Despite a reasonable ascent, the stop had cost time and we passed the summit 18 minutes in arrears compared with 15 late arriving at Tebay. Down towards Carlisle, we made good speed, with 75 after Clifton and 82mph below Calthwaite, only to find signals 'on' at the approach to Carlisle. Nevertheless, the arrival there showed a three-minute gain on the booking from Shap Summit. If No. 46251 was steaming badly at least she could run downhill (I use the female pronoun because, after all, the loco was a 'Duchess'!).

Before we continue to the Carlisle to Edinburgh section of *City of Nottingham's* journey, a few words are necessary about the Preston to Carlisle run in the column (page 26). Unfortunately, I was not on this, the 'Scottish Lowlander', but Hugh Ellison was and has kindly sent me his log. The train was the last to feature 'Princess Coronation' power before the age of preservation and the loco – No. 46256 *Sir William A. Stanier F.R.S.* – was the final Pacific to be completed by the LMS and the last in normal service. Like No. 46257 *City of Salford*, which entered service just after Nationalisation, it was designed under the aegis of Stanier's successor, H G Ivatt, and included such improvements as grease-lubricated roller bearings throughout, an enlarged superheater, and an improved ashpan and rocking grate.

Despite a gross load 70 tons greater than that of *City of Nottingham*, but with the help of a clear run out of Preston, No. 46256 made a vigorous start. Then, nemesis! (as the late C J Allen might have written), in the form of a signal check before Lancaster and a dead stand near Hest Bank. 'Sir William' therefore approached the climb to milepost 9½ at a lower speed than '46251', but was still ahead in terms of overall time, and tackled Grayrigg at a respectable but not outstanding 42mph.

Perhaps the high spot of the run came after a t.s.r. near Tebay, at the very foot of Shap Bank. Determined to gain impetus, driver Johnson urged his Pacific to 60mph, maintaining and slightly increasing that speed on the 1-in-146 before the grade steepens to 1-in-75 at Greenholme, briefly producing 2,400 equivalent drawbar horsepower (edhp) in the process. At Scout Green, halfway up the bank, they were still making 48mph and, doubtless with the roar from No. 46256 carrying far over the moorland, passed the summit at 38mph.

After such brilliance, it must have been dispiriting below Penrith to encounter adverse signals to the extent they reached Carlisle in only one minute less from Preston than No. 46251.

At Carlisle, *Sir William A. Stanier F.R.S.* was replaced by its former LNER equivalent, No. 60007 *Sir Nigel Gresley*, which proceeded to break records on the fearsome gradients of the erstwhile North British Railway Waverley Route to Edinburgh. Let us now see how *City of Nottingham* fared via the former Caledonian route to the Scottish capital via Beattock (Table 5).

The 'Duchess Commemorative Railtour' was



Crewe North's No. 46251 *City of Nottingham* waits for departure time from Edinburgh Princes Street station at 3.45pm with the return 'Duchess Commemorative Railtour' to Crewe on October 5, 1963. COLOUR-RAIL

13 minutes late away from Carlisle, made a special (crew-changing?) stop at Kingmoor, and crossed the Border at a mile-a-minute.

The 1-in-200 above Kirkpatrick reduced this to 52mph and, after a recovery to 68mph on the easing of the grade through Kirtlebridge, speed fell to 55mph at Castlemilk summit: sound but unexciting work. On the racetrack from Lockerbie to Beattock station, the '8P' Pacific touched 70 mph; but would it require assistance up Beattock Bank, as we had for the less formidable climb of Shap?

Delight

When we passed Beattock station without stopping, the feeling of relief within the train was almost palpable; however, the 1-in-202 approach to the bank proper had already lowered speed to 52mph, and it continued to fall, with a minimum of 24mph at Greskine followed by a recovery to 29 at Summit, the measured exhaust beats from *City of Nottingham's* double chimney a delight to the ear. Nevertheless, we had lost slightly more than two minutes on the 10 uphill miles.

The descent of upper Strathclyde was brisk, before we stopped at Strawfrank Junction, at the southern apex of the Carstairs triangle, to allow a 'Duchess'-hailed Glasgow to Carlisle stopping train take the direct route to the

south. After creeping round Carstairs east curve, No. 46251 was opened out, tackling the climb to Cobbinshaw, with speed falling only from 64 to 52mph on gradients steepening to 1-in-97.

This made sense: with the line downhill all the way to Edinburgh the loco would be coasting and any loss of boiler pressure should easily have been recovered. We were into the 'high seventies' before Midcalder Junction but, with various signal slowings in the last 15 miles, the commemorative railtour was 25min late into Edinburgh (Princes Street). However, the net time from Carlisle of 114 minutes showed a two-minute gain on the (gross) schedule.

Returning from Edinburgh, *City of Nottingham* seemed in better fettle than on the northward journey, balancing average hill-climbing with fast descents. On the long ascent into the Southern Uplands we lost time on the tight booking; 34½mph on the 1-in-100 past Harburn smacks of power Class 6 rather than Class 8 performance, but the rate did increase to 44mph on the easier concluding section.

A two-minute late start and a signal check made the 'special' nine minutes 'down' at Dolphinton Junction, now Carstairs East Junction, although the omission of what seems to have been a booked stop at Strawfrank Junction reduced our lateness to seven minutes.

The continuation to Beattock Summit was disappointing, speed dropping to 49mph above Crawford and, after a recovery to 58 on the level through Elvanfoot, where the railway leaves the valley of the infant Clyde, the brief 1-in-99 to the 1,015ft summit reduced our rate to 40mph.

The pattern of easy running uphill compensated by high downhill speeds now became very apparent. Kingmoor driver Allan restrained his Pacific to 75-80mph on the curves of the upper part of the descent from the summit to Beattock station but, on the inviting ‘straight’ below Greskine, he let his mount race up to a full 90mph.

As the grade flattened, speed dropped to 75mph beyond the crossing of the Annan river, near Wamphray, increased to 84 in the dip to Nethercleugh and fell only to 72 on the short rise through Lockerbie to Castlemilk. After a brief 83mph on the final descent to the Border, *City of Nottingham* was reined in, but was at Carlisle in just two-and-a-half minutes more than booked from Princes Street.

With Crewe North driver Cooper at the regulator from Carlisle, performance followed a similar pattern over Shap to Preston. The climb to Shap, as by now expected, was below standard, although the recovery from a signal stop at Thrimby Grange, to warn us of sheep on the line, to 44mph on 1-in-125/142 was vigorous. Again, the uphill effort would be followed by a long descent under relatively easy steam and any fall in boiler pressure could easily be rectified.

Clear of a 25mph t.s.r. just below Shap summit, driver Cooper let fly on the 1-in-75 descent. At Tebay we were making 83mph, checked to 72 by the slight rise and modest curvature through Grayrigg, and were back in ‘the eighties’ through Oxenholme. As with Beattock, the line straightens towards the foot of the descent and here *City of Nottingham* touched the highest speed of the day as Milnthorpe flashed by at 92mph. The hump at milepost 9½ was taken at 80mph, increasing to 89 on the short downhill to Carnforth.

To anthropomorphise, *City of Nottingham* seemed to have been exhilarated by the fast

TABLE 4: PRESTON-CARLISLE

Train:	8.57am Crewe-Edinburgh 'The Duchess Commemorative Railtour', RCTS				9.15 Crewe-Edinburgh-Glasgow 'The Scottish Lowlander', RCTS			
Loco:	'8P' 4-6-2 No. 46251 <i>City of Nottingham</i>				No. 46256 <i>Sir William A. Stanier, F.R.S.</i>			
Load:	11/358/380 tons				12/416/450 tons			
Driver:	n/r				Johnson			
Fireman:	n/r				White (Preston)			
Date:	October 5, 1963				September 26, 1964			
Recorder:	H G Ellison				H G Ellison			
Distance miles	Timing point	Schedule min	Actual m s	Speed mph	Sched. min	Actual m s	Speed mph	Gradient 1-in
0.0	PRESTON	0	0 00	1L	0	0 00	RT	240R
1.3	<i>Oxheys</i>		4 58	- * sigs		3 47	39	503R
4.7	<i>Barton</i>		10 30	- * sigs		7 46	63/74	1115F
9.5	Garstang	10	18 47	48	13	11 47	70	1042R
15.3	<i>Bay Horse</i>		24 48	64		16 45	69/20* sigs	Level
21.0	LANCASTER	20	30 15	60*	23	23 05	40	98F
24.1	Hest Bank		33 10	70		26 25	69/0* ¶	469F
27.3	CARNFORTH	25	35 52	69/76	28	32 04	55/62	460R/369F
30.5	MP 9½		38 40	61		35 24	54	134R
34.5	Milnthorpe		42 08	73		39 04	72	L/173R
40.1	OXENHOLME	38	47 56	49	43	44 36	52/54	111R/178R
45.2	<i>Lambrigg</i>		55 15	36		50 54	47	131R
47.1	<i>Grayrigg</i>		59 06	27/66		53 29	42	106R
53.1	Tebay arr		66 53	0*		pass		L/146R
53.1	dep	53	68 22	-/34B	59	61 27	60/61	146R
56.1	<i>Scout Green</i>		74 33	32		64 38	48	75R
57.0	MP 36		-	-		65 46	44	75R
58.0	" 37		-	-		67 11	40	75R
58.7	<i>Shap Summit</i>	62	79 03	36B	69	68 14	38min	75R/L
60.7	Shap		81 25	60		70 26	65/73	106F/L
63.9	<i>Thrimby Grange</i>		n/r			74 48	10* sigs	125F
68.0	<i>Clifton</i>		88 05	73/75		78 55	73/0* sig stop	125F
72.2	PENRITH	74	91 48	60*	82	86 48	55 11sec	616F
77.0	<i>Plumpton</i>	78	95 51	78/75	86	91 15	73	186F/L
79.3	<i>Calthwaite</i>		97 40	79/82		-	-	164F
82.7	<i>Southwaite</i>		100 11	80		95 31	77	228F
85.1	<i>Wreay</i>		102 22	-/25* sigs		97 53	-/* sigs	184F
88.7	<i>Carlisle No. 13</i>		107 00	64/ * sigs		101 47	25*/0* sig	131F
90.1	CARLISLE	96	110 00	15L	104	108 56	5L stops	110F/L

B = 42414 banked Tebay-Shap Summit. ¶ stationary 20sec (brakes locked) 1L = one minute late



Stanier '8F' No. 48467 sitting at a sad looking Netherfield & Colwick station during operation of the RCTS 'Eight Counties Railtour' on March 26, 1966. The loco had worked from Leicester and was about to be replaced by 'B1' No. 61302. COLOUR-RAIL



TABLE 5: CARLISLE-EDINBURGH

Train: 8.57am Crewe-Edinburgh
'The Duchess Commemorative Railtour', RCTS
Loco: '8P' 4-6-2 No. 46251 *City of Nottingham*
Load: 11/358/380 tons
Date: October 5, 1963
Recorder: H G Ellison

Distance miles	Timing point	Schedule min	Actual m s	Speed mph	Gradient 1-in
0.0	CARLISLE	0	0 00	13L	100F
1.7	<i>Kingmoor</i>	arr	5 20	0*	311R
1.7		dep	7 34	-	311R
4.1	<i>Rockcliffe</i>		11 46	53	Level
6.1	<i>Floriston</i>		13 47	66	527F
8.6	<i>Gretna Jct</i>	11	16 09	58	L/193R
13.0	<i>Kirkpatrick</i>		21 04	53/52	200R
16.7	<i>Kirtlebridge</i>		25 01	68	190F/396R
20.1	<i>Ecclefechan</i>		28 14	60	203R
22.7	<i>Castlemilk</i>		30 51	55	200R/200F
25.8	LOCKERBIE	28	33 54	66/56	528F
28.7	<i>Nethercleugh</i>		36 44	68	528F
31.7	<i>Dinwoodie</i>		39 21	70/65	880R/366R
34.5	<i>Wamphray</i>		41 49	68/52	330F/202R
39.7	BEATTOCK	40	47 30	54	260R
42.7	<i>Auchencastle</i>		51 50	32	88R
45.4	<i>Greskine</i>		57 39	24	74R
49.7	<i>Summit</i>	58	67 48	29	74R/77R
52.6	<i>Elvanfoot</i>		70 55	72	99F
55.3	<i>Crawford</i>		73 20	64	142F/240F
63.2	<i>Lamington</i>		80 19	76	332F/L
66.9	<i>Symington</i>	73	83 28	65/79	194R/100F
70.0	<i>Leggatfoot</i>		86 06	70/73	196R
73.0	<i>Strawfrank Jct</i> ¶	arr	89 15	0*	165R
		dep	90 04	-	165R
73.5	<i>Dolphinton Jct</i>	85	92 16	20*	193R
74.8	<i>Carnwath</i>		94 38	39	102R
77.1	MP 77½		97 23	64	L/225R
82.2	<i>Cobbinshaw</i>	96	102 37	52	97/L
85.3	<i>Harburn</i>		105 39	68/79/* sigs	100F
89.3	<i>Midcalder Jct</i>	104	110 15	25*/68	120F
99.4	<i>Merchiston</i>	113	123 02	- * sigs	143F/L
100.6	PRINCES ST	116	127 45	25L	126F/L

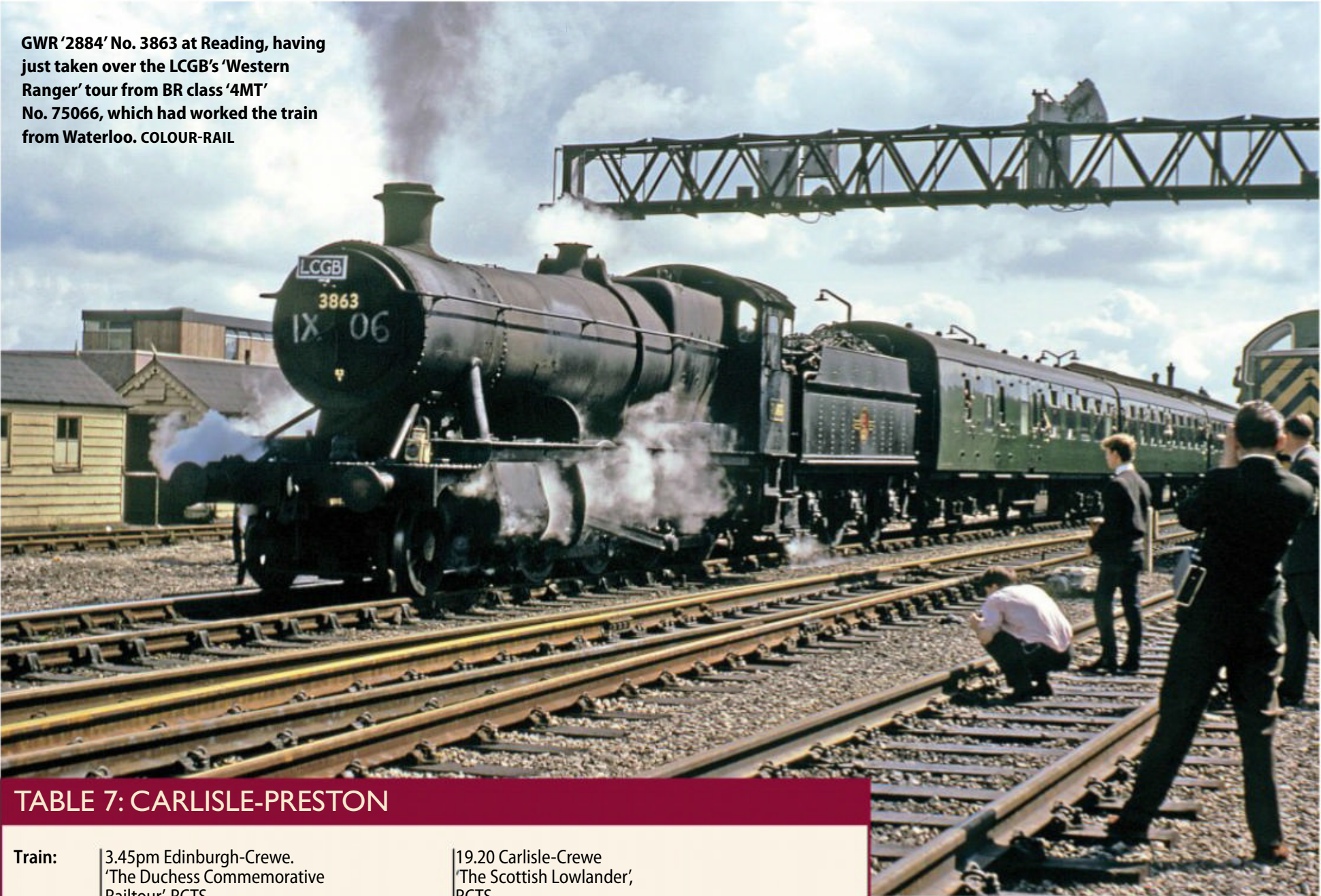
¶ at Strawfrank Jct Home Signal

Above: Stanier Class 8 No. 46256 *Sir William A. Stanier* F.R.S. prepares to take over the 'Scottish Lowlander' RCTS tour at Carlisle for the final leg to Crewe on September 26, 1964. This was to be the Pacific's last southbound run over Shap. COLOUR-RAIL

TABLE 6: EDINBURGH-CARLISLE

Train: 3.45pm Edinburgh-Crewe.
'The Duchess Commemorative Railtour', RCTS
Loco: '8P' 4-6-2 No. 46251 *City of Nottingham*
Load: 11/358/380 tons
Driver: Allan (Kingmoor)
Date: October 5, 1963
Recorder: H G Ellison

Distance miles	Timing point	Schedule min	Actual m s	Speed mph	Gradient 1-in
0.0	PRINCES STREET	0	0 00	2L	126R
1.2	<i>Merchiston</i>	3	3 40	39	Level
2.0	<i>Slateford</i>		4 47	48	181R
3.0	<i>Kingsknowe</i>		6 07	41	102R
5.5	<i>Curriehill</i>		9 54	39/36½	143R/134R
10.1	<i>Midcalder</i>		17 10	44	220R
11.3	<i>Midcalder Junction</i>	17	18 49	40	120R
15.3	<i>Harburn</i>		25 33	34½	100R
18.4	<i>Cobbinshaw</i>	26	30 34	44/61/25*	100R/554R
21.5	<i>Auchengray</i>		34 57	48/65 sigs	97F/133F
25.8	<i>Carnwath</i>		39 11	55*	225F/L
27.1	<i>Dolphinton Junction</i>	34	41 06	20*	193F
27.4	<i>Strawfrank Junction</i>	36/37	41 53	25*	165F
30.6	<i>Leggatfoot</i>		46 06	48	150R
32.1	<i>Thankerton</i>		49 25	66	196F
33.7	<i>Symington</i>		52 59	57	100R
42.8	<i>Abington</i>		58 55	53	294R
45.3	<i>Crawford</i>		61 44	55/49	240R/152R
48.0	<i>Elvanfoot</i>		64 44	58	Level
50.9	<i>Beattock Summit</i>	61	68 13	40	99R
55.2	<i>Greskine</i>		72 17	80/75*	74F/76F
60.9	<i>Beattock</i>	71	76 30	90	88F
66.1	<i>Wamphray</i>		80 17	79/75	202F/330R
68.9	<i>Dinwoodie</i>		82 27	81	326F
71.9	<i>Nethercleugh</i>		84 37	84	880F
74.8	LOCKERBIE	83	86 47	78	528R
77.9	<i>Castlemilk</i>		89 15	72	200R
80.5	<i>Ecclefechan</i>		91 17	79	200F
83.9	<i>Kirtlebridge</i>		93 48	83/74	203F/190R
87.6	<i>Kirkpatrick</i>		96 43	77	200F
92.0	<i>Gretna Junction</i>	97	100 23	68*/73	193F
96.5	<i>Rockcliffe</i>		104 19	66	Level
98.5	<i>Kingmoor</i>		106 05	69	330R
100.6	CARLISLE	107	109 21	4½L	311F/100R



GWR '2884' No. 3863 at Reading, having just taken over the LCGB's 'Western Ranger' tour from BR class '4MT' No. 75066, which had worked the train from Waterloo. COLOUR-RAIL

TABLE 7: CARLISLE-PRESTON

Train:	3.45pm Edinburgh-Crewe. 'The Duchess Commemorative Railtour', RCTS				19.20 Carlisle-Crewe 'The Scottish Lowlander', RCTS			
Loco:	'8P' 4-6-2 No. 46251 <i>City of Nottingham</i>				'8P' 4-6-2 No. 46256 <i>Sir William A. Stanier F.R.S.</i>			
Load:	11/358/380 tons				12/416/450 tons			
Driver:	Cooper (Crewe North)				Creighton			
Fireman:	n/r				Murray (both Upperby)			
Date:	October 5, 1963				September 26, 1964			
Recorder:	H G Ellison				H G Ellison			
Distance miles	Timing point	Sched min	Actual m s	Speed mph	Sched min	Actual m s	Speed mph	Gradient 1-in
0.0	CARLISLE	0	0 00	4L	0	0 00	12L	110R
1.3	<i>Carlisle No. 13</i>		3 37	33		3 59	34	L/131R
4.9	<i>Wreay</i>		9 39	37		9 23	44	131R/184R
7.4	<i>Southwaite</i>		13 14	43		12 28	55	228R
10.8	<i>Calthwaite</i>		18 14	37/36		16 16	53/52	172R
13.1	<i>Plumpton</i>	19	21 49	53/48	20	18 48	63/58	L/186R
17.8	PENRITH	24	27 17	56	25	23 23	66/70	616R/191F
22.0	<i>Clifton</i>		32 12	42		27 14	57	125R
24.1	MP 45		35 22	35		29 31	51	125R
26.1	<i>Thrimby Grange</i>	arr	39 44	0* sig		31 57	47	125R
		dep	40 20	- stop		pass	-	125R
27.1	MP 42		43 19	34		33 15	46/45	125R
28.6	" 40½		45 34	44		-	-	142R
29.4	Shap		46 34	52		37 10	15* sigs	L/106R
31.4	<i>Shap Summit</i>	42	49 03	-/25* tsr	46	41 04	-/0* sig	Level
33.9	<i>Scout Green</i>		53 50	59		50 21	- stop	75F
36.9	Tebay	48	56 13	83	52	53 46	75	75F/146F
41.2	<i>Low Gill</i>		59 28	75/77		57 22	65*/68	777F
42.9	<i>Grayrigg</i>		60 51	72		58 58	63	204R
50.0	OXENHOLME	60	66 16	80/84	64	64 49	75/77	106F/178F
53.6	<i>Hincaster Jct</i>		68 55	81		-	-	193F
55.5	Milnthorpe		70 15	92		69 18	74	173F
59.6	MP 9½		73 05	80		72 47	64/0* sig	L/293R
62.8	CARNFORTH	71	75 24	89/76	75	78 05	- stop	134F/369R
66.0	Hest Bank		77 48	80/72		-	-* sigs	Level
69.1	LANCASTER	76	80 16	75	80	86 06	55	305R/L
70.2	<i>Lancaster No. 1</i>		81 11	63		-	45	98R
74.8	Bay Horse		85 09	75/74		92 09	64	Level
80.6	Garstang	86	89 43	78/80	91	97 28	72	1042F
88.7	<i>Oxheys</i>		96 25	35* sigs		104 47	50*/* sigs	503F
90.1	PRESTON	101	100 19	3L	106	108 21	14½L	101F/240F
Col 1. 93½min net. Av speed Tebay-Lancaster 80.3mph								

descent and continued to regain time, without significant downhill assistance, to Preston. The 75mph passage of Lancaster was not to be commended but provided enough impetus for the following mile at 1-in-98 to be carried at 63. From Tebay to Lancaster the pass-to-pass average speed was 80.3mph.

The 'special' then accelerated on slightly undulating but generally level track to 80mph beyond Garstang and, despite adverse signals at the approach to Preston, came to a stand in the great station in 41 seconds less than booked from Carlisle.

How did *Sir William A. Stanier F.R.S.* fare southbound the following year?

As Table 7 shows, despite the heavier load, the climb from Carlisle to Shap was superior to that of *City of Nottingham*, with a minimum of 45mph on the 1-in-125 through the Clifton Gorge. Running to a slower schedule than the 'Duchess Commemorative Railtour', the 'Scottish Lowlander' was then beset with signal checks and there were few opportunities for No. 46256 to show its mettle as it had on its northbound run. Both locos had performed well in the circumstances of their time; that *Duchess of Hamilton* and *Duchess of Sutherland* have done even better in preservation reflects the enthusiasm and expertise of those who maintain, drive and fire them, and do these things not to earn a living but because they want to.

Their locos are usually in superb condition, there can be more than one person firing them, and their owners and operators enjoy pleasing those who study locomotive performance, and who love the sights and sounds of steam working against the grade.

THE RAILWAY PRESERVATION SOCIETY OF IRELAND
 DUBLIN - CORK - COBH - KILLARNEY - DUBLIN
 SATURDAY 5TH OCTOBER 2019



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Please note locomotives are subject to availability. Locomotives in artwork are representative only and RPSI cannot guarantee specific locomotives.

When did you last do the

Devon & Cornwall branch lines?

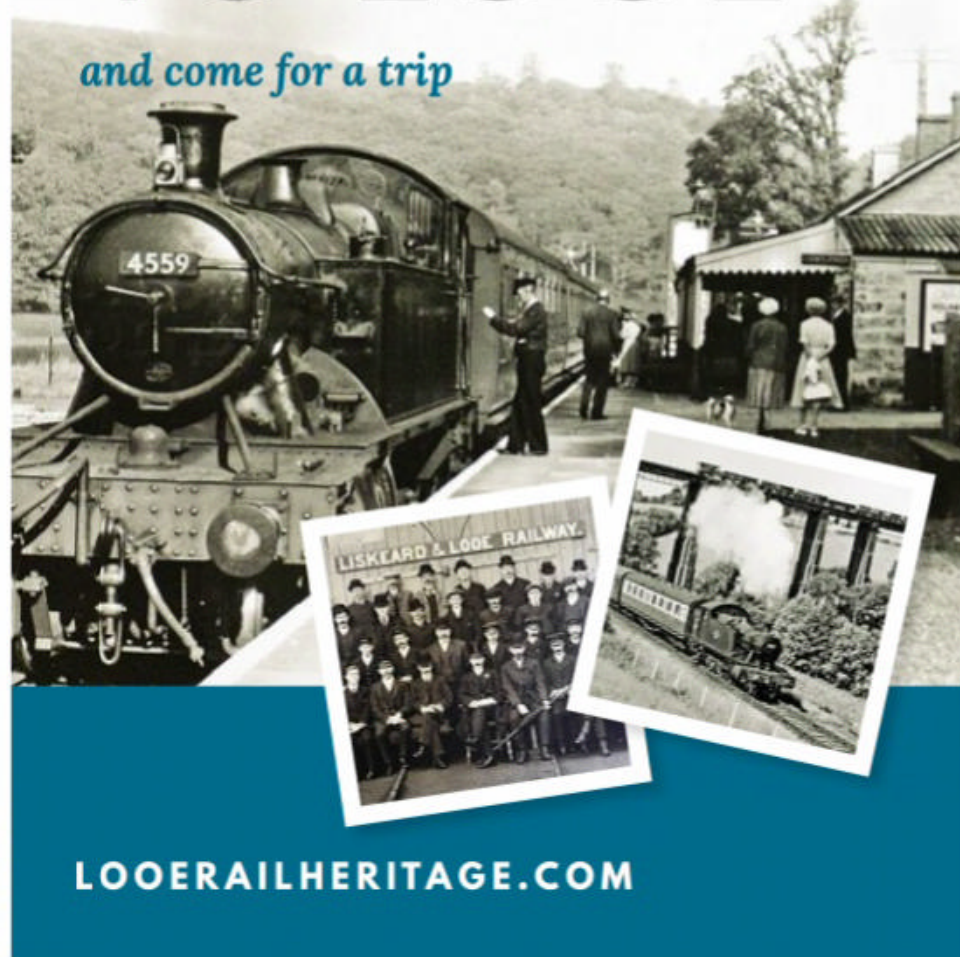
TIME FOR ANOTHER VISIT...



Delve into the rich history & heritage of

THE LITTLE RAILWAY TO LOOE

and come for a trip





Michael Bunch's Donegal Railway Diary – Part Two 1956-2018

Edited by Neil Tee

THIS fascinating book is packed with black and white pictures of the County Donegal Railways (CDR), the vast majority previously unpublished.

They were taken by Englishman, RAF National Serviceman, and railway enthusiast Michael Bunch, who appears in a cameo shot on page 55 at Raphoe station.

Part One was published in 2017, and this book brings the CDR story up to date both with text and by including some colour pictures by other photographers.

Michael was posted to Derry in 1954, and spent his Saturday afternoons and Sundays exploring the County Donegal Railways, which, at that time, still ran into Derry.

He kept a diary of his travels and photography as the railcars and steam trains took him to Strabane, Stranorlar, Donegal, Killybegs and Ballyshannon, on the three-foot gauge.

This volume covers his visits after 1956.

There are also poignant pictures of the railway after closure in 1959, including the CDR's replacement bus services and shots of preservation sites today. Views of 4-6-4T *Erne* in action on the lifting train at Letterkenny in 1960 are especially rare and powerful.

A superb album by any standards, this book provides plenty for narrow gauge fans and railway modellers alike to pore over.

This volume is published in the 60th anniversary year of the closure of the County Donegal Railways, and is a 'must' for the bookshelves of lovers of the 'Wee Donegal' and Irish narrow gauge. **HD County Donegal Railway Restoration CLG**, s/b, 117 pages, 11.5x8.5 ins, Euro 15, ISBN 978-1-874518-07-5, tel. 0353 (0)749722655, www.donegalrailway.com

British Railways Pre-Nationalisation Coaching Stock – Volumes 1 & 2

By Hugh Longworth

THERE'S no shortage of reference material related to locomotives, but finding accurate, detailed information on coaching stock has traditionally been far more difficult.

Until now, the task was doubly difficult



RAIL GUIDE 2019 – MAIN LINE SYSTEMS

By Colin J Marsden

THIS useful guide to rolling stock, unit and carriage numbers has been fully updated, and covers all of the new designs of train under construction or having recently entered service.

Unlike other listing books, the ABC guide is compiled in train operator order, and includes owner, livery and brief details about aspects such as the unit formation, length and seating.

Stock operated by freight, infrastructure and engineering companies are listed, as is off-lease stock (which will of course fluctuate), exported locos, and a useful inclusion is the rolling stock owned by

private operators and approved for mainline use.

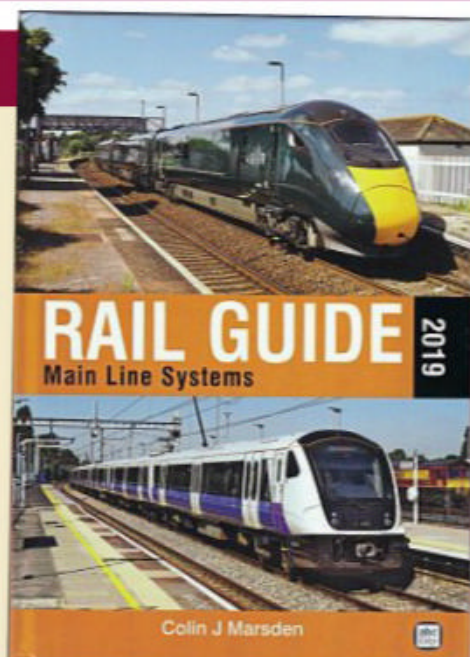
Irish railway rolling stock is also included, and readers are given information on coupling codes.

At the back is a cross reference by chronological order to the operator of each loco, unit or carriage.

It is fully illustrated in colour throughout, with some excellent images and schematic maps, and is an excellent reference work for the bookshelves of enthusiasts.

CPM

Crecy, 1A Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH, ISBN:9781910809563, 210mm x 150mm, hardback, 304pp, colour, illustrated throughout, £22.50.



RAIL GUIDE 2019 – LIGHT RAIL & HERITAGE RAILWAYS

By Colin J Marsden

AS A companion to the annual and popular Rail Guide from Crecy (see above), which lists rolling stock on the national network by train operator, comes the first edition of a similar book covering light rail and tram systems and also heritage railways.

The book lists stock numbers, starting with London Underground and covering each of the 11 lines, after which is Croydon Tramlink, Docklands Light Railway, and even the Emirates cable car system.

Provincial tram system vehicles are covered, including Blackpool's heritage trams, and even the new Glasgow Subway vehicles, which are starting to be delivered.

Dublin's LUAS system gets an

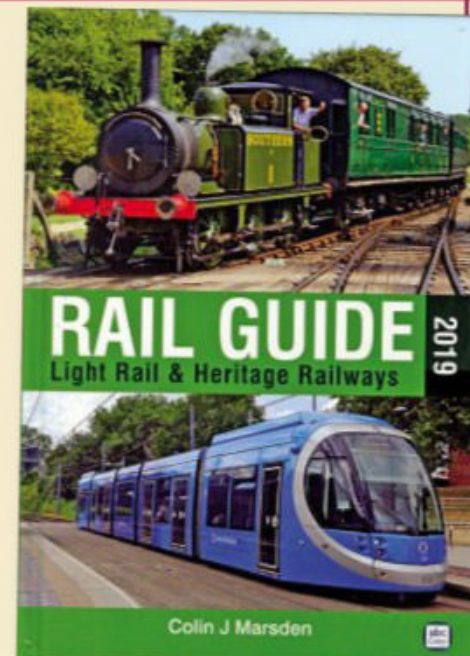
inclusion as do heritage tram and pier railways.

Because so many diesel and electric locos are preserved, these are listed by class, with details of the heritage railway or other location at the time of compilation.

DMU and EMU vehicles are listed in chronological order. Steam locos are listed chronologically too, and vehicles with TOPS numbers are also noted.

It is fully illustrated with an excellent range of photographs, and is a really useful reference book which should be on all enthusiasts' shelves. **CPM**

Crecy, 1A Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH, ISBN:9781910809563, 210mm x 150mm, hardback, 112pp, colour, illustrated throughout, £12.95.



for pre-Nationalisation vehicles, where information had to be pieced together from a diverse range of sources.

However, continuing his quest to provide a comprehensive reference library for the BR era, Hugh Longworth has compiled a two-volume study of every pre-BR passenger and non-passenger coaching stock vehicle inherited by the Nationalised organisation in 1948.

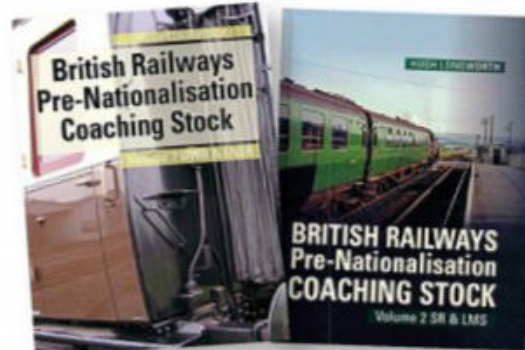
Volume 1 covers GWR and LNER vehicles, while Volume 2 features Southern, LMS and Pullman Car Co stock.

As you might expect, this is a

monumental piece of work, covering tens of thousands of vehicles, from Victorian clerestory saloons to modern post-war vehicles that influenced BR's Mk1 designs, as well as parcels and mail vans, milk tanks and more.

For each type, the author provides a brief technical description, internal and external general arrangement drawings, BR running numbers, and dates for introduction and withdrawal.

For Southern Region modellers, there's also an invaluable table of BR-era coaching stock sets in Volume 2, which gives set-by-



set details of the individual vehicles that made them up, and how they changed between 1948 and abolition in the mid-1960s.

This volume also gives a brief overview of vehicles owned by the Pullman Car Co and used by BR, too.

There's so much information to cram in that photographs are relatively few, but these are rare or previously unpublished images and give a small flavour of the sheer variety of stock absorbed by BR in 1948.

For the modeller looking to add variety and interest to BR-era trains, there's endless inspiration in these two volumes, but they also provide a unique source of information for an often neglected subject.

Whether you're a coaching stock aficionado, a railway historian or a modeller of the BR 1948-68 era, these are an essential addition to your reference library, and a superb companion to Hugh Longworth's other books, offering a similar overview of the BR Mk1/Mk2 fleets, BR steam locomotives and multiple units.

Get them while you can – these books look likely to become highly sought after. **BJ OPC**, £40 each, ISBN 978-0-86093-675-6/978-0-86093-695-4

THE IVO PETERS COLLECTION – VOLUME 4 RAILWAY ARCHIVE NORTH WALES NARROW GAUGE STEAM 1959-1960

THIS is the latest DVD from the Ivo Peters Railway Archive Collection. Volume 4 features North Wales Narrow Gauge Steam, recorded on high quality 16mm colour film, from nearly 60 years ago.

Though the programme was originally released on VHS in 1988 the material has been totally re-mastered for DVD.

And what a fascinating feast of rare material!

There is substantial coverage of the well-known 'preserved' narrow gauge steam lines – Talyllyn as far as Abergynolyn, the Vale of Rheidol in BR days, the Snowdon Mountain Railway, and the Ffestiniog Railway as far as Tan-y-Bwlch.

It is certainly a very different yet intriguing world of preservation to that which we know today. The programme is further enhanced by an excellent commentary.

The main treat is the substantial coverage devoted to 'real' working narrow gauge Welsh railways. Both the Penrhyn Slate Quarry Railway down through Bethesda to Port Penrhyn and the Padarn and Dinorwic Quarries Railways receive extensive coverage.

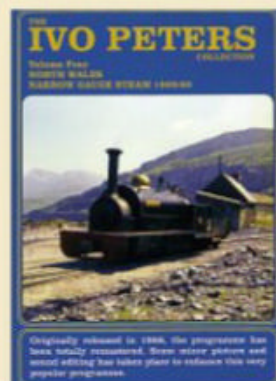
We should be thankful that Ivo Peters took the time and trouble to record scenes on these two systems just before closure. The coverage of quarry activity and transhipment at Padarn are amazing.

Many narrow gauge industrial steam locos are featured – especially the various models of Hunslet. Thankfully, many of these locos have survived into preservation in the UK, US and elsewhere.

Luckily, a significant stretch of the 4ft-gauge Padarn Railway survives as the trackbed for the Llanberis Lake Railway. However, so much has been completely

lost, and this DVD provides a very important record of these industrial quarry railways when they were still working.

This is a DVD that should delight all fans of Welsh narrow gauge railways – whether it be early preservation scenes or classic scenes of quarry-related industrial activity. Recommended very strongly. **RSS** 2 Dark Lane, Steeple Aston, Near Trowbridge, Wiltshire, BA14 6EY DVD c.49 minutes £16.95





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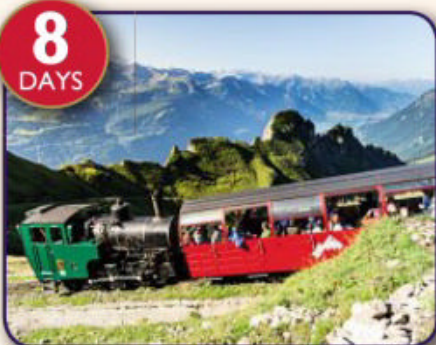
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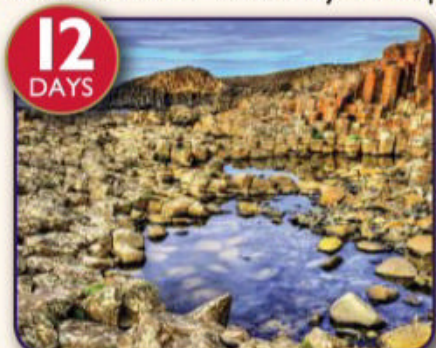
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THE SOUTH TYNEDALE RAILWAY

This remotely situated 'gem' is built on part of the former North Eastern Railway trackbed to Alston. It may well be England's highest narrow gauge railway, and has deep-seated aspirations to return to Haltwhistle. **Graeme Pickering** paid them a visit.



IT WAS the remoteness of communities in the South Tyne Valley that led to the railway which served them surviving long enough to become one of northern England's last rural branches.

The final British Rail train from the Cumbrian market town of Alston began its journey to Haltwhistle at 9.09 on the evening of May 1, 1976. Its departure, accompanied by a bagpipe lament and the crack of

detonators, marked the closure of the 13 mile- and 12 chain-route after almost 125 years of service. The death knell had been postponed until work on a new 'all weather' road was completed.

While a census showed that on average it was lightly used, Northumberland County Council argued the line was an important alternative to negotiating steep hills and narrow roads during the course of a normal

winter, when it tended to attract a greater number of passengers. The Transport Users' Consultative Committee concluded its closure would present a hardship. Forty-three years later the area's comparative isolation still presents challenges, not least of all when it comes to attracting visitors to the 2ft-gauge South Tynedale Railway, which operates five miles of the old line.

Unsustainable losses

"The state of the national economy plays a key part in it," says South Tynedale Railway (STR) deputy chairman Alan Farrar. "Putting it crudely, people have got to have that extra seven or eight quid in their pocket for the extra gallon of fuel to get themselves here from wherever else they've been, and it's just getting the word out that we are here."

Having started services over around a mile of track from Alston in July 1983, the STR now runs as far as Slaggyford, the first of the original intermediate stations as the line heads north.

The official return of the railway last year to the small Northumberland village was welcome progress for the STR after a period of serious financial difficulties which, by 2012, included five consecutive years of unsustainable losses. Visitor numbers weren't providing enough income for the railway to remain viable.

Left: A Metro-Cammell DMU sits at a sad-looking Alston station prior to closure in the mid-1970s.
TRACKS NORTH COLLECTION



Right: Thomas Green & Son 0-6-2ST *Barber* (441/1908) leaving Lintley station with a train for Alston on May 4, 2015. DAVE HEWITT

Left: The south end of Alston station on July 14, 2017 has Peckett 0-6-0ST *Harrogate* (2050/1944) from the Statfold Barn Railway in steam. DAVE HEWITT

A need for organisational change was identified, and plans were drawn-up for a £5.6million development project funded by various grants, £4.25million of it from the Heritage Lottery Fund. This paid for work on lengthening the line to reach Slaggyford (including the laying of the one and a half miles of track necessary to extend from its previous terminus of Lintley, associated bridge repairs, and reinstallation of the level crossing at the station), the restoration of the station building and addition of new toilet facilities, and a new signalbox.

At Alston it allowed the construction of a new overall roof (the original having been removed in the early 1960s), a second platform and an extension to the station building to house an improved cafe, as well as the creation of its new Heritage Engineering Workshop and visitor centre. The money has also funded the purchase and conversion of six former Vienna tram cars into a new carriage fleet, along with work on locomotives and facilities for solar energy generation.

While the development project has been a major leap forward, the railway ultimately has greater ambitions, which it believes will bring economic benefits not only to its own operations but to the whole area. It wants to reinstate the rest of the line to Haltwhistle and provide both community and heritage services. If successful, this could see them run into the now disused Alston platform at Haltwhistle. The station is served half-hourly by trains between Newcastle and Carlisle on the Tyne Valley line.

As well as reconnecting the towns, Alan Farrar believes it would allow it to tap into a greater number of visitors, including those who've come to the area to see Hadrian's Wall, which is within a couple of miles from Haltwhistle: "That's where you've got an awful lot of people that are tourists and you



want to attract them to spend half a day in the South Tyne Valley.

Forerunners

"It's going to change the railway out of all recognition. The whole mindset will have to change. We don't know this yet, but it's quite likely that the fulcrum of operation will become the Haltwhistle end rather than Alston. What engineering facilities would there be at Haltwhistle? Where does the first train of the day start from?

"The community railway obviously, I think, would start at Alston, but you're going to intersperse into that the steam heritage railway. Where is the first train going to leave from? I would have thought Haltwhistle – so are you going to house locos down there?

"All these questions are there to resolve. You've got to source locos to start with because I don't think what we have, while it would work on a five-mile tourist railway, will

be suitable for a 13 mile line."

These are, of course, just a few of the many factors which will need careful consideration. The railway has two battery-electric locomotives that are seen as the potential forerunners of the green motive power which would operate commuter services on the extended line.

Newcastle and *Carlisle* are charged using solar energy generated on-site by the STR, and were rebuilt from former Transport for London standard-gauge battery locomotives.

The estimated cost of the full project is £20-£30m. A business plan, along with reports on engineering, financial and operational feasibility, local ecology and conservation management have already been produced.

With the exception of Lambley station, the trackbed between Slaggyford and Haltwhistle is owned by Northumberland County Council and Sustrans. For the majority of its length it forms part of the South Tyne Trail walking and cycling route, and its integrity has been maintained, along with structures such as the 110ft-high Lambley Viaduct and its smaller, but no less attractive, counterparts at Knar Burn, Burnstones and Alston Arches at Haltwhistle (a four-arched bridge spanning the South Tyne within yards of the station). Nevertheless, in order to reinstate train services, the STR anticipates seven new bridges will be required.

The line had quietly begun to give way to road traffic while it was still in operation (during its final decade it was worked on a 'one engine in steam' basis, road traffic taking precedence at Featherstone Park and Coanwood level crossings, where gates had been removed as part of rationalisation) and in common with many railway formations, the status quo between it and the local road network has changed somewhat over the last 43 years.

The biggest bridge would span the



Left: Henschel 0-4-0T *Thomas Edmondson* with the return train to Alston leaving Lintley on April 4, 2015. The loco is currently awaiting an overhaul. DAVE HEWITT

PRESERVED LINE PROFILE

gap created in the railway embankment to accommodate the A69 Haltwhistle bypass in the 1990s, while others would be used to grade separate rural roads that intersect the railway alignment. One example is at Park Village where, since the closure of the railway, the main road has been diverted to run to the east of the village.

There will be several hurdles to clear, not least of all financing the project, but the STR has never lacked determination. Efforts to secure the ownership of the entire route began as far back as 1973, the year in which BR was given formal consent to close the Alston branch.

The South Tynedale Railway Company was subsequently established with the intention of buying the line intact from British Rail. Despite those early preparations, by September 1976 (and as negotiations continued) several miles of track had already been lifted. The cost and deadline involved in securing the last mile and a half from Alston also proved prohibitive. Undeterred, the South Tynedale Railway Preservation Society made the decision to push ahead with constructing a narrow gauge line, working in agreement with Cumbria and Northumberland County Councils, which had been given the first option to buy the trackbed, and track laying began in 1980.

Expanded

It had been envisaged passenger services would start in 1982, but opening was in fact delayed until July 30, 1983 because major repairs were necessary to a viaduct over the South Tyne. Nevertheless, nearly 5,000 passengers travelled on the STR during that opening season, to a temporary platform at Gilderdale, before extending to the permanent Gilderdale Halt.

Alan Farrar recalls: "It was about a mile of track. There were two little wooden-bodied



Above: The new signalbox at Slaggyford station. The original was demolished during rationalisation by British Rail. Construction of the new 'box and level crossing formed part of the project to restore train services to Slaggyford for the first time since closure in May 1976. GRAEME PICKERING



Right: Rebuilt Clayton battery locomotive Newcastle pictured in the railway's workshop at Alston on February 19. GRAEME PICKERING

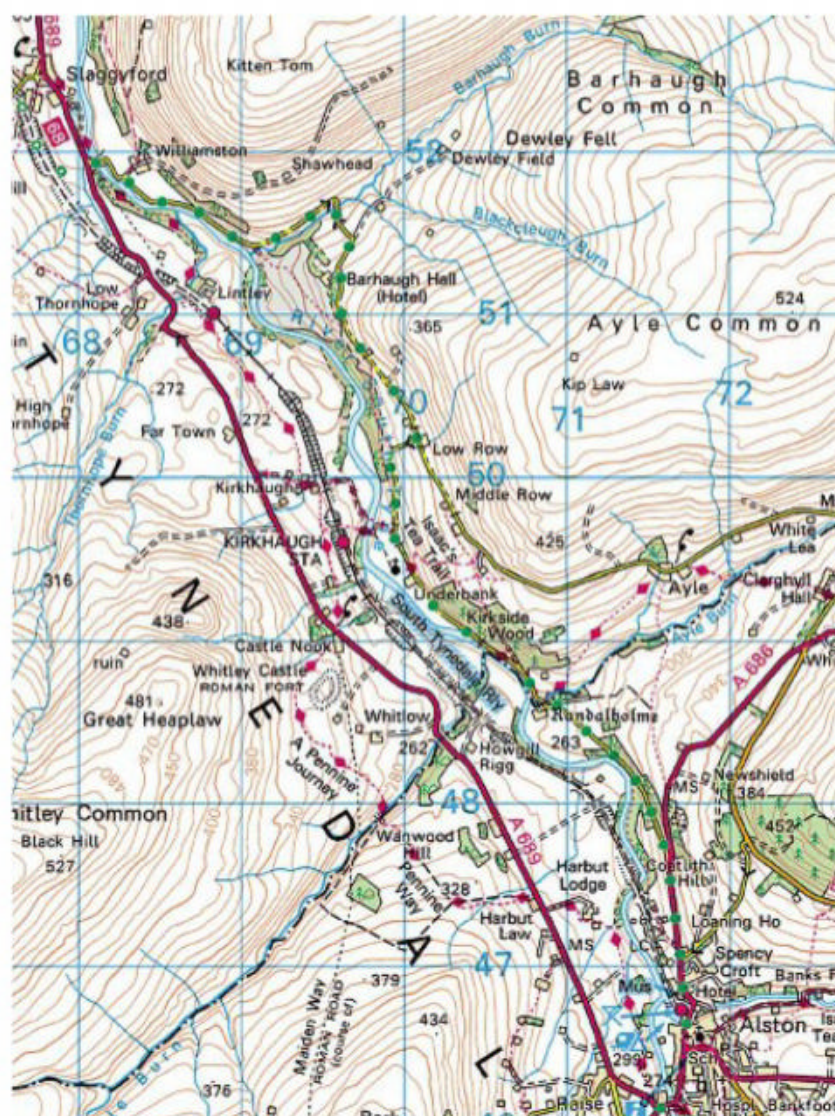
coaches and a brakevan, and a little blue Hibberd diesel called *Phoenix*. The reserve loco was a little red one called *Ayle*.

"In that first year of operation we had a problem with sheep on the line, but we realised the sheep were quite safe: they could run faster than the train. It was that humble.

"It's grown and expanded since then, with extensions to Kirkhaugh – that was in 1996

– to Lintley in 2012, and then of course to Slaggyford, opened to the public last year."

Before it can venture further though, Mr Farrar says it must ensure its operations are a success in their present form: "The focus for me is on making sure the Alston to Slaggyford part of the operation is a sustainable business because if we can't do that then there ain't going to be no golden spike."



Peckett 0-6-0ST Harrogate on July 14, 2017 with the first train to Alston from Slaggyford since BR days. DAVE HEWITT

Left: A map showing the route of the line from Alston to Slaggyford. ©CROWN COPYRIGHT 2019 ORDNANCE SURVEY. MEDIA 025/19



A triple header steaming through the Cumbrian countryside heading for Alston. It is led by *Thomas Edmondson*, with Polish 0-6-0 No. 10 *Naklo* and *Helen Kathryn* behind. DAVE HEWITT

He adds that the first season at Slaggyford offered encouraging signs: “We were very pleasantly surprised last year that the buffet car – which was only open when the railway was open – wiped its face.

“We had a part-time member of staff down there working it when it was opened, and selling the tickets down at that end too, and we more than covered our costs. It was great.

“We’ve tweaked the timetable this year so instead of running every 15 minutes you have 25. A longer stay for a cup of coffee. You see where we’re coming from?

“We want to make full use of that little facility down there and it has worked really, really well, and having a proper station at the other end of the line has made an enormous difference to the mindset. You don’t have to think about the train turning around in the middle of a field where there are no public loos.”

He added: “The next big thing is to get the finances absolutely secure and watertight. That’s my overriding concern. We’ve got to have a sustainable business.

“We’ve cut down on the number of paid staff, but we can’t do without them. Part of the problem is that unlike many railways we don’t have a large population centre that we can tackle. I’m one of the closer volunteers. I live 32 miles away. You don’t just pop around the corner to come here.”

He feels it would be logical to aim for Haltwhistle as the STR’s next destination, rather than expanding northwards in stages: “I’d like to see it go in one go. It would be a big ask but it would make a lot more sense because I suppose logically the next place that you could stop really would be Park, but it’s in the middle of nowhere.

“If you’re going to go as far as Park, go for broke and get to Haltwhistle, with the

“We realised the sheep were quite safe. They could run faster than the train.”



Henschel 0-4-0T *Thomas Edmondson* passing the one-mile post heading for Alston on April 4, 2015. DAVE HEWITT

emphasis on getting that bridge dropped in over the A69. It would be great if you could bring the bridge up from Haltwhistle by rail and put it in that way.”

While enthusiastic about the potential of the project, Mr Farrar indicates he and his colleagues at the STR are also pragmatic: “It will be at least five years before anything happens and that would just be to get all the ducks in a row. Once the ducks are in a row

financially how long is it going to take beyond there?

“I can’t see it in less than eight to be honest, but we made the decision that we’d go to Lintley. Actually the decision was that we’d go to Slaggyford, but we’d do it in two stages, Lintley first and then Slaggyford afterwards.

“If you asked the residents of Slaggyford, some of them never thought the railway would come back. It did. So you never know.” ■



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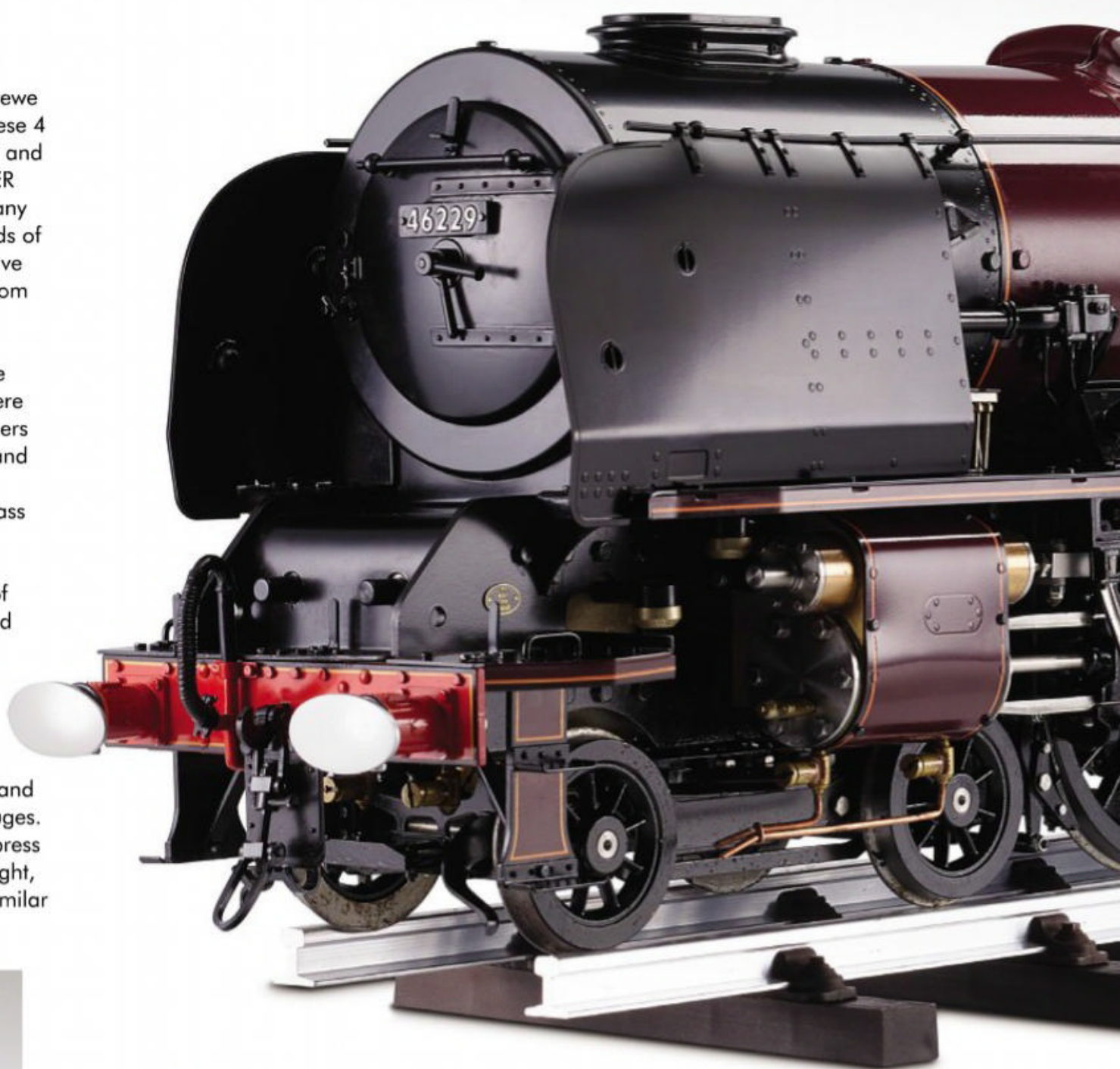
The locomotives were produced in a variety of liveries in BR days including maroon, blue and lined green.

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3.5" gauge models are built to 1/16th scale and offer a number of advantages over other gauges. It provides the opportunity to own a large express type locomotive at a reasonable size and weight, and the cost is approximately half that of a similar model in 5" gauge.



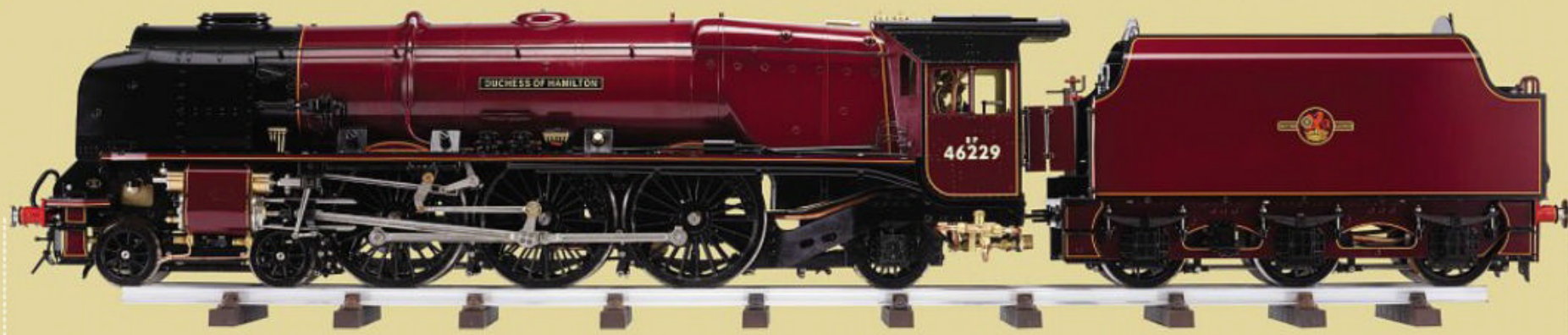
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The southern and central parts of the rail sidings are separated by the road embankment linking Tunstead and Old Moor quarries. This view shows the wall loading sidings, where wagons are loaded manually by mechanical shovels. Closer to the camera is one of the cement loading buildings, with High Peak and Dovedale visible in the centre. BEN JONES

MADE OF STONE

Construction traffic is the biggest growth area for UK railfreight, with millions of tonnes of material being moved every year – much of it to London and the south-east of England. **Ben Jones** visits one of the country's most important locations – Tarmac's Tunstead Quarry in Derbyshire.

LESS than three miles from Buxton, hidden away from public gaze in the rolling folds of the White Peak, is one of Europe's biggest quarries.

Every year, Tarmac's Tunstead Quarry blasts, shovels, crushes and dispatches around six million tonnes of Derbyshire limestone to feed British industry. Of that massive total, 50% is taken away by rail in various forms.

Much of it is used for construction of new roads, housing and commercial development, and new or expanded infrastructure, such as airport runways. Tunstead also supplies crushed limestone for steel-making and chemical production and for the flue gas desulphurisation (FGD) process used to clean up emissions from coal-fired power stations, such as Drax in Yorkshire.

Within the 365-hectare complex there's also a complete cement production plant which, even in a comparatively quiet 2018, delivered around 400,000 tonnes of product by rail.

Tunstead is served by most of the big UK railfreight operators; Freightliner has a crew depot and fueling facility on site, and employs a growing number of drivers based at the quarry, while DB Cargo also has contracts to deliver products from the site. Between eight

and 10 loaded trains leave the extensive rail sidings every weekday. Even at weekends there can be up to four trains per day loading to around 1,800 tonnes each.

Services include roadstone for Bredbury and Agecroft, near Manchester; crushed limestone for Tata Chemicals (Brunner Mond, formerly ICI) in Northwich; and Tata's lime plant at Shap in Cumbria. The latter is then moved again by rail to Tata's Port Talbot plant in South Wales for use in steel-making.

Stone traffic by rail in this part of Derbyshire started as long ago as 1789 when the High Peak Tramway opened, but Tunstead is a more recent development, dating from the 1920s.

Challenging

In railway terms, the quarry is probably best known for its association with the distinctive and long-lived ICI bogie limestone hoppers, which ran from the late-1920s until the 1990s, spanning the LMS and BR steam and diesel eras.

Tunstead's railhead is challenging from an operational point of view. The sidings are situated in the very deep cutting of Great Rocks Dale, between the two quarries it serves, and are on a gradient that varies between

1-in-70 and 1-in-90 on the former Midland Railway route from Derby to Manchester.

Most of the loading is now automated, but shunting within the site is the responsibility of a small fleet of industrial diesels. Much of the work is done by two Hunslet 65-tonne 0-6-0s, named *Patrick D. Duggan* and *Graham Lee Junior*. They are relatively modern in appearance, but both are built on the frames of older locomotives.

Tunstead is also home to the UK's heaviest locomotive – *High Peak* – weighing in at more than 150 tonnes. This six-axle, German-built behemoth is something of an enigma, and can often be seen parked up while other locos go about their business.

The Vollert-built machine does not have traditional brakes, relying on a hydrostatic regenerative braking system to provide main braking. According to Tarmac, recent modifications have had the desired effect, and reliability has increased, although it was

Right: One of the quarry's Hunslet 65-tonne 0-6-0s draws a train of bogie hoppers through Great Rocks Dale past the cement loading terminal on April 29. The wagons will take around 25 minutes to be loaded with 1,800t of limestone for the Brunner Mond chemical plant in Northwich. BEN JONES





Above: A network of conveyors link the various limestone processing and cement plants, with the loading hoppers set deep within Great Rocks Dale. Viewed from this height, the sheer scale of the operation makes full-size trains look like 'N' gauge models! BEN JONES

FACTFILE: TUNSTEAD QUARRY

Tunstead Quarry features the largest cutting face in the UK, and is believed to be the largest in Europe. Development was started by Buxton Lime Industries (BLI) in 1929, shortly after BLI had been acquired by the Brunner Mond chemical group to form Imperial Chemical Industries (ICI).

Three cuttings in the valley side were excavated first, between 1929 and 1932, and the first lime kilns were added in 1935. As Tunstead grew in size, it gradually replaced many other smaller and less efficient BLI quarries around Buxton.

The current operational area of the site, encompassing Tunstead and Old Moor quarries, includes a cement plant capable of producing one million tonnes per year; a roadstone processing plant; several lime kilns, some of which date back to 1935; and a crushing plant, which processes more than five million tonnes of limestone every year.

Today, Tunstead is the UK's largest supplier of lime and lime-based products, and is acknowledged to be of national strategic importance.

More than 400 people are employed at the site, contributing around £50million a year to the local economy.

not being utilised during my visit as the locomotive is predominantly used for loading all the cement trains.

A fourth diesel locomotive is currently up for disposal. *Dovedale* is a smaller machine, originally built in 1964, and rebuilt by Thomas Hill in the 1980s from an original Sentinel design.

Tarmac spends a considerable amount each year just to maintain the extensive 9.2km of sidings serving five different loading facilities for the various products. Working from south to north, there are 'wall loading' sidings, where aggregates for the construction industry are loaded with mechanical shovels. Most of this material is bound for London and the south-east of England, where it is used as a sub-base for road building and other infrastructure projects.

In the centre area, there are automated 750-tonne loading hoppers for 'roadstone', which goes to Bredbury and Agecroft in nearby Manchester, plus huge buildings, where crushed stone for Northwich and Shap and limestone for FGD plants is loaded. Finally, at the north end of the site, are the cement hoppers. All these loading points are fed directly from the quarry above by a complex system of conveyors.

As construction traffic goes from strength to strength on Britain's railways, it's remarkable to witness the sheer scale of this facility and how it operates away from the public eye so close to a major tourist town and surrounded by Britain's most visited National Park.

■ Thanks to Network Rail LNW Region, Mark Coyle of Freightliner and John Fotherby of Tarmac for their assistance in compiling this feature.



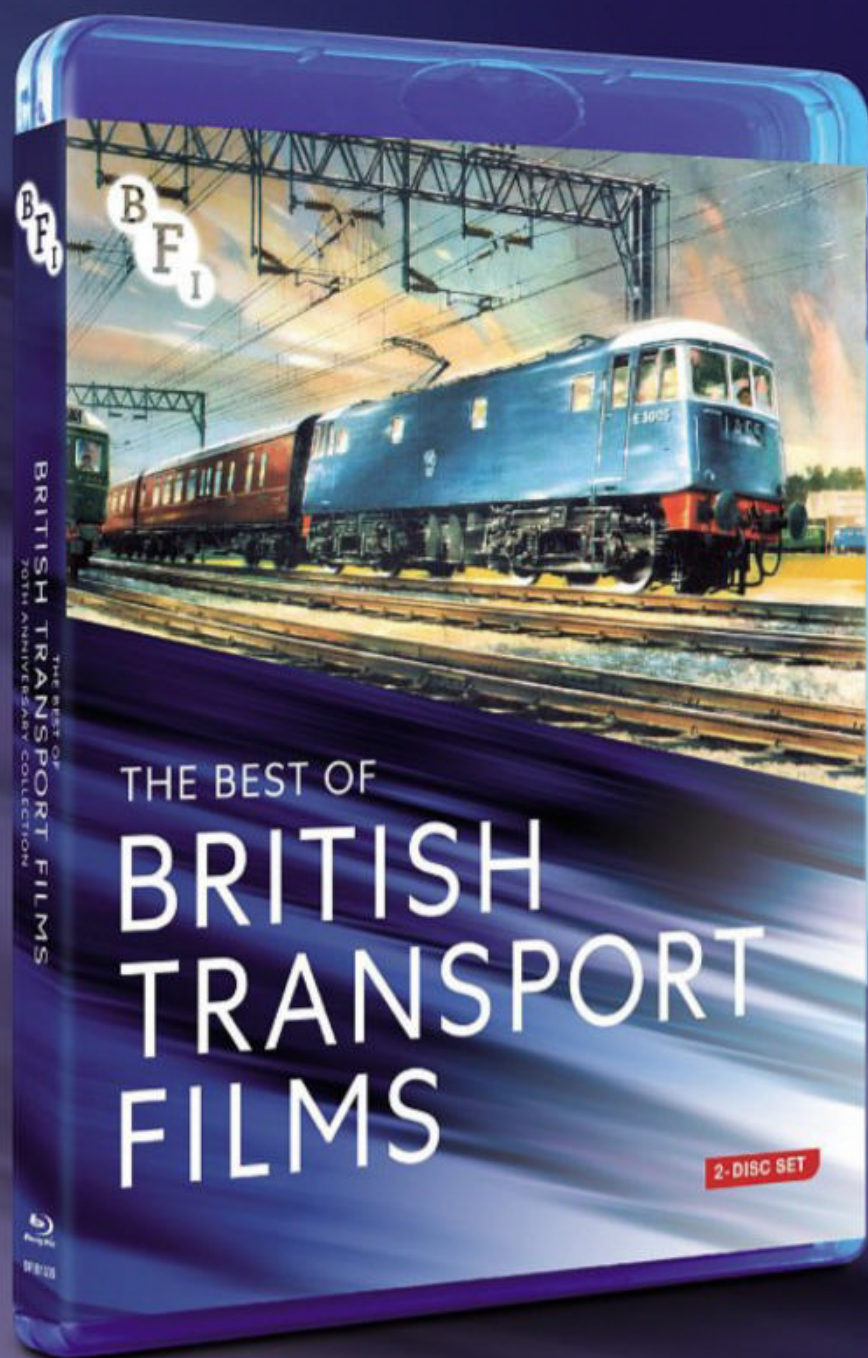
Right: The oldest part of the rail-loading facilities dwarfs the Brunner Mond 101.6-tonne bogie hoppers passing through it on April 29. Tunstead's quarry face and cement plant are visible behind. BEN JONES



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A RAILWAY IN BARBADOS AGAIN

The tiny independent nation of Barbados has an operating railway once more after a gap of more than 80 years. **Keith Fender** and **Glen Beadon** look at the Caribbean island's troubled railway history and the development of the latest venture.



Arnold Jung-built 'Mallet' No. 5 *Tjepper* storms through one of the new cuttings on March 1. GLEN BEADON

BARBADOS' first female Prime Minister, the Honourable Mia Amor Mottley, opened a rebuilt railway on the island on March 11.

The new line is the brainchild of local businessman Larry Warren and his son Simon, who own the historic St Nicholas Abbey estate, a major tourist attraction visited by more than 35,000 people annually.

The first legislation for the construction of a railway in Barbados was passed in July 1846, although the proposed line from the capital of Bridgetown to Speightstown, on the west coast, was never actually built. In 1873 a new proposal for a line from Bridgetown to Belleplaine (St Andrews) was put forward, and an engineering assessment of the new line was made by well-known narrow gauge engineer Robert Fairlie.

Construction of the 1,067mm- (3ft 6in-) gauge line was started in June 1877 by the private Barbados General Railway Company. Construction would cost £200,000 and was undertaken by the British engineering contractors Leathon Earle Ross & Edward Davis Mathews, which were to build 21½ miles of main line plus another 3½ miles of sidings and depots. The railway's general manager was a Mr Grundy, recruited from the Great Western Railway. However, he died of yellow fever before the line opened, and his son succeeded him.

The first section of the new railway opened on Thursday, October 20, 1881, but the line closed a few days later following a derailment on the opening day. It opened once again, following extensive adjustments to the track, on December 15, 1881, although its poor quality trackwork would be a perennial problem.

Financial difficulties however, meant the railway did not open through its full length to Belleplaine, St Andrews, until August 15, 1883.

Big trouble

The final distance by rail between Bridgetown and St Andrews was 24 miles as the route was revised during construction, but despite the changes still included an incline at Conset, which was 1-in-33 – a gradient steeper than the Lickey Incline in England. The railway offered passenger and freight services, the main freight commodity being sugar cane from the many plantations on the island.

The line was initially operated by a selection of small British-built steam locos (the contractors' loco - Black, Hawthorn 0-4-0ST *St Michael* [W/No. 575] - and later two Avonside 2-4-0 tender locos, plus two Vulcan Foundry 2-6-2Ts). In 1891 two more 0-6-0 locos from Bagnall arrived on the island, although they were used for only a short time.

By 1896, the Barbados General Railway was in big trouble financially despite a large government subsidy (£6,000 per year). In 1897 the railway was sold to a new company, owned by the bond holders, which had financed the original company. After a fresh survey for the new owners of the new company The Bridgetown and St Andrews Railway Ltd rebuilt the line to 2ft 6in- (762mm-) gauge and bought three new locos from American builder Baldwin, a pair of 2-8-2Ts named *Alice* and *Beatrice*, and 2-6-0T *Dorothy*, the line reopening in 1898.

For five years it succeeded in operating without any Government subsidy, but never



Above: SNAHR No. 5 Tjepper undergoes final testing at Statfold Barn on January 21. It has been rebuilt as a tender engine. GLEN BEADON



Left: No. 5 Tjepper on display in its original form as a tank engine at Statfold Barn in 2017. GLEN BEADON



Below: The station, along with the locomotive and carriage shed. The Simplex loco is left of picture. GLEN BEADON

“The idea for the new railway on Barbados came from a visit Larry Warren made to Blenheim Palace in England in 2016 when he saw the 15-inch gauge line in service there.”

made any money for its owners in that time either. Following voluntary liquidation, another private company – The Barbados Light Railway Co – took over in 1905, but despite subsidies of £2,000 a year this went out of business in 1915 at which point the Government decided to take over the railway.

The Barbados Government bought the railway on December 5, 1916, for £20,000 (£15,000 was put up directly by Government and £5,000 by groups such as private interested parties and sugar estates). Trading as the Barbados Government Railway the company enjoyed a few good seasons breaking even or making small profits, but this was the exception rather than the rule, as over time, the railway continued to lose money while its operating costs continued to soar. Despite buying another new loco from Baldwin in 1920 (oil-fired 0-6-0T *Catherine*) plus converting the rest of

the fleet to oil burning, in the end it could not compete with more versatile road vehicles so the railway was closed.

The last train over the full length of the line was reported to have run on January 20, 1934. Trains then ran sporadically until 1937 and the company was finally disposed of on October 12, 1938. Everything was reportedly scrapped.

New railway

A handful of relics remain in existence. The Barbados Museum has a chair from one of the first-class carriages and a builder's plate from No. 4 *Dorothy*, the 2-6-0T Baldwin, built in 1898. The plate carries the works number 16332 and date of November 1898 along with Burnham, Williams & Co, which was the name used between 1891-1909 before incorporation into the Baldwin Locomotive Works in 1909.

The bell carried by *Dorothy* also survived

“The manual turntable at Cherry Tree Hill was built locally of concrete rather than steel as there is a high degree of salt blast from the sea at this exposed location on Barbados’ windward coast.”

and was recently been bought by Larry Warren. It is on display at St Nicholas Abbey.

The idea for the new railway on Barbados came from a visit Larry Warren made to Blenheim Palace in England in 2016 when he saw the 15-inch gauge line in service there.

He realised such a line could add a further attraction to his property and enable visitors to see much more of it they decided to look into building a railway from scratch. Mr Warren’s St Nicholas Abbey estate surrounds a Jacobean mansion house, built in the 1650s, meaning it is one of the oldest buildings in Barbados, along with its sugar cane plantation estate.

Having decided a railway was worth investigating, Welsh miniature and narrow gauge railway supplier Cromar White visited Barbados to survey the site and possible routes in 2017.

The route was planned to utilise the

LIST OF LOCOS

Steam loco

■ *Tjepper* (ex-Ceper Baru No. 5) 0-4-4-0T ‘Mallet’-built Arnold Jung Lokomotivfabrik, Kirchen, Germany 2279/1914. Rebuilt as 0-4-4-0 tender loco – Statfold Engineering, Tamworth, England as No. 651/2018

Diesel locos

■ No. 6 *Badger* Hudswell, Clarke 0-6-0DM (D1418/1971) ex-British Steel, Shotton Works

■ No. 50 Hudswell, Clarke 0-6-0DM (D1419/1971) ex-British Steel, Shotton Works.

■ Simplex Motor Rail 4wDM (40SD503/1975) ex-Minworth sewage treatment works, used for track maintenance in Barbados.



Above: Both Hudswell, Clarke diesels on shed: No. 50 (left) and No. 6 (right) on March 2. GLEN BEADON

Right: Diesel loco No. 6 *Badger* heads a train around the lake on January 27, during the first operating week. RICHARD STANTON

previously inaccessible overgrown mahogany forest in the estate, which runs through beautiful scenery, including a disused limestone quarry, to take visitors to one of the most iconic views on the island at Cherry Tree Hill. This would require significant gradients to get the train from the manor house to the top of the hill.

Heritage aspects

The new 2ft 6in- (762mm-) gauge line does not run over any parts of the former BGR track bed (St Nicholas Abbey is around 5km north of the old BGR terminus at Belleplaine, St Andrews). It is an entirely new railway built to the same gauge and sympathetically embraces heritage aspects of the old line, for instance running steam over similar gradients to that which once existed on the original line at Conset.

Having decided to go ahead, the line was built in under a year, with the entire project costing slightly more than \$4million. Construction began on January 12, 2018, and was completed last December.

Considerable civil engineering work was required to build embankments and construct cuttings. During the construction 30,000 cubic metres of material was moved and 15,000 cubic metres of fill brought in to the site. A new two million gallon lake has been dug on the inside of the loop line around the grounds in front of the 1658-built ‘Great House’.

The line is laid out with a loop at one end, where a station and two-road loco and carriage shed have also been built near to the Great House. This is then connected to the line which climbs in a south-easterly direction to Cherry Tree Hill, around 1km away. The line is built with 27.2kg/60lb rail imported from

Tjepper heads back down the line in the plantation on March 2. GLEN BEADON





China sitting on termite resistant sleepers made of recycled plastic. In total a round trip from the departure station beside the Great House is 3km.

The manual turntable at Cherry Tree Hill was built locally of concrete rather than steel as there is a high degree of salt blast from the sea at this exposed location on Barbados' windward coast. Passengers can participate in turning the locomotive on the turntable. A simple platform has been built alongside the run round loop. The water tank for the steam loco is an old 12-ton boiler recycled from a sugar mill on the island.

Larry Warren visited the Statfold Barn Railway in September 2017 looking for suitable motive power for his new railway. Tucked away in a corner of the shed was *Tjepper*, a 0-4-4-0T 'Mallet'-type engine built by Arnold-Jung in Kirchen, Germany in 1914 (W/No. 2279). The name 'Tjepper' refers to a district in central Java. The loco originally worked on the Ceper Baru sugar mill system in central Java, and now, appropriately, works on a line in a sugar plantation estate.

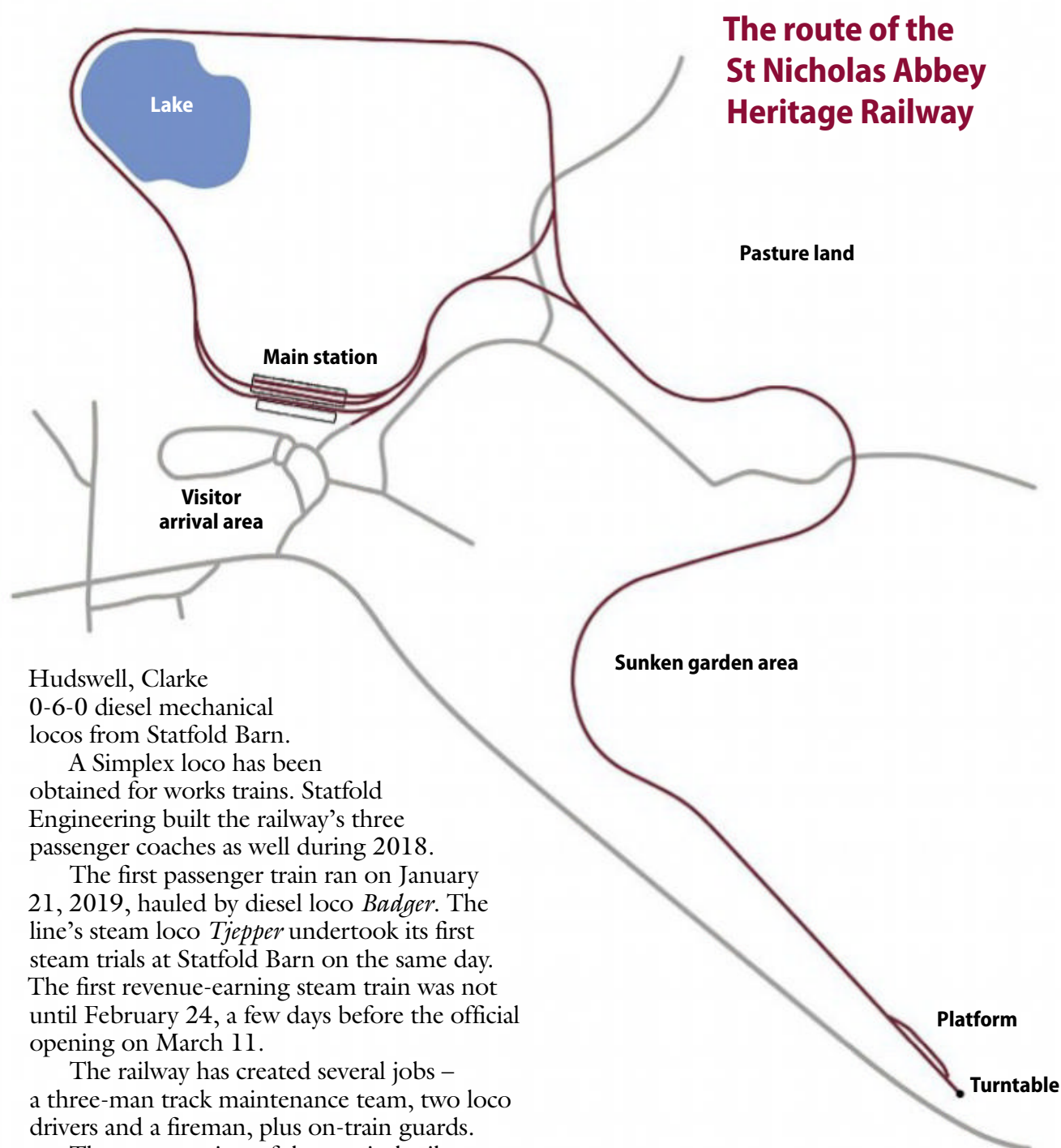
Statfold rescue

After the mill closed in 1997 Locomotive No. 5 *Tjepper* was rescued by the Statfold Barn Railway and shipped to the UK for preservation, but put on display unrestored.

In 2017 *Tjepper* was sold to the new St Nicholas Abbey Heritage Railway (SNAHR) and rebuilt as a tender engine by Statfold Engineering during 2018 (Statfold W/No. 651/2018). The newly restored engine has a two-axle tender and has been turned out in a smart blue livery.

Tjepper left Statfold Barn on January 23 loaded into a 40ft container then aboard the *MV Luzon Strait* and sailed to Bridgetown, Barbados on January 27, arriving on February 7. The loco was steamed for the first time on the island on the 20th and commissioned by both local and Statfold engineers just a few days later, enabling the first public steam train to operate on February 24.

The SNAHR has also obtained two



Hudswell, Clarke
0-6-0 diesel mechanical
locos from Statfold Barn.

A Simplex loco has been obtained for works trains. Statfold Engineering built the railway's three passenger coaches as well during 2018.

The first passenger train ran on January 21, 2019, hauled by diesel loco *Badger*. The line's steam loco *Tjepper* undertook its first steam trials at Statfold Barn on the same day. The first revenue-earning steam train was not until February 24, a few days before the official opening on March 11.

The railway has created several jobs – a three-man track maintenance team, two loco drivers and a fireman, plus on-train guards.

The construction of the tropical railway means after an absence of more than 80 years, the staccato bark of a steam locomotive charging a gradient, similar to the 1-in-33 that could at one time be found on the Barbados Railway at Conset Cutting, may once again be heard on this tiny Caribbean island.

The route of the St Nicholas Abbey Heritage Railway

References

■ *Railways of the Caribbean*, David Rollinson. Macmillan Education 2001

■ A 20-minute video showing the railway in operation and some of its construction can be seen at : <https://www.youtube.com/watch?v=QdRbWzUBEXA>

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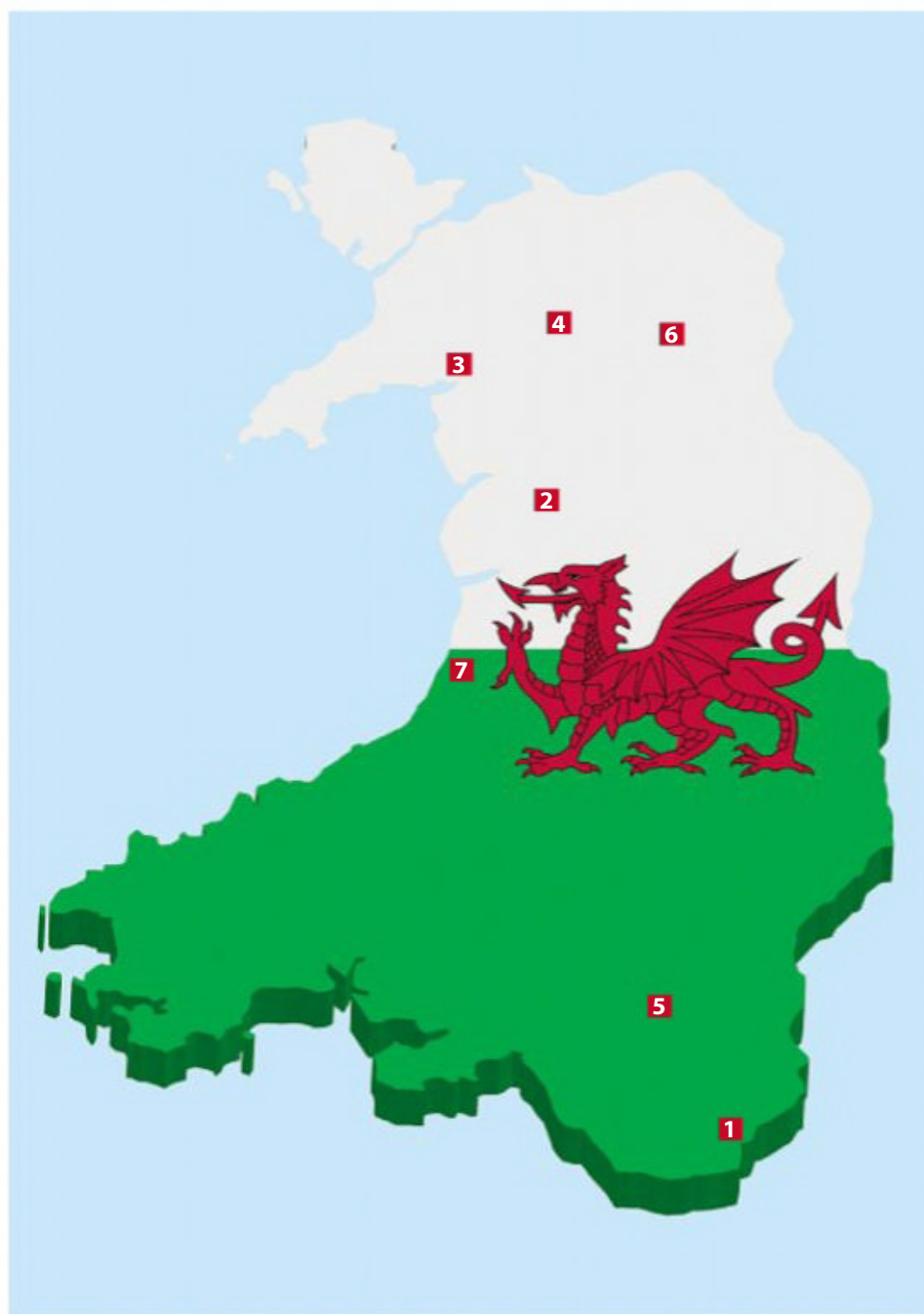
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WE REGRET THE DELAY TO YOUR TRAIN...

For every late train there is a reason. Some are straightforward, others more complex, and each knock-on has an affect around the network, but with each delay comes a cost. **Phil Marsh** explains the work of the Delay Attribution Board, which adjudicates for the industry on the more complex cases

The driver of Southern EMU No. 377417 holds a short-circuiting bar to help 'shoo' a swan off the tracks on the viaduct over the River Adur, just west of Shoreham, on October 29, 2018. Behind his train two more are stopped at signals. MARTIN CLITHEROE



IN THE last three financial years Network Rail (NR) has paid more than £1 billion to train operators in delay compensation – and its likely to get worse.

Performance has fallen for seven consecutive years, with infrastructure failures causing more delays than train operator errors of failures, which is something to be expected.

How has the UK rail industry arrived at this situation and how is it managed?

We all have tales about horrendous rail journeys where trains have been delayed, cancelled or missing out intermediate stops to make up time, or because of being diverted.

In its own words: “The Delay Attribution Board (DAB) is the Industry body remitted to provide guidance and assurance to the Industry on delay attribution issues.”

It presides over delay attribution responsibility, but it is the Track Access Contract Schedule 8 mechanism that turns delays into financial penalties or bonuses via the contractual relationships within the industry.

The DAB’s purpose is to ‘Lead, Advise and Monitor the effectiveness and accuracy of the delay attribution process and use of the Delay Attribution Principles and Rules (DAPR) and the Performance Data Accuracy Code’ – currently 166 pages long. The DAB normally meets every four weeks, interrupted by a summer and Christmas break, dependent on when the meeting falls, and the amount of business on the agenda for that meeting.

NR chief executive Andrew Haines said at a recent briefing the company has budgeted £1 billion in performance payments for delay compensation in Control Period 6, which started from April 2019. This is taxpayers’ money and is paid to all train operating companies when a delay occurs.

How does it all work?

But how recent a system is this? Performance has always been at the front of railway operations, even coming before safety in Victorian times, until the death and injury toll became unacceptable and safety became paramount.

Why do delays matter? Why does delay attribution matter? How have we arrived at today’s delay attribution system? Performance monitoring dates back at least 135 years when the GWR issued performance reporting instructions to signalmen and station masters in 1884.

Delay attribution of sorts can be assumed to have taken place since day one of the railways to identify the cause of delay, and ensure recurring faults or poor procedures were remedied. It could be argued this has greater significance post-steam because of electrification and dieselisation bringing new technology and traction into use with associated failures, which always occur with the introduction of new technology.

Historically, the only cost was reputational plus minor revenue loss through refunds, with no compensation payments flowing between the different railway companies – so far as is known. Today’s financially based system was introduced with Privatisation 25 years ago, when franchises were let. As time progressed, the financial implications became all too real and a contractualised billion-pound industry was born as Schedule 8 (as it is known in the industry), and gripped franchise finances.

In a nutshell, it would be logical to assume Schedule 8 payments are based on a ‘who delays pays’ principle. However, in practice, every delay will have a primary root cause which might not be



Cows (or sheep) on the line can be a common occurrence, but cattle on the platform? Around 60 cattle were seen in April 2017 walking along the track and going into a tunnel between Hever and Ashurst, in Kent. The line was closed while they were rounded up onto Hever station platform for transportation back to their field. Animals getting onto railway lines can occur because of damaged lineside fencing or occupation crossing gates being left open. FRANCESCA RYAN/TWITTER



Fallen trees can be another source of delay. Some trains get damaged by impact, with trees resulting in injuries to the driver and units out of service for repairs. NETWORK RAIL

the main cause as per this genuine example:

In the aftermath of the network meltdown following the Hatfield derailment in 2000, the author took part in a ‘performance-drive’, cab-riding train on July 28, 2001 – 1V38, the 06.05 Leeds-Newquay and 1E39 14.08 Newquay-Leeds Virgin CrossCountry HST service between Birmingham New Street and Newquay and return.

Departure from New Street was eight minutes late after a previous prolonged station dwell time because of the amount of passengers on this summer Saturday. Another four minutes was lost at Cheltenham because of the train being full and standing, slowing passengers alighting and joining. The HST was then stopped after Cheltenham by the signalman to advise a door reported as on the ‘first catch’, costing another nine minutes, the service now running 20 minutes late. Our booked path was lost and correctly regulated behind local services from Westerleigh Junction to Bristol.

Vast amounts of luggage

The Bristol Parkway stop cost another three minutes, Temple Meads an extra two, so departing 33 late, the HST was pathed behind another all-stations service. Exeter was reached 57 minutes late, but departure was an hour late after more station overtime. Further time was lost at Newton Abbot and Totnes stations, plus an additional five minutes because of speed restrictions.

Some time was recovered before Par, and although the Newquay branch was accessed 60 minutes late, progress was hampered by level crossing failure at Chapel, losing a further 20 minutes, with arrival at Newquay 80 minutes late. The passenger count taken on the platform showed around 400 people alighting at Newquay, with 300 waiting for the return service, all with vast amounts of luggage, many with surfboards.

The return trip was booked to leave at 14.08 after a 30-minute turn-round, but was delayed until 15.22, with a consequential delay of 45 minutes to a Great Western service at the Goonbarrow passing loop.

The HST was a 2+8 formation, and too long for the platform at Par, where two station stops

had to be made to allow passengers off the train as they could not make their way through the train because of the amount of luggage piled up. That cost 14 minutes and blocked the Up main, causing more reactionary delays.

Further time was lost because of station over-time and running out of path, resulting in a departure from Plymouth two hours late. More time was lost after having to follow a local service through Dawlish, speed restrictions on Filton Bank and heat-related restrictions meant Birmingham was reached 129 minutes late. The train was then terminated at Sheffield because of a short-notice possession, and therefore the HST not available to be positioned for its Sunday duty from Blackpool to Euston.

So who was to blame? It was a TOC delay for the door on first catch and station overtime because of overcrowding, and Railtrack (as was) for speed restrictions and the level crossing failure.

Many delays will be straightforward and nowhere as complicated, but when delays are caused by several contributing factors involving different parties, the debate starts as to who is held responsible. All delays were originally allocated as Railtrack responsibility, but altered to the train operator after an investigation established the prime cause.

When Network Rail and a train company fail to agree on who should accept responsibility for

a given incident, it can be referred to the DAB for a policy decision on attribution. It does not consider technical issues and does not allocate delays, but is the independent ‘controlling mind’ overseeing the delay attribution process and has no Schedule 8 financial responsibility.

The Delay Attribution Board began work in 1994 with ‘shadow’ in its title, but was formalised in 2003 once the legal requirement for such a body was established.

Aggrieved parties

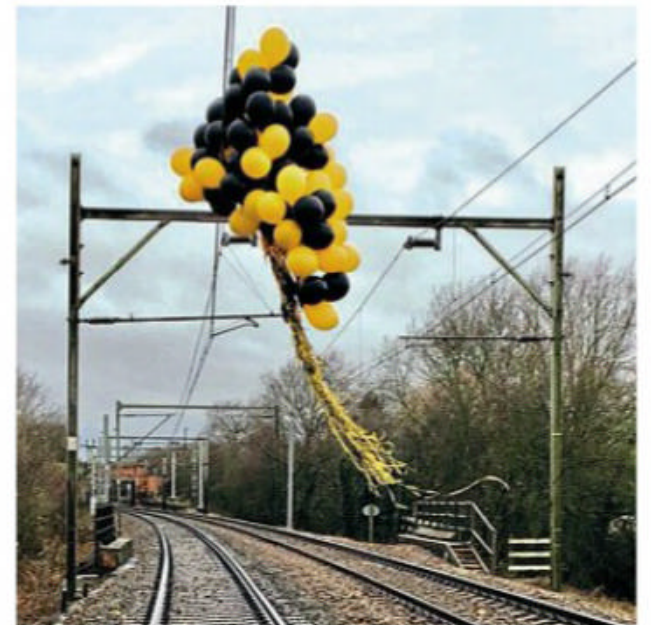
The DAB is made up of 12 members, elected by Network Rail and train operators, allocated into one of several classifications, each with a representative. It is chaired by Richard Morris, who has 50 years of railway experience and knowledge, and along with DAB secretary Mark Southon, who started his career in BR days, are strictly neutral, offering policy advice to members. Neither has a vote.

Their advice can be requested by aggrieved parties, or be as a result of an industry consultation such as the ORR’s on-going review of delay attribution. However, in the case of a serious disagreement, where a policy decision is required, a hearing will be held with experts from the parties involved making their case and being questioned by the DAB members.

It can be likened to a Court of Law, only

**“Why do delays matter?
Why does delay
attribution matter?
How have we arrived
at today’s delay
attribution system?”**

Right: Another cause of delay is helium balloons tangled in the overhead wires. Last year there were 613 balloon incidents. Plastic bags can also be problematical when they get caught in the wires. The majority require the 25kV to be discharged to enable removal, with knock-on delays to services. NETWORK RAIL



RAILWAY OPERATIONS

concerned with the facts presented by the opposing parties, with the board's decision binding, most of the time. Appeals are rare, but not unknown, and these are made to the Access Disputes Resolution Committee, (ADRC) the industry resolution board.

DAB members are elected – six from train operators and six from NR – and split into six representative committee groups, which are: Train operators represented as follows:

Band 1: Franchised passenger operators – London & SouthEast commuter TOCs

Band 2: Intercity TOCs,

Band 3: Non-LSE commuter TOCs

Non-franchised passenger has one member representing Hull Trains, Eurostar and heritage railways that operate over NR metals such as the North Norfolk, North Yorks Moors and Chinnor & Princes Risborough Railways.

Non-passenger are represented by a member in each of the two non-passenger freight bands

The 12 members have a vote and meetings, and hearings are attended by non-voting observers from DfT and ORR plus from the wider Industry.

Privatisation delays

Schedule 8 was designed to incentivise better performance by train operators and the infrastructure owner, reducing delay-related penalty payments by allocating responsibility for causing three-minute or longer delays. This would ensure the industry became aware of the reasons for poor performance. The theory was that remedial actions for recurring delays could be implemented, backed by a financial business case, which reduced delay payments as its justification.

Delays of under three minutes are known as sub-threshold and account for more than half the total delay minutes incurred and are the cause of many disputes, wasting more time and money. But many trains may suffer several sub-threshold delays of two minutes, which might lead to an eight-minute cumulative delay, with NR generally picking up the cost.

The process was well intentioned, but as tighter financially based franchise awards were made, Schedule 8 became more important to a franchisee as a source of income to achieve its financial objectives. The Privatisation plan meant that accurate delay attribution would mean the relevant managers would become accountable and in the best position to propose recovery plans. For example, if a given train fleet had a recurring mechanical problem causing delays, there would be a business plan backed by the financial incentive to investigate and fix the issue.



Above: Drifting snow can quickly block lines as was seen when the 'Beast from the East' hit in March 2018. To keep lines open Network Rail contracts out the operation of its independent snow plough. Here, a pair of DRS Class 37s are at work in Scotland.



Left: Ice on the conductor rail causes arcing and prevents EMUs from drawing power, delaying services. De-icing trains are used to combat this problem. Both: NETWORK RAIL

For NR, if a set of points or a signal failed on a regular basis, these would be subject to investment to reduce failure incidents and financial outpayments.

Parties in dispute that involve a policy decision are invited to attend the DAB and make their respective cases. The board will opine based on the facts presented and by reference to the DAPR. The adversarial nature of Schedule 8 led, however, to many disputes over principles. One of the more bizarre examples came before the DAB in 2008 and hit the national press headlines.

When a train hits a pigeon at 125mph and the brake pipe is fractured, brake continuity is broken so the train will come to an emergency stand, with the train operator deemed responsible for subsequent delays. If a swan hits the train, it is deemed Network Rail's delay because of the size, weight and its flying habits. But what about a peacock on a level crossing?

'Small animal on the crossing'

On May 30, 2007, the 17.36 Blackfriars-Sevenoaks Southeastern Class 465 train hit a peacock at Otford, in Kent, dislodging the leading collector shoe. The third rail traction supply tripped with the shoe welded to the conductor rail. NR and SE could not agree who was to blame so referred the matter to the DAB for a policy ruling.

Southeastern argued had the peacock been a small animal on the crossing, the lost shoe would have been sacrificial to protect the infrastructure as designed, and NR would pick up the delay. It was further argued a peacock weighing 4kg is heavier than some geese or swans, which were then defined as large birds in delay attribution terms, so NR should become liable for the delay.

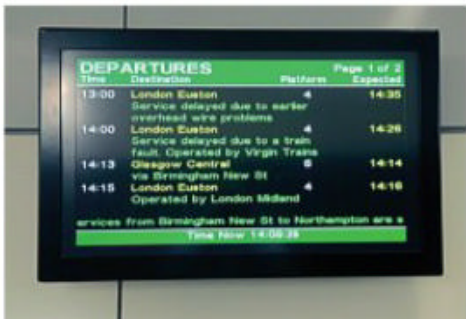
NR's counter argument was because geese and swans have defined flightpaths it means mitigation measures against these birdstrikes can be put in place. NR also countered peacocks are smaller than geese or swans and pheasants and similarly sized birds are classified as small birds



The Delay Attribution Board in session on March 12. PHIL MARSH



Doesn't happen often, but unexploded bombs cause delays. TWITTER



The sight no passenger wants to see on a departure board. The delays on this day, July 13, 2016, were caused by overhead line equipment problems. PHIL MARSH

Above: On-board overcrowding causes issues, too. The increase in passenger numbers has not been matched with longer trains, so there are fewer doors for access or egress, leading to delays. The influx of new trains should begin to resolve this long-standing problem. This picture was taken on a Virgin 'Voyager' after leaving Telford Central on February 9. CHRIS MILNER

Right: Station dwell times can become extended because of numbers wanting to board, often not helped by passengers on the platform not leaving a clear path for others to exit the train. Here, a London Overground service is delayed at West Brompton. PHIL MARSH



and display a similar behaviour. Experts advised the DAB about the impact forces involved in the collision with regard to the train speed and the peacock's weight in relation to the design criteria of the shoe gear to withstand impacts and subsequent damage.

The board suggested the Delay Attribution Guide (DAG) was ambiguous in its definition of bird strike-caused delays and altered the definitions to include bird weight and flightpath habits after a technical investigation, which took the form of a cross-industry sub-group to consider and propose changes to delay guidelines regarding animals on the line and bird strikes.

Who picked up the delay? The DAB decided that the prime cause of delay was the presence of a large bird (the unfortunate peacock) on the line which was a 'circumstance originating from or affecting the network and its operation'. The upshot of this was that attribution was simplified removing the size of the bird from the debate.

Overcrowding – due to line closure

There was a major lineside cable fire at South Hampstead on April 19, 2017 preventing services operating to and from Euston between 13.50 and 22.25. Passengers were advised to use alternative adjacent routes such as Thameslink or Chiltern, with the latter's trains and stations becoming seriously overcrowded, causing delays, leading to a dispute as to who was responsible.

NR's view was it was Chiltern's delay as

it was their passengers delaying their trains at their stations, but Chiltern countered by saying the root cause was infrastructure issues preventing trains operating on adjacent routes displacing passengers.

Contingency plans for disruption at London termini include arrangements for passengers holding any ticket type to use alternative adjacent lines' services for which other operators do not receive any revenue gain from the displaced passengers. Chiltern's position was the delays were a direct cause of the cable fire so were NR's fault. NR contended that because Chiltern could not manage the quantity of passengers at their stations and on their trains, it was down to them.

The incident remained unresolved and was ultimately referred to the DAB for policy guidance. The DAB said responsibility was not down to NR therefore Chiltern were the 'losers' in this case; or were they?

Aggrieved parties have the right of appeal against a DAB policy decision and Chiltern did just this, referring their complaint to the Access Disputes Resolution Committee (ADRC), whose purpose is: "Assisting the Rail Industry to settle its differences". They considered the case and overturned the DAB guidance Chiltern should be attributed the delays, meaning NR became liable.

The rules needed to be revised but raised other legal questions surrounding Track Access Agreements and the Network Code (NC), which is the legal set of rules setting out how change

occurs on the railway. It was a decision which caused much debate as it broke the agreed rules of attribution – and this creates its own difficulties, especially how to reflect this in the DAPR.

Attribution is made to prime cause and not, as many suppose, to the root cause, because as we've seen, many delay incidents are often the result of a chain of events. Individually, these may not cause a delay and could, in turn, be mitigated by one or other party.

'Right place at the right time'

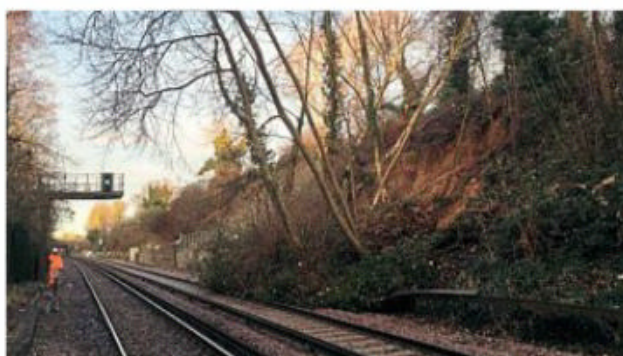
For example, how many times have you heard there is no driver or guard for a train as they've been delayed on another service. That delay could have been caused by any of a 'hundred things' that have no connection with the train operator, but in delay attribution terms it is very clear: 'No train crew = train operator delay' as it is their responsibility to have sufficient crews in the 'right place at the right time'.

Conversely, when an engineering possession overruns, even because of a late start, any subsequent delays and cancellations will be deemed to be Network Rail's fault because it has the sole ability to mitigate the overrun and its impact.

These are the kind of things the DAB has to rule on, often debating around prime or root causes when the parties fail to agree, thus creating precedent if the type of incident is recurring and not just a one-off.



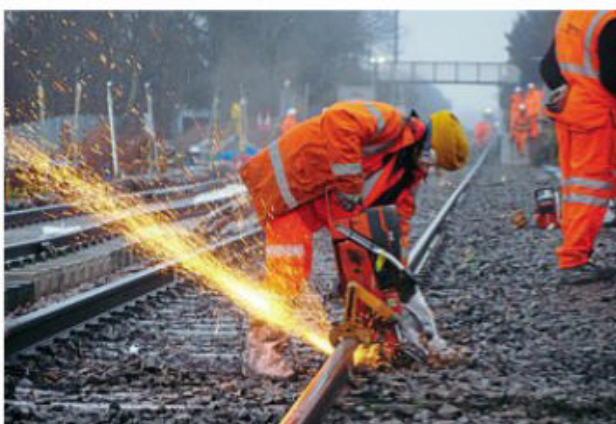
Vehicles colliding with railway bridges is a daily occurrence. Some bridges have a protective or sacrificial beam, which means services can be cautioned, minimising delays, while others need a visual inspection. In this incident at Stoke-on-Trent on August 25, 2016, the errant HGV driver tried to get under a 13ft 3in bridge at Stoke Road/Station Road junction, and while the beams did their jobs, the HGV wrote off a Ford Mondeo. NETWORK RAIL



Landslips (and floods that erode the trackbed) can cause extensive delays while repairs are completed. This slip at Bromley closed the line for a week. NETWORK RAIL



Left: A Great Western HST waiting for the Virgin service to clear the single line section at Goonbarrow on the Newquay branch on July 28, 2001. The HST was delayed by 45 minutes, with such incidents having a cumulative effect on train diagrams, and also impacting on passenger journey's further along the network. PHIL MARSH



With large portions of the railway network being upgraded, the overrunning of overnight or weekend engineering work can delay the start of the day's service, much to the frustration of passengers. NETWORK RAIL



The incursion of road vehicles onto railway infrastructure can create serious safety risks. On November 5, 2010, a concrete mixer careered through a bridge parapet at Oxshott, Surrey, and landed on the roof of Class 455 No. 455913. One passenger was seriously injured, with five suffering minor injuries. RAIB

The DAB is at pains to emphasise: "It will advise parties but is not there to opine or provide advice on a cause – it can only guide on the relevant delay code out of the 263 direct codes and 3,160 responsible manager codes. Responsibility will have already been identified by the parties in the investigation."

Delay allocation itself is ruled by guidance, which has evolved because of precedents set at DAB hearings. The DAB says: "The appropriate allocation of delay is achieved by the issue of the DAPR. The document is used at all levels of delay attribution, but principally at level one to allocate the correct reasons for delay and identify the party responsible."

Level one is the initial level of dispute and tends to be agreed in real time by NR and TOC control or delay staff. The most senior level is 'four', which might be at director level, and it is likely considerable sums of money will be at stake.

The DAG was renamed DAPR in June 2017 to better reflect its status in the Network Code, because in theory a 'guide' can be ignored but a rule cannot. Additional support documentation (process guides) have been issued over the last few years by the board to supplement DAPR to aid better understanding and application.

The DAPR is a living document, continually under review, particularly when the board's attention is drawn to items that may require clarification or correction. All proposals are subject to prior industry consultation, and are carefully debated to ensure the objective of delay attribution is well served by any changes.

The DAB has to respond to new technology, and has developed an resolution guide covering ERTMS, ETCS and ATO. It said: "Schedule 8, although the 'elephant in the room', plays no part in the discussions at the board as its objective is to ensure correct allocation of delay."

This also often means internal debate within NR or a train operator to establish the cause of repeat delays.

Despite the foregoing, one DAB member suggested that "attribution is broken and now driven by economics and the profit and loss account. It's about money and not cause, more so as franchises face tough financial pressures".

As with all industry committees, there is a cost, and holders of a Track Access Agreement pay in proportion to their turnover in the same way as the ORR Safety Levy is paid. An annual budget is set by the DAB with any surplus at the year-end rebated to industry by way of reducing the next year's levy accordingly.

Some may doubt the independence of the DAB, but in their own words: "The Network Code prevents any faction (Network Rail or operators) pushing through any motion without part agreement from the other." It has its own set of objectives and KPIs that are reviewed regularly, and industry-wide away-days are held and comments can be submitted via the website.

Delays: What does the future hold?

On January 15, the ORR announced a review of delay attribution. However, operations staff are of the opinion they will need more clarity regarding its objectives so they and the industry can offer cogent proposals on the process. The DAB has offered to play a full part in the review, which will complete its first stage this month. A Statement of Good Practice sets out: "For all parties to work together to achieve the core objective of delay attribution – to accurately identify the Prime Cause of delay to train services for improvement purposes."

The Network Rail devolution and Route/Operator Alliancing proposals are also being monitored by the DAB. They are concerned

consistently applied attribution, following the review, may be threatened in some cases, with close alliancing relationships negating the work they have carried out.

Why should they be worried? Because inconsistency may, in the view of the board, prevent performance improvement benefiting passengers and freight customers; these concerns are shared by long-distance operators.

A DAB member opined: "With the ORR Review, NR devolution and the on-going Williams Review, disputes are up, performance is down. If Schedule 8 is discarded after these reviews, would there be a role for the DAB?"

Richard Morris, delay board chairman, said: "I took this job on to make sure attribution ultimately benefits passengers, which is the purpose of the process. We are not faceless, and are passionate about making a difference.

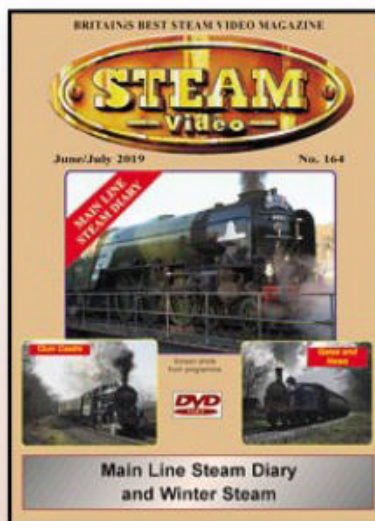
"We could abolish Schedule 8, but still undertake attribution, as did BR, and this still holds good today. The board acts as a 'dashboard' to the industry in flagging up deteriorating performance trends."

The sale of the Cardiff Valley lines and, eventually, start of East West Rail and HS2 will create more system operators, potentially bringing inconsistent delay attribution. One DAB member suggested: "The cost of information, including investigation costs, are worth it for the benefit of passengers and freight customers."

After spending a day with the board, I would suggest the authors of the various reviews would be sensible to heed this advice from the experts.

More information (where policy developments and decisions are published) can be found on what is a fascinating subject at: <http://delayattributionboard.co.uk/>

■ The Railway Magazine would like to thank the DAB for agreeing to fully participate in this article.



STEAM VIDEO 164 June/July 2019

MAIN LINE STEAM DIARY *Mid April 2019 to Mid April 2019*
 7029 'Clun Castle' • 35018 'British India Line' • 35028 'Clan Line' • Black 5 45231 • Black 5s 44871 & 45407 • 45690 'Leander' • 45596 'Bahamas' • 6201 'Princess Elizabeth' • 6233 'Duchess of Sutherland' • 8f 48151 • 60009 'Union of South Africa' • 60103 'Flying Scotsman' • 61306 'Mayflower' • 70000 'Britannia' • 60163 'Tornado'.

News & Events Standard 75069 returns to steam • KESR charter with Terrier 32678, Standard 80080 at Midland Railway Centre • Schools 'Repton' and Terrier 'Martello' at Nene Valley - Branch Line Weekend at Bluebell with LSWR veterans & 02 'Cambourne, Beattie Well Tank, 'Normandy' and Adams Radial Tank • KWVR Spring Gala • **Tornado Returns** to the main line with The Aberdonian, 'The Bard of Avon' to Stratford Upon Avon & 'The Border Raider' plus archive • **Steam Galas** Churnett Valley Winter Steam Gala including Caley tank • East Lancs March Gala inc Standards 80080, 80097 & 78018 • Severn Valley Spring Gala with visiting locos recreating steam in Wales • 60103 'Flying Scotsman' at Swanage plus Caley Tank & 46521 • **The Return of Clun Castle** with archive film, the first main line test runs to Stratford Upon Avon, evening dining specials to Worcester & the Cotswold Explorer to Worcester with many views on climb of Sapperton Bank • **A 'Saint' Returns** The launch into traffic of 2999 'Lady of Legend' at Didcot and its first passenger runs at the Centre in April. In addition we take a look at the building of the locomotive.

Steam Video 164

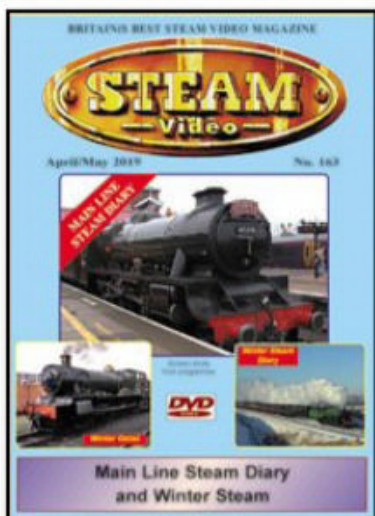
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MAIN LINE STEAM DIARY *Mid Dec 2018 to Mid Feb 2019*. 34046 'Braunton' • 35028 'Clan Line' • Black 5 44871 • Black 5 45231 • 45690 'Leander' - 45699 'Bahamas' • 8f 48151 Santa • 46233 'Duchess of Sutherland' • 60009 'Union of South Africa' • 60103 'Flying Scotsman' • 61306 'Mayflower' • 35018 'British India Line' • 70000 'Britannia'. **News & Events** from the Heritage Network. **Main Line Steam Gala** on the Great Central Railway. **An A4 on the Southern** 45596 'Bahamas' return to the main line.

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VIDEO TRACK 190 June/July 2019

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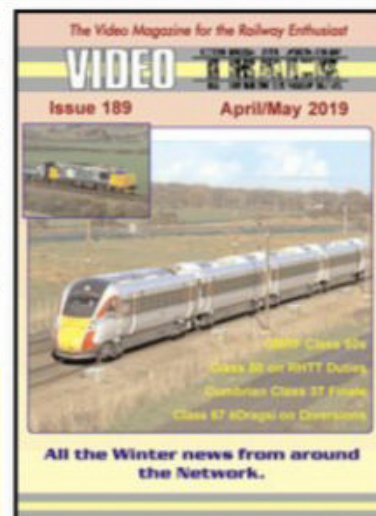
NEWS & EVENTS *Extended News from around the Network.* **Railcentre Profile: Carlisle** An update on the workings through this major hotspot with passenger and freight • **Crewe Veterans** A look at the oldest traction operating in and around Crewe • **Lineside Locations** • **Freight News** • **Trowell Junction** • **Old and New at Colton Junction** plus **the East Coast Main Line** • **First Generation News** with some real veterans on the main line and heritage lines in recent weeks.

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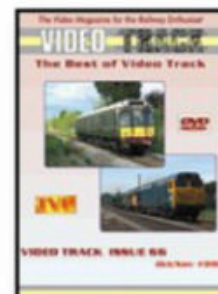
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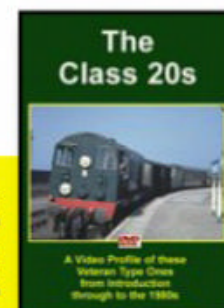
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LNER Class 91 No. 91113 approaches Flyfish Lane foot crossing at Cromwell, north of Newark, with the 07.00 King's Cross-Edinburgh on May 13. ROBIN STEWART-SMITH

Meetings

MONDAY, JUNE 3.....

Peak Rail Association (Sheffield branch). The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30.
'55 Years of Railway Photography': Les Nixon.

TUESDAY, JUNE 4

Chipping Norton Railway Club. Chipping Norton Town Hall, Market Place, Chipping Norton OX7 5NA. 19.30.
'The Chalford Railmotors': Mike Fenton.

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, 50 Windmill St, Gravesend DA12 1BB. 19.30. 'My 39 Years as a Driving Instructor': Kevin Curtis.

Leicester Railway Society. Braunstone Civic Centre, 2019 Kingsway, Leicester LE3 2PP. 19.30. Special programme for the LRS 80th: 'Nearly 50 Years in the Railway Industry': Adrian Shooter.

Enfield Transport Circle. First floor meeting room, Enfield Drill Hall, 1 Old Park Ave, Enfield, Middx EN2 6PJ. 20.00. The Inaugural Roger Elkin Tribute Presentation. 'Photographic Tour of Leslie & Roger's Visits to the Eastern USA - in the 2000s': Leslie Drake, long-term friend of Roger Elkin, TETC's first chairman.

Railway Correspondence and Travel Society (RCTS). Beechen Grove Baptist Church, Clarendon Rd, Watford WD17 1JJ. 19.00.
'Australia – Australian Railways in the 1990': Rob Freeman.

Worcester Locomotive Society. Barbourne Ex Services Club, The Moors, Worcester WR1 3ED. 19.00. Annual meeting followed by 'The Hixon Railway Disaster': Malcolm Garner.

WEDNESDAY, JUNE 5

Burton Railway Society. Marston's Sports & Social Club, Shobnall Road, Burton-upon-Trent DE14 2BD. 19.30. Annual Railway Quiz:
Chris Eaton & Dave Hook.

THURSDAY, JUNE 6

Ashchurch, Tewkesbury & District Rail Promotion Group. Tewkesbury Library, High St, Tewkesbury. 19.30. Presentation by John Smith, manging director of GBRf.

Bath Railway Society. Church Hall, St Mary's Church Hall, Bathwick, Bath. 19.30.
Annual meeting followed by 'The Heritage Railway Association': Mark Smith.

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.
'Essex Thameside Railways': Bob Poole.

Great Central Railway Society (Sheffield branch). The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'Hengist - the Building of a New Clan': Chris Jones.

RCTS. Methodist Church Hall, Silver St, Stony Stratford, Milton Keynes MK11 1BE. 19.30.
'Anglian Transitions': John Day.

FRIDAY, JUNE 7

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station. 19.45.
'Whose Railway is it Anyway?': Lord Faulkner of Worcester.

SATURDAY, JUNE 8

Bournemouth Railway Club. Winton Methodist Community Centre, junction of Alma Rd and Heron Court Rd, Bournemouth BH9 1DE. 14.30.
'Miscellaneous Steam': Ian Baskett.

MONDAY, JUNE 10

Lincoln Railway Society. St Hugh's Church, Harewood Cres, N Hykeham, Lincoln LN6 8JG. 19.30. 'The Transformation of St Pancras': Nigel Lowey.

Southern Electric Group (Sussex branch). Deall Room, Southwick Community Centre BN42 4TE. 19.30. 'In and out of Paddington': Michael Baker.

TUESDAY, JUNE 11

LCGB (North London branch). Wood Green Social Club, 1-3 Stuart Cres, London N22. 14.00.

Members' afternoon.

Pewsey Vale Railway Society. Woodborough Social Club, Woodborough, Pewsey Wilts SN9 5PL. 19.45. 'The Construction of the Channel Tunnel': Peter Harrison.

RCTS. Tilehouse Street Baptist Church, Upper Tilehouse St, Hitchin SG5 2EE. 19.30.
'Railway Disasters': Mathew Hills.

RCTS (Merseyside, Chester and North Wales branch). Day visit to Sheerness-on-Sea. Alan Turtton 01606 854227, Merseyside@RCTS.org.uk

WEDNESDAY, JUNE 12.....

Basingstoke & District Railway Society. Wote St Club, New Rd, Basingstoke RG21 7NG. 19.45.
'The Railway Navvies - Their Finest Hour - Building the Crimea Railway': Judy & Chris Rouse (Wyvern Railway Ancestry).

Bromsgrove Railway Club. St Godwald's Church Hall, Aston Fields B60 2EA. 19.45.
'Letterkenny & Burton Port Extension Railway': Rodger Crombleholm.

LCGB (Dorking branch). Friends' Meeting House, Butter Hill, South St, Dorking. RH4 2LE. 19.30.
'Brighton Atlantic Progress': David Jones.

Oxfordshire Railway Society. Seacourt Day Centre, Seacourt Rd, Botley, Oxford OX2 9LD. 19.30. 'Ramblings of a Railwayman Part 1 – 1962-1967': Geoff Burch.

RCTS. Old Church Rooms, Park Rd, Radyr, Cardiff CF15 8DF 19.30. 'My Railway Career in South Wales': David Maidment.

THURSDAY, JUNE 13

Continental Railway Circle. St Paul's Church Centre, Rossmore Rd, Marylebone, London NW1 6NJ. 18.30. 'Great Western by Broad Gauge in Sri Lanka': Simon Colbeck.

RCTS (Bristol branch). Afternoon and evening observations at Eastfield station.

Sutton Coldfield Railway Society. St James' Church Centre, Mere Green Rd, Sutton Coldfield, B75 5BW. 20.00. 'North, South, East and West, Then and Now': Robin Mathams.

FRIDAY, JUNE 14

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station. 19.45.
'Dunkirk Evacuation Readings Role': Paul Joyce.

MONDAY, JUNE 17

RCTS. Shenfield Parish Hall, 60 Hutton Rd, Shenfield CM15 8BL. 19.30.
'Airport Railways': Andy Sharp.

TUESDAY, JUNE 18

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Great Central Railway Locomotives – 1897-1922': John Quick.

Leicester Railway Society. The Cricketers Inn, Grace Rd, Leicester LE2 8AD. 1930. 'The Master Cutler, Woodford to Woodhouse Junction': Chris Youett.

WEDNESDAY, JUNE 19

RCTS. Railway Social Club, Beaver Rd, Ashford. 19.00. 'The Devon Belle Story': Ken Munford
RCTS/Mid Hants Railway (Eastleigh branch). 16.30. Observation at Eastleigh station.

Thorncombe Rail Activities Club. Thorncombe Village Hall, Chard TA20 4NF. 19.30.
'Going Underground – a Journey by Design': Paul Silvestri.

THURSDAY, JUNE 20.....

Grantham Railway Society. St John's Church, Station Rd East, Grantham NG31 6BX. 19.30.
'New Holland': Bryan Longbone.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30.
'Subterranean Railways': Christian Woolmar.

Marlow & District Railway Society (jointly with RCTS). Bourne End Community Centre, Bourne End, Bucks SL8 5SX. 19.30. '50 Years of Railway Photography – Part 2': Dr Les Nixon.

RCTS. Didcot Civic Hall, Britwell Rd, Didcot OX11 7JN. 17.00. Observations at Reading Station.

RCTS. Saltaire Methodist Chapel, Saltaire Rd, Shipley BD18 3HJ. 19.30.
Members' presentations.

Sutton Coldfield Railway Society. St James' Church Centre, Mere Green Rd, Sutton Coldfield, B75 5BW. 20.00. 'Black and White Images of West Mids Steam': Phil Stevens.

FRIDAY, JUNE 21

Great Western Society. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30.
'Great Western Route – Taunton to Barnstaple': Freddie Huxtable.

LCGB (Central London branch). Main Hall, Keen House, 9 Calshot St, London N1 9DA. 18.30.
'Jordan, Syria and Ukraine': Ian Silvester.

Purbeck Railway Circle. Harmans Cross Village Hall, Haycrafts Lane, Harmans Cross, Dorset. BH19 3EB. 19.30. 'Midsomer Norton Rises from the Ashes': John Baxter of the Somerset & Dorset Railway Heritage Trust.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station. 19.45.
Members' transport presentation evening

MONDAY, JUNE 24

Nantwich & Market Drayton Railway Society. King's Head Inn, Shrewsbury Rd, Market Drayton TF9 3EH. 20.00.
'Gloucs & Warks Railway': John Perkin.

TUESDAY, JUNE 25

RCTS. Methodist Church, junction of Ludwick Way and Cole Green Lane, Welwyn Garden City AL7 3PN. 14.00.
'Immingham Loco Shed': Brian Longbone.

WEDNESDAY, JUNE 26

Basingstoke & District Railway Society. Wote St Club, New Rd, Basingstoke RG21 7NG. 19.45. 'From Railways to Royalty': Jack Boskett.

THURSDAY, JUNE 27.....

LCGB (Croydon branch). United Reformed Church Hall, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'Photos from the Peter Blanc Collection': Bryan Cross.

RCTS (Bristol branch). Afternoon and evening observations at Westbury station.

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'The Transition Years' – the End of BR Steam. (Arts Festival Fringe Meeting).

Sutton Coldfield Railway Society. St James' Church Centre, Mere Green Rd, Sutton Coldfield, B75 5BW. 20.00. 'County Donegal Joint NG Railway': Ken Grainger.

FRIDAY JUNE 28.....

Railway Club of the New Forest. McLellan Hall, Lymington Community Centre, Cannon St, Lymington. 19.30. 'A Wander Around the West Country': Colin Stone.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station. 19.45.
'Railway Logistics & the Great War': Andy Savage.

SATURDAY, JUNE 29.....

Tramway & Light Railway Society (East Midlands area). 6th Beeston Scout Hut, Middle St, Beeston, Nottingham NG9 1GA. 14.00.
Modelling – bring along your latest project to discuss -- to include joint meeting with Model Bus Federation.

MONDAY, JULY 1

Peak Rail Association (Sheffield branch). The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'Trams at Crich and in WW1': Laura Waters.

TUESDAY, JULY 2

Chipping Norton Railway Club. Chipping Norton Town Hall, Market Place, Chipping Norton OX7 5NA. 19.30.
'My Life and Trains': Jim Portlock.

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, 50 Windmill St, Gravesend DA12 1BB. TBA.

Enfield Transport Circle. First floor meeting room, Enfield Drill Hall, 1 Old Park Ave, Enfield, Middx. EN2 6PJ. 20.00. 'British Steam in South

Africa: 1987 to Present': Kenneth Livermore [NBLPG].

RCTS. Beechen Grove Baptist Church, Clarendon Rd, Watford WD17 1JJ. 19.00. 'An Evening with my Father's Slides': David Cross.

Worcester Locomotive Society. Barbourne Ex Services Club, The Moors, Worcester WR1 3ED. 19.00. '50 Slides Apiece' – invited members' favourite slide images.

WEDNESDAY, JULY 3

Burton Railway Society. Marston's Sports & Social Club, Shobnall Rd, Burton-upon-Trent DE14 2BG. 19.30. 'Modern Traction: BR in the Seventies': Gavin Lake.

THURSDAY, JULY 4

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. 18.30.
Evening walk – meet at The Harlequin.

RCTS (Thames Valley branch). Observations at Clapham Junction station. Fixtures secretary Andrew Jenkins 01793 783749
Tv-fixtures@RCTS.org.uk

RCTS. Methodist Church Hall, Silver St, Stony Stratford, Milton Keynes MK11 1BE 19.30 'The Art of Timetabling Planning': Stephen Newman.

FRIDAY, JULY 5.....

Slough & Windsor Railway Society. The Manor, Brunel Way Slough station. 19.45. 'Swindon to Swindon via Southampton Central': Bob Bunyar.

EXHIBITIONS

SATURDAY, JUNE 8

Midland Small Layouts Showcase. Armitage with Handsacre Village Hall, Shropshire Brook Rd, Armitage, Staffs WS16 4UZ.
10.00-16.00. Adult £6. 14 layouts, disabled access, refreshments.

West Bromwich Rail Model Club Show. Bilston Sports & Social Club, 71 Wellington Rd, Bilston, West Midlands. 12 layouts, disabled access, refreshments.

7mm Narrow Gauge Association Exhibition. Burton Town Hall, King Edward Place, Burton-upon-Trent, Staffs DE14 2EB.10.30-16.30. Adult £5. 20 layouts, disabled access, refreshments.

White House Model Railway Group — Hampton Carnival Mini Model Railway Show. The White House Community Centre, 45 The Avenue, Hampton, Middlesex. Free admission. Eight layouts, disabled access, refreshments.

Heywood Model Railway Group - Open Day. Unit 4 Park Works, River St, Heywood, Lancs. Admission free (donations appreciated). Layouts in N to G scale bring your own locos and stock to run, DCC in all gauges. Also a three-rail Hornby Dublo Layout

Hillingdon Railway Modellers - Test Track Open Day. Yiewsley Baptist Church Hall (side entrance), 74 Colham Ave, Yiewsley, Hillingdon.

Hull Miniature Railway Society Summer Show. Walton Street Leisure Centre, Goathland Close, off Walton St, Hull. 20 layouts, disabled access, refreshments.

Marlow, Maidenhead & District Model Railway Club - Knowl Hill 2019. Knowl Hill Village Hall, Bath Rd, Knowl Hill, Maidenhead, Berkshire. 10 layouts, disabled access, refreshments.

Mendip Model Railway Group Exhibition of Fine Scale Modelling. Warminster Civic Centre, Sambourne Road, Warminster, Wilts. Nine layouts, disabled access, refreshments.

SATURDAY-SUNDAY, JUNE 8-9

East Anglian Model Railway Exhibition. The Arena, Kettering Conference Centre, Thurston Drive, Kettering NN15 6PB.
www.stneotsmrc.com Saturday 10.00-17.00, Sunday 10.00-16.00. Adult £8, child £4, family £20. Free bus service from Kettering station. 40 layouts and live steam.



Strathclyde O Gauge Group – Glasgow 2019. Pollokshaws Burgh Hall, 2025 Pollokshaws Rd, Glasgow, Lanarkshire. Accompanied child free. Four layouts, disabled access, refreshments.

Stephenson Locomotive Society: Coal & Limestone Carrying Model Railways.

Stephenson Railway Museum, Middle Engine Lane, North Shields, Tyne and Wear. The Stephenson Locomotive Society - Newcastle Centre in conjunction with the Stephenson Railway Museum are holding an exhibition of Coal & Limestone Carrying Model Railways. Eight layouts, disabled access, refreshment

Shepton & District Model Railway Society – Mendip 2019.

Doultling Village Hall, 18 Chelynch Park, Doultling, Shepton Mallet, Somerset. Child under 12 free (must be accompanied by a paying adult). The old clubroom, at the East Somerset Railway, will be open during the show with the N Gauge Midford in operation (last time at this venue). The new clubroom, in Shepton Mallet, will be open with Hemyock OO and Shepton Mallet (WR) OO under construction. Why not visit the model show, the clubrooms and the ESR as a great day out. Nine layouts, disabled access, refreshments.

Taunton Model Railway Group – Open Days.

Bishops Lydeard Station, Station Rd, Bishops Lydeard, Taunton, Somerset. Two layouts, disabled access, refreshments.

West Riding Small Locomotive Society – Annual Steam Rally 2018.

Freedom House, Bradford Road, Tingley, West Yorkshire. 10.00-17.00. Adult £3, child free. Disabled access, refreshments.

Chesterfield Railway Modellers – Peak Model Railway Exhibition 2019. Agricultural Business Centre, Agricultural Way, Bakewell, Derbyshire. 15 layouts.

Pontypool & Blaenavon Model Railway Club – Model Railway Exhibition Weekend.

Blaenavon's Heritage Railway, Furnace Sidings, Garn Yr Erw, Blaenavon, Torfaen. Entry to the exhibition includes travel on the heritage railway - fares from £3 adult, £2.50 child (U16) or concessions. Children under 3 travel free. (£3/£2.50 entry includes a return trip to Big Pit station. Maximum fare is £9 adult/£8 concession/£5 child which allows entry to the exhibition.

SUNDAY, JUNE 9

Felixstowe Area N Gauge Group – Felixstowe N Gauge Model Railway Show. Trinity Methodist Church, Orwell Rd, Felixstowe. 12 layouts.

South Yorkshire Transport Museum – Model Transport Show.

Unit 9, Waddington Way, Aldwarke, Rotherham, South Yorkshire. Accompanied children free. There will be a shuttle service of restored historic vehicles from the Rotherham Interchange plus bus trips to local places of interest.

THURSDAY, JUNE 12

Tappers Train Collectors Club Evening Meet.

Bromley Common Methodist Church, Bloomfield Rd, Bromley, Kent. Bring something to run. Clockwork welcomed.

FRIDAY-SUNDAY, JUNE 14-16

Great Central Railway — The Model Event.

Quorn & Woodhouse station, Woodhouse Rd, Quorn, Leics. The Model Event will be spread across Loughborough, Quorn and Rothley stations. 70 layouts.

SATURDAY, JUNE 15

German Railway Society's Globalrail 2019 exhibition.

Didcot Civic Centre, Britwell Rd, Didcot, OX11 7JN. www.grs-uk.org 10.30-16.30. Adult £5, child £3, family £12. More than 20 exhibits. Disabled access, free car park, light refreshments.

Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. www.gainsboroughmodelrailway.co.uk 13.30-18.00. Adult £4, concession and child £3, family £10. Open on Monday evenings for club nights at 19.30 for visits by prior arrangement.



Covering for the Colas 67s, Class 37 Nos. 37610 and 37521 (rear) pass Chellaston with the 09.48 Derby RTC to Tyseley test train working on May 21. STEVE DONALD

Hucclecote Model Railway Show. Hucclecote Methodist Church, Carisbrooke Rd, Hucclecote, Gloucester GL3 3QP. www.hmcmrs.org.uk Adult £5, child free. Disabled Access. Refreshments. 16 layouts and traders

Bressingham Steam Museum – Narrow Gauge East: A Narrow Gauge Model Railway Exhibition.

Bressingham Steam Museum, Low Rd, Bressingham, Diss, Norfolk. The exhibition is a celebration of narrow gauge modelling. There will be a variety of narrow gauge railway layouts, trade stalls and society stands at the exhibition. The museum will operate all of its narrow gauge engines. Running passenger trains and freight services. There will be opportunities for driver experience sessions and footplate rides too (extra cost). 18 layouts, disabled access, refreshments.

Sandown Railway Enthusiasts' Club 2019 Model Railway Show.

Lake Community Centre, New Road, Lake, Sandown, Isle of Wight. 10.00-16.00. Adult £3, accompanied child free. Seven layouts, disabled access, refreshments.

Lionel Collectors Club UK Model Railway Show of American Toy and Model Trains.

Trinity Methodist Church, Narborough Rd, Leicester. Three layouts, disabled access, refreshments.

Northolt Model Railway Club Exhibition.

Northolt Community Centre, Ealing Rd, Northolt, Middlesex. Seven layouts, live steam, disabled access, refreshments.

Sleaford & District Model Railway Show 2019.

St George's Academy, West Gate, Sleaford, Lincolnshire. 15 layouts, disabled access, refreshments.

Croydon Model Railway Society – South Croydon Model Railway Show.

St Paul's Church Halls, Croham Park Avenue, South Croydon. All proceeds from the event will help fund a new church organ at St Paul's URC, South Croydon. 12 layouts, disabled access, refreshments.

Alresford Toy Train Events – National Festival of Toy Trains.

Perins School, Pound Hill, Alresford, Hants SO24 9BS. 10.30-16.30. Adult £6, child £2, family £14. 28. Layouts, disabled access, refreshments.

Crawley Signalbox Preservation Society Open Day.

Crawley Signalbox, High Street, Crawley, West Sussex RH11 7AH. 12.00-16.00. Come and find out how railway signalling worked in the days before computer control when chips were the signalman's tea. Admission free (donations please).

Hazel Grove Model Railway Society Open Day.

Methodist Church Hall, Wesley St, Hazel Grove, Stockport SK7 4JG. 10.00-16.00. Admission free. Eight layouts, disabled access, refreshments.

Plymouth & South East Cornwall Model Railway Club – Plymouth Model Railway Show

2019. Abbey Hall, Catherine St, Plymouth PL1

2AD. 10.00-16.00. Layouts, disabled access, refreshments.

SATURDAY-SUNDAY, JUNE 15-16

Summerlee Museum of Scottish Industrial Life Model Railway Show.

Heritage Way, Coatbridge, Lanarkshire ML5 1QD. Saturday 10.00-17.00, Sunday 10.00-16.00. Admission free. 10 layouts, disabled access, refreshments.

Stainmore Railway Company Annual Model Railway Show.

East Station, South Road, Kirkby Stephen, Cumbria CA17 4LA. 10.00-16.00. Adult £4, child £1.50, family £7. 10 layouts, disabled access, refreshments.

Mere & District Railway Modellers' Exhibition.

Mere Lecture Hall, Salisbury St, Mere, Wilts BA12 6HA. 10.00-16.00. Adult £5. 10 layouts, disabled access, refreshments.

SUNDAY, JUNE 16

The Long Shop Museum Model Railway Show.

The Long Shop Museum, Main St, Leiston, Suffolk IP16 4ES. 10.00-16.00. Adult £8, child £4. 15 layouts, disabled access, refreshments.

Guildford O Gauge Group Extra Open Day.

Normandy Village Hall, Glaziers Lane, Normandy, Guildford GU3 4DD. 10.00-16.00. Adult £2. Three layouts, disabled access, refreshments.

FRIDAY-SATURDAY, JUNE 21-22

Taunton Model Railway Group Open Days.

Bishops Lydeard station, Station Road, Bishops Lydeard, Taunton TA4 3BX. 10.30-16.00. Adult £1.50, child 50p. Operating award-winning Bath Green Park together with the newest layout, Bishops Lydeard, showing the station as it is today. Two layouts, disabled access, refreshments.

SATURDAY, JUNE 22

Ipswich Transport & Model Festival.

Ipswich Transport Museum, Old Trolleybus Depot, Cobham Rd, Ipswich IP3 9JD. 11.00-16.00. Visit three great attractions on one inclusive ticket - the Transport Museum, the Ipswich Railway Modellers Association HQ and the Ipswich Model Engineering Society. A free bus service links the sites and Ipswich Model Railway Centre using historic vehicles. Inclusive 'all attractions'. Adult £10, accompanied children £1. Normal admission if entering museum only.

King's Lynn Model Railway Club Show.

Alive Lynnsport, Greenpark Avenue, King's Lynn PE30 2NB. 10.30-16.30. Adult £5, child £2, family £14. 20 layouts, disabled access, refreshments.

Twickenham & District Model Railway Club Pop-Up Model Railway Exhibition in the Heart of Twickenham.

Twickenham Library, Garfield Rd, Twickenham, Middlesex. 10.00-15.30. Four layouts, disabled access, refreshments.

West Camel Model Railway Society Summer Model Railway Show.

Davis Hall, Howell Hill,

West Camel, Yeovil, Somerset. 10.00-15.30. Adult £4, child £1. 10 layouts, disabled access, refreshments.

SATURDAY-SUNDAY, JUNE 22-23

Blackpool Heritage Tram Tours – Totally

Models. Blackpool Transport, Rigby Rd, Blackpool FY1 5DD. Saturday 10.00-17.00, Sunday 10.00-16.00. Adult £6, child £5. Set in the historic workshops of Blackpool Transport, includes a shuttle tram service from Tower to the venue. Seven layouts, disabled access, refreshments.

Gauge One Model Railway Association.

Woodvale Transport Festival. Victoria Park, Rotten Row, Southport, Merseyside. Saturday 10.00-17.00, Sunday 10.00-16.00. 10 layouts, disabled access, refreshments.

SUNDAY, JUNE 23

Beds & Bucks Narrow Gauge Modellers' Exhibition.

Barton Village Hall, Hexton Rd, Barton-le-Clay, Bedfordshire MK45 4JY. 10.00-16.00. Adult £5, free entry for accompanied under 16s. 13 layouts, disabled access, refreshments.

MONDAY, JUNE 24

Northants & Rutland O Gauge Group Coarse O Gauge Running Meet.

Harringworth Village Hall, Grettton Rd, Harringworth, Northants NN17 3AD. 16.30-20.30. Adult £3, family £6. Informal group running classic O gauge trains, vintage and modern; bring your own locos and stock to run on our loose-lay tracks. Mostly three-rail but there is one two-rail track. Modern or vintage, clockwork. Two layouts, disabled access, refreshments.

SATURDAY, JUNE 29

Braintree & Halstead MRC Exhibition.

Bocking Arts Theatre, 15 Bocking End, Braintree, Essex. 10.00-16.00. Adult £4, child £2, family £10. 14 layouts, disabled access, refreshments.

Merseyside & South West Lancs Group of OO9 Society – Narrow Gauge Meeting.

All Saints Parish Hall, Church Rd, Rainford, St Helens, Merseyside. 13.00. A group meeting for narrow gauge modellers. Spend a few hours with like-minded modellers. Disabled access, refreshments.

SATURDAY-SUNDAY, JUNE 29-30

Stephenson Locomotive Society – Coal Carrying Model Railways.

Beamish - the Living Museum of the North, The Regional Resource Centre, Beamish Museum, Durham. Saturday 10.00-17.00, Sunday 10.00-16.00.

The Stephenson Locomotive Society - Newcastle Centre in conjunction with Beamish - the Living Museum of the North present an exhibition of Coal Carrying Model Railways. Free admission to the exhibition to Beamish visitors but normal admission charges to Beamish Museum apply. A display of coal-carrying model railways displayed in the Regional Resource Centre on the Saturday and Sunday of the 'Old King Coal' event at Beamish. Seven layouts, disabled access, refreshments.

Exe Model Railway Society – Exeter 2019 Model Railway Exhibition.

Matford Centre, Matford Park Rd, Marsh Barton, Exeter. Saturday 10.00-17.00, Sunday 10.00-16.00. Adult £7.50. 40 layouts, disabled access, refreshments.

Eighth Bluebell Model Railway Show.

Sheffield Park station, Uckfield, East Sussex. Saturday 10.00-17.00, Sunday 10.00-16.00. 30 layouts, disabled access, refreshments.

Perth & District Model Railway Club – a Celebration of Model Railways, Perth 2019.

Saturday 10.00-17.30, Sunday 10.00-17.00. Adult £9, child £4, family £20. Dewars Centre, Glover St, Perth. 35 layouts, disabled access, refreshments.

Great Central Railway (Nottingham) Model Railway Show.

Mere Way, Ruddington, Notts. Gauges represented include N, OO, HO, O, P4, Gauge 1, 3½in, 5 and 7¼. 10.00-17.00 both days. General admission prices include unlimited train rides – adult £12, child £6 (5-16 yrs), family £30. Model show only - adult £6. 10 layouts, disabled access, refreshments.



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- * 'Steam Across Scotland'
- The Scottish days of the Great Britain XI & XII rail tours (32 mins)

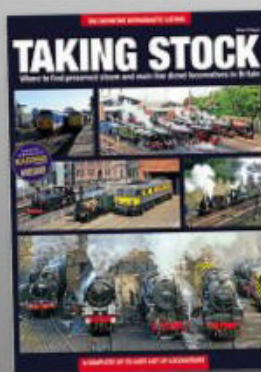
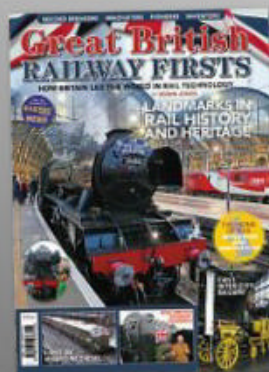
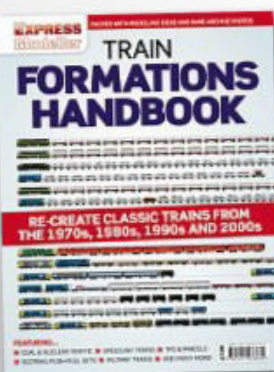
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QUEEN Victoria wasn't the first royal to travel by train, but was certainly the most high-profile railway enthusiast in the early days of train travel.

However, her experiences on the rails were unlike those of any ordinary passenger, as she travelled in the comparative luxury of the royal carriages.

Her first carriage, commissioned by GWR, was designed by the coach-builder David Davies.

The four-wheeled, broad-gauge saloon was divided into three

compartments, with the centre saloon fitted out by a Bond Street upholsterer 'with hanging sofas in the rich style of Louis XIV'.

However, though it was luxurious in its fittings, the ride was uncomfortable, and it had to be rebuilt as an eight-wheeler just prior to the Queen's first trip.

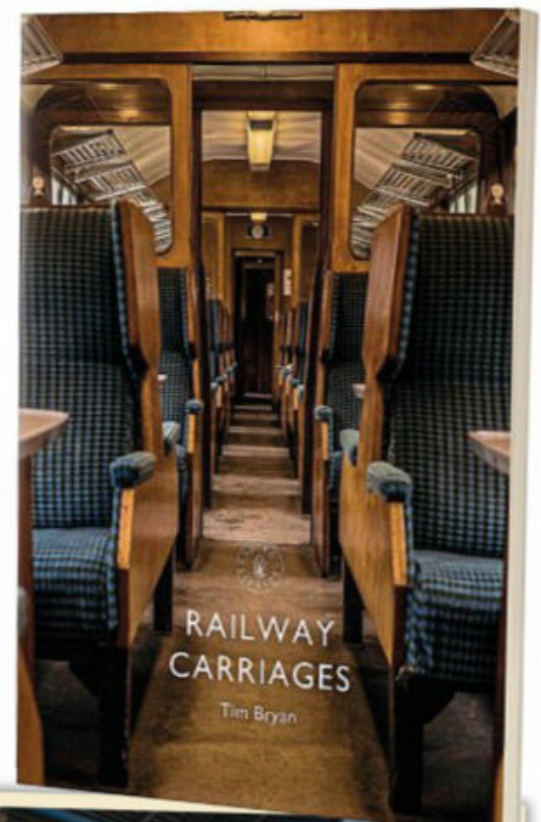
After that famous journey from Slough to Paddington, other railways rushed to build innovative royal saloons for the Queen.

The carriage designed for the London & Birmingham was the first

heated carriage in Britain, while a later redesign of the GWR saloon saw it equipped with what is believed to be the first in-carriage lavatory on a British railway.

More information about the fascinating history of railway carriages from the 1820s to the modern day can be found in *Railway Carriages* by Tim Bryan, the former curator of the GWR and STEAM museums.

■ The book is published by Shire Publications and is available at: www.shirebooks.co.uk.



Retaining heritage skills for the future

In our latest visit to the Severn Valley Railway (SVR), *The Railway Magazine* meets its youngest apprentice. Last summer, at just 16 years old, Jacob Cox joined the SVR's Heritage Skills Training Academy immediately after completing his GCSEs. He soon settled in, and seems to have relished the challenge of pretty much everything he's encountered since. Over to Jacob ...



Jacob Cox is learning new skills and is standing in front of the first of five brand new boilers being made for the Isle of Man Steam Railway.

“The first thing I had to get used to here was the sheer length of the working day. I now realise how easy we had it at school! But the earlier start and later finish soon became second nature, and I got a great deal of help from everyone here to help me settle in.

“I started in the locomotive works at Bridgnorth, and although I'd say I'm definitely at the bottom of the pyramid experience-wise, I soon felt that other team members were trusting me to do what was required. They've treated me like an adult, right from the start. Of course there's plenty of guidance, but people

have high expectations, and they expect you to use your initiative and get on with the job.

“My first ‘proper’ project here was working on No. 4930 *Hagley Hall*, which is known as the SVR's flagship loco.

“It's not steamed since 1986, and there are high expectations for its restoration. I've painted a lot of the components and machined bronze bushes for the valve gear as well as machining pins and threads.

“Last week, I was one of a team fitting rivets to the loco frame. We heated them up using propane and oxygen, so they were sweating, and dropped them into the holes. You use

a rivet gun to shape the rivet on top, and a jammer to hold it in place on the underneath.

“Working as a team, you need to move quickly before the rivet cools down. One person heats the rivets, another uses the rivet gun to shape it on top of the frame, and a third holds it steady underneath with the jammer.

“4930's tender is almost finished now, and the loco itself is coming along nicely. We're just waiting for the cylinders to come back, and once they're on the rest of the job should go quickly. I'm looking forward to seeing it finished, and I know that I'll feel very proud to have played a part, as an apprentice, in its overhaul.

“This week, I've transferred to the boiler shop. Getting experience in a range of engineering departments here is an important part of our training. It helps you understand how the railway works, and means you get a good understanding about how the different areas fit together.

“I'm working with a completely different team, with a new team leader. I know I'll be doing a lot of drilling and riveting, so I hope that what I've already learnt in the loco works will make me useful straightaway.

“I did well at school but was never into purely academic work, so I love the hands-on nature of the work here. The SVR is about to start recruiting some new apprentices, and that means I won't be the ‘newbie’ for very much longer. My advice to them is to be willing to get stuck in straightaway and be ready to get your hands dirty!

“Becoming an apprentice has exceeded my expectations. My friends at college, and my twin brother, are probably more than a bit jealous. I'm learning, and I'm getting paid for it, too. Best of all is that you can see the results of your effort, so that feels very good.”

■ As told to Lesley Carr



Jacob undertakes work on the frames of GWR 'Hall' 4-6-0 No. 4930 *Hagley Hall* in the Bridgnorth workshops.

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

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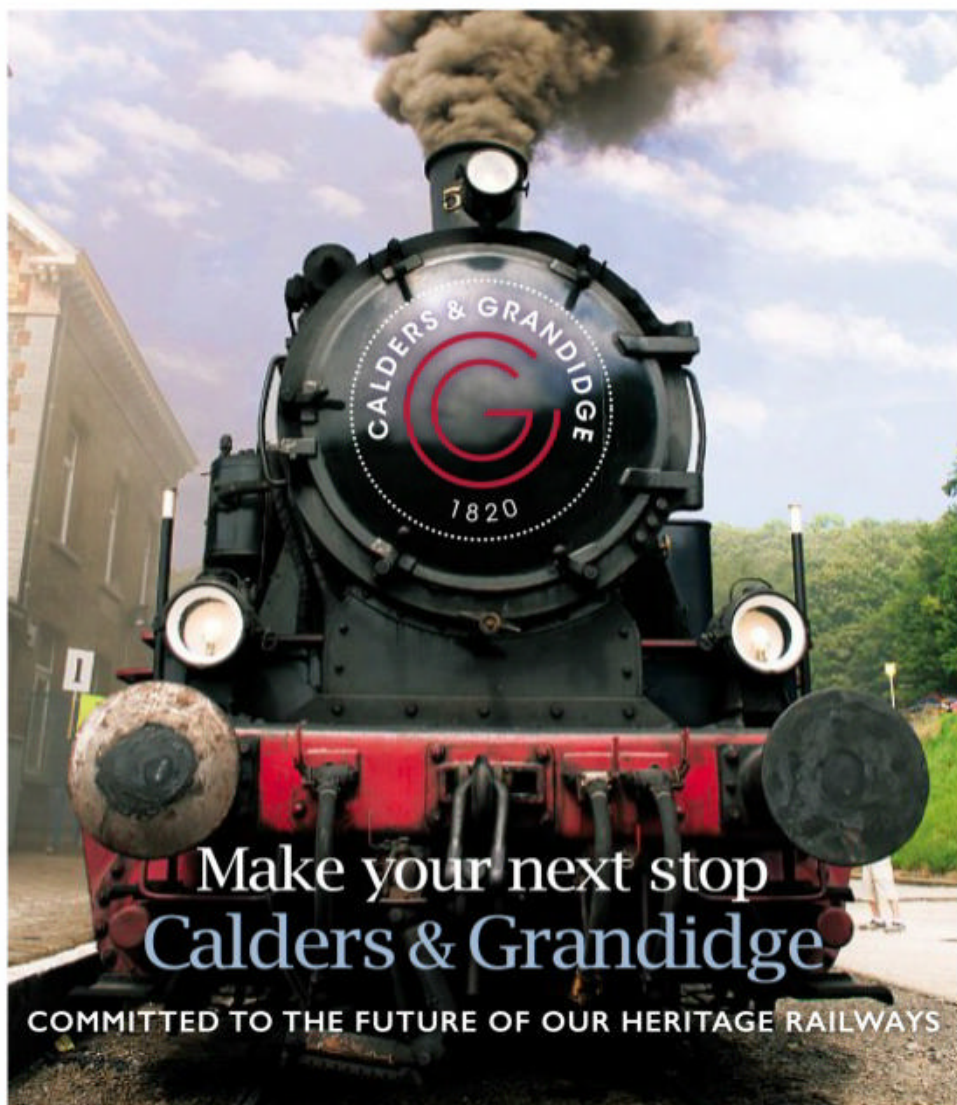
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TALKING POINTS

Wolvercot or Wolvercote – mystery solved?

IN THE March Practice & Performance the name 'Wolvercot Junction' was spelt Wolvercote Junction.

I now find that, following the layout improvements north of Oxford, the junction has been renamed 'Wolvercote North Junction', with an 'e'.

The village of Wolvercote does have an 'e' and the railway junction did not until this recent change.

Keith Farr
Oxfordshire

Station Road name returns

EVERY much enjoyed Gary Boyd-Hope's feature describing the renaissance of Broadway station in your May issue.

My wife and I visited the station on a gloriously sunny day last autumn, arriving behind No. 7820 *Dinmore Manor*.

After enjoying an excellent lunch in Broadway we started our walk back to the station.

En route I noticed that we were walking along Station Road, a name which had been redundant for almost 60 years, but is now relevant once again.

Well done the Gloucestershire Warwickshire Railway!

Phil Horton
Grantham, Lincs

More HSTs for XC

I AM writing to you to tell you my view is CrossCountry trains should take the ex-Great Western HSTs so they can operate south of Exeter St Davids in bad weather, instead of the 'Voyagers'

Andy James
By email.

✉ With more than 200 HST trailers and 20 power cars stored, it is a travesty there is no plan. RM contributor Fraser Pithie has begun a petition – you can find out more at <https://tinyurl.com/yxqavdu> – Ed

Bradford's mixed up

I THINK John Heaton is getting his 'Bradfords' mixed up (*RM* May 2019, p56). The platelayers who caused *City of Truro's* brake application were surely at Bradford-on-Tone, just east of Wellington, and not Bradford-on-Avon, which is many miles away on a different route.

Ron Head
Didcot, Oxfordshire

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★ STAR LETTER

North Warwicks reprieve forced BR to unscramble plans

THERE appears to be slight confusion over dates in the wonderfully absorbing article about the campaign to prevent closure in 1969 of the North Warwickshire line (May issue).

The Court of Appeal sat on Friday, May 2, not on May 3 as stated. The last day of operation of the line would have been Saturday, May 3, as there was no Sunday service.

I well remember my 'farewell' trip to Danzey on Friday's 17.05 from Moor Street, illustrated by my photograph on page 37. On the journey out, passengers and railway staff were taking their sad farewells. When I returned to Birmingham an hour or so later there

were handwritten blackboards on the platforms en route with the good news, at least one adding: "See you all on Monday as usual"!

The picture of No. 7915 (p33) shows Earlswood Lakes station, now just known as Earlswood, and not The Lakes, which is a separate stop almost a mile further south. The lakes in question are three laid out in the 1820s to supply water to the Stratford-upon-Avon canal.

BR's devious attempt at closure gave them immense problems as the DMUs to be rendered surplus by the closure were to be transferred elsewhere on Sunday.

Staff had been given notice or were to move elsewhere the following week,

and it was even said the junction at Tyseley was to be dismantled on the Monday morning. All these plans had to be unscrambled very quickly.

We owe local campaigners and the Court of Appeal much gratitude for saving the line, which continues as a vital transport resource for Birmingham and Warwickshire.

Moreover, back when closure seemed finally imminent, no one would have dreamed that in the 21st century this scenically attractive line would survive to see regular use by trains hauled by Great Western *Castles* and *Halls*. Wonderful!

Robert Darlaston
Cheshire

Closures by stealth

FRASER Pithie's extremely interesting article about the North Warwickshire line reminds us that closures still take place – even where there is an element of stealth.

I refer to Norton Bridge, on the WMCL, which has not had a rail service since 2004 when the footbridge was deemed unsafe and there was allegedly an issue with freight train clearances.

The station was closed 'temporarily' and a rail-replacement subsidised bus service took place. Not surprisingly, few passengers used the service because of longer journey times, and 12 years later in 2016 the DfT began statutory proceedings to close the station permanently.

There was no effort by the DfT, Network Rail, and London Midland – the operator at the time – to have the bridge reinstated.

They had no intention of this happening, and were pleased to see the reduction in passengers, helping their case to facilitate closure, which took place in December 2017.

In 2016, a £230million investment took place at Norton Bridge to increase services on the WCML, with an additional line and flyover. This would have been an ideal time to incorporate a new station at a convenient site called Norton Bridge Parkway, and be money well spent. It would also follow very successful Parkway stations at Haddenham and Thame, Warwick and soon-to-be-opened Worcester.

The bus subsidy has now ceased, and there is a certain irony in that the first day of no public transport to and from Norton Bridge was April 1!

Damian Samuels
By email

Time for a flyover at Newark?

IN MAY 1999 it was reported Railtrack had announced a massive £27billion investment which would "include a billion pound upgrade of the ECML with flyovers at Hitchin, Newark, Doncaster and Peterborough".

Twenty years later we have flyovers at Hitchin and Doncaster, and the Werrington dive-under is finally progressing, but what about Newark?

The flat crossing, I believe, is one of the last in the country.

It doesn't take a genius to work out which services take precedence and so the East Midlands continue to miss out.

Will this still be the case if I am fortunate enough to be able to read the *RM* Archive

'50 years ago' feature in May 2049, or will it require a hideous sideways-on collision to accelerate the decision-making and funding?

Chris Williams
Lincoln

✉ Mr Williams raises a valid point, but one difficulty to resolve is the close proximity to the crossing of the girder bridge on the ECML and the bridge over the weir on the Lincoln to Nottingham line, which would seem to preclude the dive under/flyover option. We've asked Network Rail for a comment. – Ed

Fundamental problems and issues with the new sleeper trains

A RETURN ticket on the Caledonian Sleeper journey to Scotland recently provided an opportunity to sample the newly introduced Mk5 seated carriage now on the Edinburgh to London Euston service.

I felt the new carriage type had a number of fundamental problems, making the journey particularly unpleasant.

The primary problem is the seat design. The seat pan, like much other new stock, is thin and rock hard. This may be acceptable on a one hour commute, but is clearly not on a seven- or eleven-hour overnight journey.

The seat back is far too upright, and

although the seat pan will slide forward a few inches, the resultant posture is still unacceptably upright for an overnight journey where people want to sleep at some point.

The carriage lighting is far too harsh for overnight travel, and the window air vents noise level is too high.

Despite months of testing and two weeks in service, there were other minor on-the-day problems.

The single carriage toilet was locked out of use before Carstairs, because of non-flush.

The heating went off and the coach was freezing cold south of Crewe.

No on-train information was available on whether there were any buffet food and drink facilities available.

There were, however, a couple of good points.

Wide picture windows will be appreciated on the last couple of hours of the Highlander's journey, although of zero benefit on the night-only Lowlander. There is also a useful reading light fixed on the seat.

However, the main problem is the seat posture, so I will not be repeating the experience until the seating has been made suitably useable.

Alan Freer
Reading

✉ Ben Jones hopes to try the sleeper during June, and will report back – Ed



Unusual coaling method

I THOUGHT you might be interested in another 'category' of coaler – one which comes under the header of 'do it yourself'! From the Manchester Locomotive Society collection and dated May 27, 1958, is this picture taken at Perth, when the normal coaling stage was out of action. Presumably staff had to ride in the wagon to shovel the coal into the tender.

Chris Tasker, Sale, Cheshire

✉ We are grateful to the readers who responded to our appeal for input on the coaling and ash plant databases (April/May issues). Only two amendments need to be made: Neville Hill should have read 'W', not 'S' and Longsight's ash plants were metal rather than concrete – Ed.

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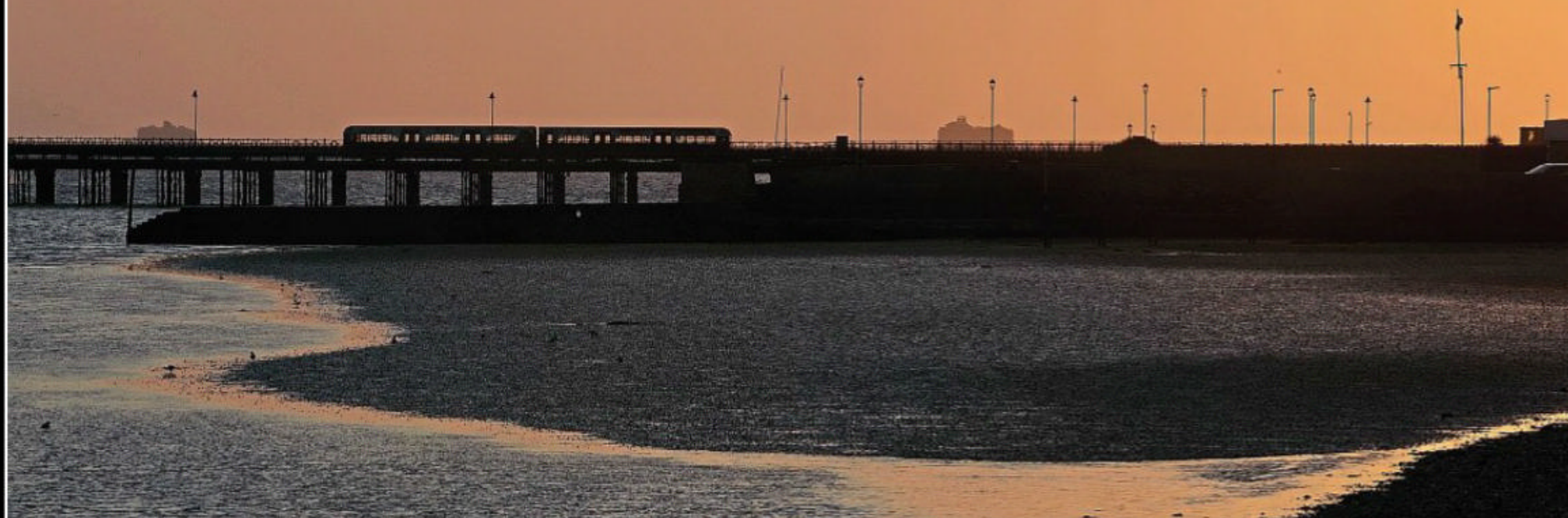
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Panorama

Sunrise on the Isle of Wight and Island Line Class 483 No. 483004 (ex-London Underground 1938 Stock) crosses Ryde Pier, near Esplanade station, with the 07.07 Ryde Pier Head–Shanklin on May 1. DAVID STAINES



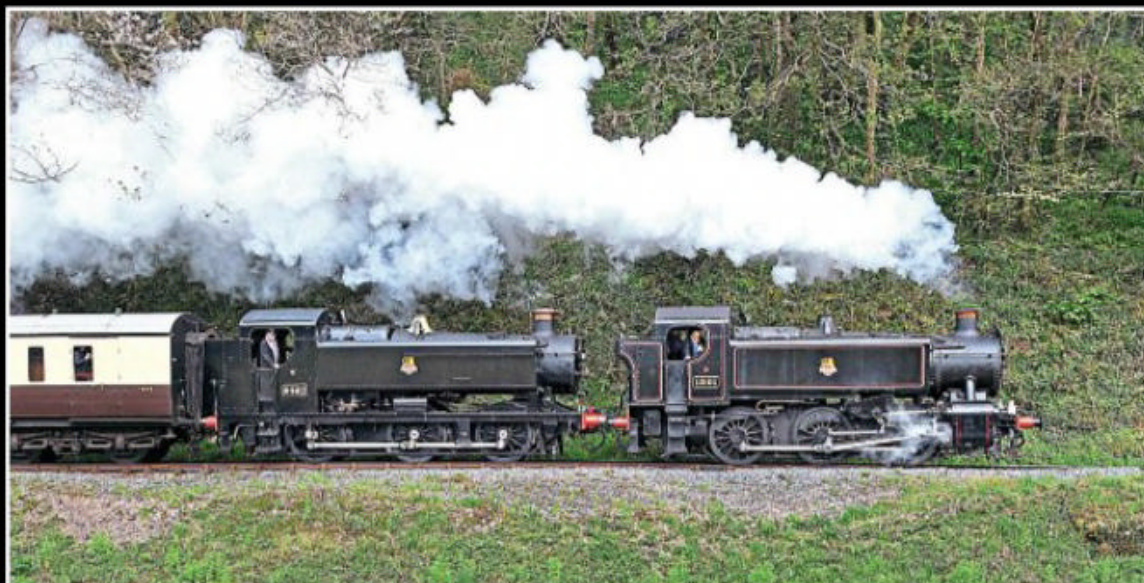
There are signs of heavy overnight rain all around as DB Cargo Class 66 No. 66126 works the 07.39 Goonbarrow Junction-Carne Point onto the Fowey branch line at Lostwithiel with 38 loaded CDA wagons full of china clay in tow on April 4. JOHN VAUGHAN



A South African Railways Class 24 2-8-4 is caught in silhouette as it crosses the lagoon near Sedgfield, on South Africa's Western Cape, with the afternoon return working to George in April 1989. PETER ZABEK



The Isle of Wight Steam Railway's Stroudley 'Terrier' 0-6-0T No. W11 trundles through a carpet of bluebells as it heads away from Smallbrook Junction during a 30742 Charters event on April 27. STEVE SIENKIEWICZ



A comparison of Hawksworth panniers as sole-surviving '15XX' No. 1501 leads '64XX' No. 9466 (running as Newton Abbot's No. 9462) alongside the River Dart, near Hood Bridge, during the South Devon Railway gala on April 13. ROBIN COOMBES





Colas Rail Class 70 No. 70816 passes Langstone Rock, immediately to the east of Dawlish, on the famous sea wall, with the 08.00 Moorswater-Aberthaw cement works tanks (6C36) on April 11. RON WESTWATER





FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
JUNE 1919

THE Great Western Railway has recently completed 2-8-0 No. 4700, the first eight-coupled engine designed expressly for mixed-traffic duties, certainly in the United Kingdom and probably in world practice. The design is developed from the highly successful 2-6-0 mixed-traffic engines with 5ft 8in coupled wheels, but has a large boiler as associated with ten-wheeled

classes in service.

COMMENCING June 2 several important alterations will come into force affecting the East Coast route between London and Scotland. A new midday express will leave King's Cross at 1.20pm, due at Waverley at 10.20pm, while the return train leaves Edinburgh at 12.30pm, reaching London at 9.30pm. Both include luncheon and dining cars.

THE 'Cornish Riviera Express', Great Western Railway, again leaves at 10.30am, replacing its war-time substitute,

the 10.15am, and is non-stop to Exeter, slipping a coach at Taunton for Ilfracombe and the North Somerset Line. To serve Westbury, Yeovil and Weymouth a new train is provided at 9.30am. Other services for the West of England include a new express at 11.30am for Torquay, South Devon, Newquay and Cornwall.

50 YEARS AGO
JUNE 1969

Electrification of the Lea Valley line, from Coppermill Junction, between Clapton and Tottenham, to Cheshunt, which was authorized in the spring of 1967, was inaugurated for public passenger-carrying trains on May 5, though the first electric train to run over the route operated in the early hours of March 19. Although the scheme involves a modest nine miles of double-track in the north-east suburbs of London, it is noteworthy in a number of respects. Not least is the fact that, from its inauguration, electrification work on British Railways ceased completely for the first time since the launching of the Modernisation Plan in 1955.

AGOODS VAN loaded with armour-piercing artillery shells developed a hot box at Cotehill, five miles south of Carlisle, on April 23, when in a freight train from Chorley, Lancs. to Longtown, Cumberland. It was detached from the train and shunted into a siding, where it caught fire, shells exploding half an hour later. Explosions continued for two hours, after which bomb

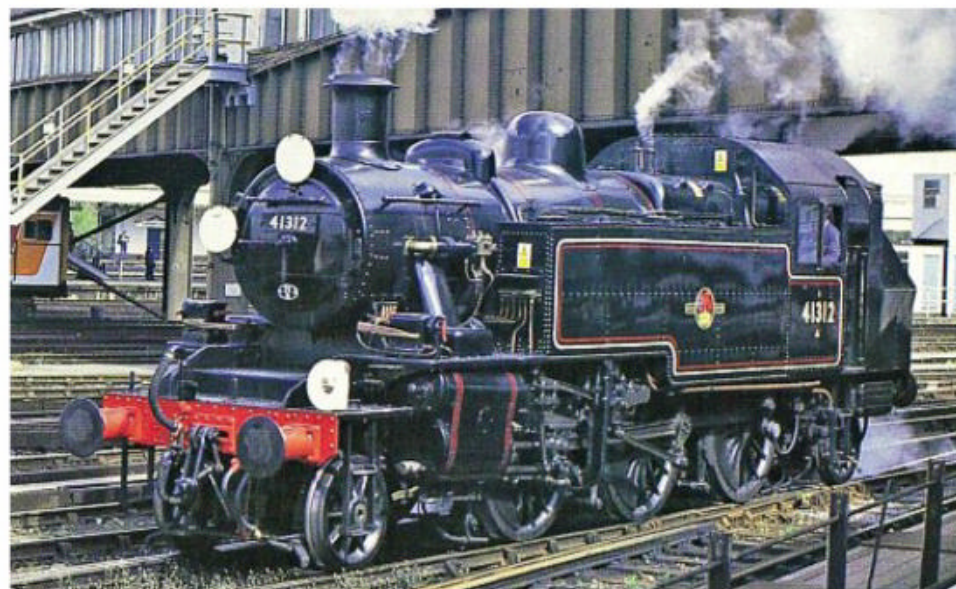
disposal experts searched surrounding fields for any unexploded shells which may have been thrown clear. No one was injured, but two unoccupied cottages were damaged.

AUTOMATIC wagon loading and unloading on the 'Merry-Go-Round' principle has been introduced by Western Region on coal trains from Blaenau Colliery, Vale of Neath, to Aberthaw Power Station on the Glamorganshire coast. One train of 26 to 32-ton capacity hopper wagons, giving an overall capacity of nearly 1,000 tons, makes up to two round trips daily.

20 YEARS AGO
JUNE 1999

THE project to rebuild the former Welsh Highland Railway through the Snowdonia National Park stands on the brink of success after Deputy Prime Minister John Prescott stated on April 8 that he is "minded to approve the proposal". His decision overturns that of a public inquiry inspector – and is the second time in recent years a Government minister has stepped in to overrule a refusal to build a major steam line, the first involving the Bluebell Railway's East Grinstead extension.

CHILTERN Railways has placed a £10m order with Derby-based Adtranz for a further five 2-car Class 168 'Clubman' DMUs for delivery in September 2000. The new units, expected to be classified Class 168/1, will be based on the four-car '168s' now in service but will have minor interior changes.



20 YEARS AGO: It's almost like BR days at Clapham Junction as Ivatt '2MT' 2-6-2T No. 41312 stands under the famous footbridge on April 18, 1999, part-way through a main line certification test. The Mid-Hants loco had run from Alton to collect 'Queen of Scots' rolling stock and haul it to the MHR for repairs. PAUL BLOWFIELD



The RCTS: then and now

WHEN the latest *Railway Observer* dropped through the letterbox it was immediately scanned to see what was happening locally, and in particular the status of the Airedale Class 333 electric multiple units.

The 2019 issues have been most interesting because of the refurbishment of the 16-strong class commissioned by Northern Trains by Chrysalis Rail.

Apart from losing their red West Yorkshire Metro livery for Northern Trains steel blue & white, the interiors of each unit have been upgraded, with the seats now covered in a two-colour moquette, LED lighting installed, new flooring and resurfaced grab handles.

The electrification of the Airedale and Wharfedale lines was completed in 1995, and looking back through the *Railway Observers* for the 1990s, and often reading between the lines, makes fascinating studying.

The 42 route miles became the single largest electrification scheme after the completion of the East Coast Main Line, but nearly did not happen. Only the persistence of Bradford City Council and the Passenger Transport Executive (PTE), the latter only after being persuaded of the case for electrification, saw the scheme come to fruition.

Patronage of the Airedale and Wharfedale trains doubled in the 1980s as

congestion of the roads made driving less pleasant. This allowed both Bradford City Council and the PTE to argue that the cost of electrification would be significantly cheaper than major road improvements, and the *Railway Observer* was able to report that in April 1990 the Government had conditionally approved the scheme.

The procurement of rolling stock almost scuppered the plans, but in 1992 infrastructure work began.

To ensure the scheme continued British Rail offered the PTE a fleet of 1957 vintage Class 308 units being replaced on the Liverpool Street services. With the offer accepted work continued and the introduction of electric services was anticipated to take place in September 1995.

On September 30, the new revamped timetable came into operation between Skipton, Leeds and Bradford and from Ilkley to Leeds and Bradford.

Unfortunately, there were insufficient numbers of Class 308s, and a number of diagrams remained diesel operated. The Class 308s were never completely trouble free, but passenger numbers continued to rise.

Privatisation came in 1997, but was still very much under the control of the PTE. Franchises came and went, with Regional Railways North East, Northern



One of the newly refurbished Class 333s – 333013 – stands at Shipley on a Bradford to Ilkley service on May 7. Unfortunately, while they look very smart now, the growing use of white as the base colour on trains throughout the country can rapidly lead to scruffy-looking units if local cleaning facilities are not up to the job. ROBERT GREEN

Spirit, Arriva Trains Northern and Northern Trains all involved. A condition of the first franchise was the replacement of the 40-year-old Class 308s. During 2001 this took place with 16 three-car Class 333s being built in Zaragoza, Spain.

Upon entering service it was quickly realised the three-cars had insufficient capacity for the rush-hour peaks, and in 2002 a start was made in upgrading

the units to four-cars. Now these are inadequate as new stations have been opened and passenger numbers continue to rise.

The Class 333s have had to be supplemented each day by the use of two Class 322 units, the old 'Stansted Express' trains in somewhat better condition than the Class 308s, but which compare badly with the refurbished Class 333s.

TRACKRECORD

— *The Railway Magazine news digest* —



Lancashire & Yorkshire Railway 'A' class 0-6-0 No. 52322 departs Duffield for Wirksworth on Easter Saturday (April 20) during its hire to the Ecclesbourne Valley Railway. ROBERT FALCONER



P70 STEAM

Triple 'Manors' for WSR



P92 CLASSIC TRACTION

Prototype HST withdrawn



P104 TRACTION & STOCK

Another delay for Class 442s

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GCR unveils new works and visitor centre plan for Loughborough

LOUGHBOROUGH Central will boast an all-new locomotive works, with education and visitor centre, if plans by the Great Central Railway come to fruition.

The new workshop will offer enhanced facilities for the restoration and maintenance of the railway's locomotive fleet, and will incorporate a new visitor centre, allowing extensive public access to the works, along with new education and learning facilities.


Impediment


The facility will replace the 1970s-built shed, which needs to be removed as it sits on the trackbed leading to the Midland Main Line crossing and is therefore an impediment to the eventual reunification with the northern section of the GCR.

The steel-framed workshop will sit further over to the west, leaving room for the railway on the opposite side.

To help finance the project the GCR has launched an appeal where supporters can buy a plaque in the GCR's heritage gallery suite at Loughborough.

Further information on the project and how to buy a plaque can be found at: www.gcrailway.co.uk/shedappeal/

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Major lottery award for North Yorkshire Moors

THE North Yorkshire Moors Railway's (NYMR) £9.7million Yorkshire's Magnificent Journey (YMJ) project has been successful in its bid for Heritage Lottery Fund (HLF) support.

The HLF cash award of £4.436m is one of the largest awarded to a preserved railway, and will allow the NYMR to start work on the various strands of a five-year YMJ scheme this spring, helping to safeguard the future of the railway.

The railway has received an additional £1.75m from the Department for Environment, Food & Rural Affairs' Rural Payments Agency, and a £500,000 contribution from the York, North Yorkshire and East Riding Local Enterprise Partnership. In total this represents almost £6.7m in external grant aid.

Since the launch of the YMJ project in the autumn of 2017, public donations and legacies have generated a further £2.2m, leaving slightly more than £1m to be raised over the next five years to complete project funding.

A final push on fundraising will be made in the coming months.

The YMJ project is divided into eight distinct and separate portfolios. These include:

■ The complete renewal of Bridge 27, immediately south of Goathland station, and the repair of Bridges 24 and 25 a short distance away (£2.67m).

■ The construction of a dedicated carriage shed built on land north of Pickering (£4.16m).

■ Provision of 'fuss-free' disabled access coaches for each carriage set (£770,000).

■ A new learning and interpretation coach provided at Goathland (£330,000).

■ New and much-needed volunteer accommodation built at Grosmont (£450,000)

■ A dedicated volunteer development programme set up to both encourage and retain new volunteers (£170,000)

■ Creation of a new apprenticeship scheme (£470,000).

■ A programme of lineside conservation initiated (£170,000).

The railway's general manager Chris Price told *The RM*: "The NYMR is excited by the challenge of this project. We are about to



A driver's eye view of 'B1' No. 61264 as it rolls over Bridge 27 at Goathland, which is to be replaced as part of the YMJ project. GARY BOYD-HOPE

undergo a capital investment programme that will contribute towards securing the railway's future for many years to come. "A lot of hard work has been put into obtaining this grant by a dedicated team, and we would like to thank the NLHF, DEFRA, the local enterprise partnership and other donors for having the faith in us and backing this programme. "There is a lot of hard work in front of us over the next five years and still a further £1 million to find.

"If people wish to donate towards the project the details are on our website."

Planning permission for the carriage shed development, on a site alongside the trout farm between High Mill and New Bridge level crossings outside Pickering, was granted by Ryedale District Council in the spring of last year.

The facility will provide covered accommodation for around 40 carriages.



The North Yorkshire Moors Railway's 'Black Five' No. 5428 Eric Treacy departs Levisham with the 16.00 Pickering-Grosmont service on May 3. RICHARD GENNIS

Grant support for Bodmin platform

THE Bodmin & Wenford Railway's (B&WR) proposal to install a second platform at its Bodmin General headquarters has received a huge financial boost from main line operator GWR.

The Bodmin & Wenford Railway Trust's £295,000 Second Platform Project has received a joint award totalling £141,000 from GWR's Customer and Communities Improvement Fund, together with match funding from Cornwall Council.

It represents GWR's largest

contribution to a heritage railway project, with the operator serving the B&WR's southern terminus at Bodmin Parkway station.

Additional funding still has to be raised by the railway, but this combined award will kick start the project that will see a new four-coach platform built opposite to the current platform and next to the car park.

The platform will increase the B&WR's operational capacity, allowing it to handle trains using both branches to Bodmin

Parkway and Boscarne Junction simultaneously.

"The creation of the second platform will enable the railway to offer increased services and enhance our visitor experience," said the B&WR's Nick Wood.

"We believe this ambitious project will enhance our railway today and prepare us for the future, while retaining and celebrating our heritage past."

If funding is forthcoming the railway also hopes to re-create the canopy over the front of the station building.



An artist's impression of the new second platform at Bodmin General station, which will be constructed to blend in with the current building as closely as possible. BWR



'Manor' No. 7802 *Bradley Manor* departs northbound from Bewdley during the Severn Valley Railway gala on March 16. The loco is expected to join two of its classmates at the West Somerset Railway this summer. CLIVE HANLEY

West Somerset gets triple 'Manors' as *Raveningham Hall* heads to SVR

THE West Somerset Railway's (WSR) Minehead shed will offer a flavour of Machynlleth or Aberystwyth in 1950s this summer with no fewer than three Collett 'Manors' on shed.

On May 22 the Erlestoke Manor Fund's 1938-built No. 7802 *Bradley Manor* moved to Somerset from its Severn Valley Railway home, and is expected to stay until at least October.

It will join classmate No. 7828 *Odney Manor* initially, with No. 7822 *Foxcote Manor* making up the Cambrian trio once its overhaul has been completed at Tyseley Locomotive Works.

No. 7802's move is part of a reciprocal agreement that resulted in WSR-based 'Modified Hall' No. 6960 *Raveningham Hall* returning to the Severn Valley, the line it called home from 1977 to 1995.

It arrived on the same low-loader that took No. 7802 away, and will stay for the line's autumn gala on September 19-22.

However, it is expected to only be a temporary arrangement, born as a result of the WSR lowering the line's axle loading to 19 tonnes as a precaution while it completes a backlog of permanent way and infrastructure upgrades. With a 'Red' route availability, the 'Modified Hall' just tips the scales over the new lower axle load limit.

Joining the three 'Manors' on WSR services will be the line's own GWR-inspired Mogul No. 9351, which is currently under overhaul at Williton, and resident S&D '7F' 2-8-0 No. 53808.

Additionally, Tyseley's '57XX' 0-6-0PT No. 7752 will handle lighter services once it emerges from Minehead after repairs and a

repaint back into GWR livery.

"We may also look to bring in some other steam locos later this year but, in all honesty, the loco line-up for the 2019 season will be one of the best ever seen on the railway," said WSR plc chairman Jonathan Jones-Pratt.

"With regard to us reducing the axle weight limit, it will actually be a good thing in the short term because it will allow us a period to better maintain and protect the WSR track and infrastructure before we then look at raising the weight limits again."

■ The WSR was also able to celebrate in the post-Easter period after the first phase of work to replace the life-expired Seaward Way level crossing at Minehead was completed by Somerset County Council. The complicated track works at Blue Anchor has also been finished.

TYSELEY REAFFIRMS ITS COMMITMENT TO A MAIN LINE FUTURE FOR ITS GREAT WESTERN PANNIER TRIO

BIRMINGHAM-based Vintage Trains has reaffirmed its intentions to overhaul all three of its Collett pannier tanks – Nos. 7752, 7760 and 9600 – maintaining and operating them from its Tyseley base.

The train operator said: "Vintage Trains intends that all three panniers will be returned to steam to operate from Tyseley depot and on the main line, also to support the development of the Shakespeare Line as Britain's premier heritage main line railway," but adding the caveat that "progress to achieve that aim will depend largely on workshop capacity".

'8750' No. 9600 and '57XX's' Nos. 7752 and 7760 have all been active on the main line in the past two decades, and while No. 9600 was withdrawn for a fast-track overhaul in 2018, No. 7752 still has two years to run on its current 10-year boiler ticket.

However, with its wheel tyres now too thin for main line operation, No. 7752 has gone on hire to the West Somerset Railway for this season.

Here, it will receive a new chimney and minor motion work, along with a repaint in original GWR livery.

New tyres have been ordered and are due to be

fitted during this this coming winter, with a planned return to main line service next year.

In the meantime it will return to Tyseley for both this year's June and September open weekends to operate the site shuttle trains.

Vintage Trains says it intends to market No. 7752 and sister engine No. 7760 in identical liveries as twins, both to promote their North British Locomotive Works origins and their London Transport heritage.

This will enable them to run either double-headed and singly, working trains around the West Midlands network.

Isle of Wight-style bunker for KESR 'Terrier' No. 2678

KENT & East Sussex Railway-based 'A1X' 0-6-0T No. 32678 will receive the larger Isle-of-Wight-type bunker it carried when it first came to the pre-preservation KESR in 1940 as part of a overhaul at Rolvenden.

The 1880-built 'Terrier' and sister engine No. 3 *Bodiam* (BR No. 32670) are the subject of a joint £150,000 appeal between the KESR and the locos' owner, the Terrier Trust (RM May).

The Terrier 150 project aims to have both Stroudley-designed locos back in traffic by 2022 in readiness for decade-long series of activities to celebrate the 150th anniversary of the LBSCR class.

Next February marks 80 years since No. 32678, as Southern Railway No. 2678, first arrived at the KESR, having been hired to cover a 'temporary' locomotive shortage; it stayed until 1958!

At that time the loco still carried the larger bunker fitted in the early 1930s when based on the Isle of Wight

system as No. W14 *Bembridge*.

"No. 2678 played a part through several key chapters in the KESR's history, and throughout that time she had the distinctive Isle of Wight bunker," said Terrier Trust chairman Graham Hukins.

"We feel it is right to take the opportunity afforded by the current overhaul and fundraising appeal to restore her to that condition."

However, the modification is not being made purely to acknowledge No. 2678's past, as it will also benefit the loco's future operation.

With a potential return to Robertsbridge on the cards in due course, the larger bunker would allow the 'Terrier' to complete two round trips from Tenterden to Robertsbridge without the need to replenish the coal supply.

Further details of Terrier 150 and details of how to contribute to the appeal can be found at: www.TerrierTrust.org.uk/appeal



Southern-liveried 'Terrier' No. 2678 stands at Robertsbridge on April 25, 1940, just two months after arriving on hire at the KESR. Note the larger style of bunker. JOHN L SMITH/RM ARCHIVE

Foxfield showcases complete 'Knotty' train

TV HISTORIAN Dr Lucy Worsley officially launched the Knotty Coach Trust's North Staffordshire Railway (NSR) four-wheel Brake Third No. 23 into traffic on May 1, following its makeover by Stanegate Restorations in Northumberland.

The train of all three restored Knotty coaches went on to be

the centrepiece of a celebratory Victorian-themed Bank Holiday weekend (May 4-6), during which the Tanfield Railway's ex-Keighley Gas Works Hawthorn Leslie 0-4-0ST No. 2 (2859/1911) provided the motive power.

The train is seen shortly after leaving Caverswall Road on May 4. MARTYN TATTAM



Steam & Heritage Track Record

Tyseley to launch project to complete 'Bloomer' replica

TYSELEY Locomotive Works, together with Vintage Trains (VT), will use this month's open weekend as a platform to launch a new project to complete its London & North Western Railway (LNWR) 'Bloomer' 2-2-2 No. 670.

Work on the James McConnell-designed Single began in 1986 and reached an advanced stage of construction (no driving wheelset), but other priorities meant the loco was never completed. However, the near-complete loco will now be dusted off to form the centrepiece of the Pioneer Inter City Train project, the launch of which will take place during the Tyseley open weekend on June 22 (see story below).

Details of what the project will entail have yet to be announced, but VT spokesman Denis Chick confirmed the project will also entail the construction of a two- or three-coach period LNWR train, built to main line specification, to run with the 'Bloomer' on short-haul demonstration runs around Birmingham.

A prime driver behind the revival of the 'Bloomer' is the possibility of a unique collaboration with HS2 and Birmingham's Curzon Street development, thereby demonstrating the complete evolution of the steam engine and Britain's national railway network.

Mr Chick said: "With HS2 virtually across the road from us, we want to work with them to draw attention to the historical connections of steam in Birmingham, in particular, its first high speed connection with London and the tremendous contrast in technology."

"The 'Bloomer' has been gathering dust for many years as the busy workshop has got busier. HS2 has given us a great reason to get on with it."

A total of 54 'Bloomers' were constructed by various builders for the LNWR's Southern Division between 1851 and 1862.

There were three main types, differing mainly through their driving wheel diameter.

The so-called 'Large Bloomers' had 7ft diameter drivers, whereas the 'Small Bloomers' had the wheel diameter reduced to 6ft 6in.

Three were later built with 7ft 6in drivers, but plans to build more came to nought. Leading and trailing wheels also differed by loco type.

In their day they were the fastest locomotives working over the former London & Birmingham Railway main line, linking the two cities in only two hours.

The first was withdrawn in 1866, with the last surviving until 1888 when superseded by more modern LNWR types.



'Bloomer' replica No. 670 awaits a resumption of work at Tyseley Locomotive Works on May 21. ROBIN COOMBS



LNWR 'Small Bloomer' Class K No. 381 poses for its official photograph at Wolverton Works in December 1861. RM ARCHIVE

Bahamas and Rocket take centre stage at open weekend

STANIER 'Jubilee' No. 45596 *Bahamas* will be returning to the Midlands this month as the star exhibit at the Tyseley Locomotive Works/Vintage Trains open weekend on June 22-23.

No. 45596 made its public debut at the Tyseley open weekend last September upon completion of its Heritage Lottery-funded overhaul, but since its main line trials and subsequent debut railtours it has been based at the Keighley & Worth Valley Railway.

The Bahamas Locomotive Trust locomotive is booked to haul a string of Vintage Trains charters throughout late June and July, and will therefore move back to the old 84E depot in time for the June event.

Also sharing the limelight will be the National Railway Museum's

replica of Robert Stephenson's 0-2-2 *Rocket*, which will be giving rides to visitors in a replica of a Liverpool & Manchester Railway Third Class coach.

It is hoped to have re-enactors on hand to play the parts of George and Robert Stephenson.

Of the home fleet locos, flagship 'Castle' No. 7029 *Clun Castle* will be in steam alongside 'Hall' No. 4965 *Road Ashton Hall* and re-liveried '57XX' 0-6-0PT No. 7752, which will travel up from the West Somerset Railway.

Additionally, 'Castles' Nos. 5043 *Earl of Mount Edgcumbe* and 5080 *Defiant* will be on static display together, joined at times by No. 7029, while a 'Jubilee' pairing will also be on show when *Bahamas* lines up alongside resident sister No. 5593 *Kolhapur*.

As with previous open



Ex-LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* is making a return to Tyseley for the June 22-23 open weekend ahead of a month-long spell on railtour duty with Vintage Trains. The 'Jub' stands at Tyseley Locomotive Works on September 28 last year. IAN DIXON

weekends, the workshop will be open, where progress on the overhaul of No. 71000 *Duke of Gloucester* and the new-build 'Grange' No. 6880 *Betton Grange* can be observed.

In the car park area there will be a 7½in-gauge miniature railway in operation, along with displays

of road steam vehicles, classic cars and vintage buses.

Trade stands from a number of locomotive groups and societies will also be selling their wares during the course of the weekend.

The site opens each day at 10am, with visitors encouraged to park at local stations and use

the Vintage Trains shuttles (see panel below) or other rail and bus services as there will be no parking on site.

Advanced tickets are priced at £15 for adults, £4 for children and £30 for a family ticket can be bought online at: www.vintagetrains.co.uk

TYSELEY OPEN WEEKEND SHUTTLES TO RUN BETWEEN BIRMINGHAM AND DORRIDGE

VINTAGE Trains will be running shuttle trains during both of the open days, linking Tyseley with Birmingham city centre and Dorridge.

Subject to official confirmation, four return trains will run between Birmingham Moor Street and Dorridge, calling at Solihull and Tyseley.

Motive power will be provided by either *Clun Castle* or *Road Ashton Hall*, top-and-tailed with Type 4 No. 47773. Standard class tickets are

priced at £5 each way for a journey from Dorridge or Moor Street to Tyseley.

The full round trip is priced at £20. Pullman class is available

at £7.50, or £30 for the round trip.

Further information and tickets are available at... www.vintagetrains.co.uk



'Q6' becomes 'T2' after North Eastern identity is restored

THE North Eastern Locomotive Preservation Group (NELPG) relaunched its Raven 'Q6' 0-8-0 No. 63395 on May 1 as North Eastern Railway 'T2' No. 2238 – all part of the locomotive's centenary year commemorations.

The transformation has included repainting the loco into the NER livery the locomotive carried when it emerged from Darlington Works in December 1918.

The work was carried out in NELPG's deviation shed at Grosmont on the North Yorkshire Moors Railway during the first half of the year.

The relaunch was conducted at Grosmont by NELPG chairman Andrew Scott, with members and guests gathered around the locomotive.

A bottle of traditional Newcastle Brown Ale was poured over the running board and, after the speeches, the 'T2' worked a service to Pickering and back.

The loco is seen passing Darnholme with the commemorative special. LUKE TAYLOR.

Corwen opening on target as Llangollen fills embankment 'Gap' to complete trackbed

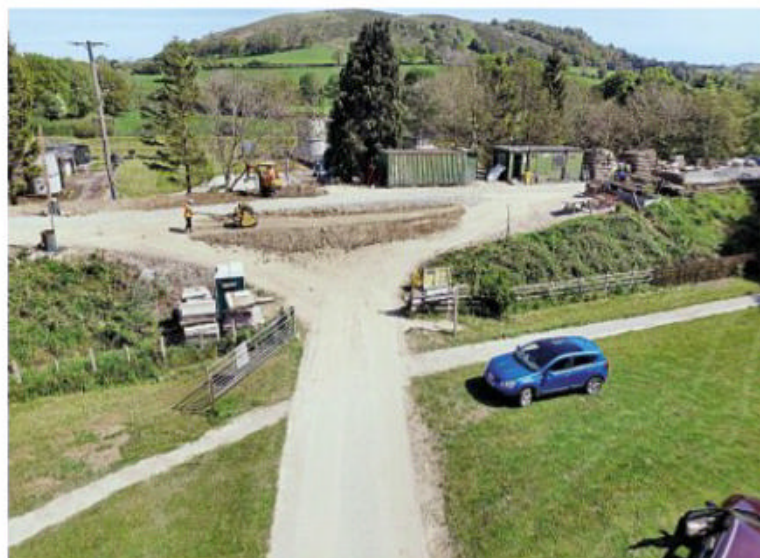
THE Llangollen Railway is another step closer having trains able to run into its new Corwen Central station following the filling of the 'Gap' in the embankment immediately east of the station site.

After six solid days' effort by contractor and volunteers, the northern batter (boundary) of the embankment was completed on May 14. About 1,500 tonnes of material was brought in from the former Ruthin branch embankment to be layered and rolled by the volunteer team.

Work on constructing the southern side of the embankment started during the week beginning May 20, as this had to remain open to the end to allow for access to deliver materials.

The Gap was the only barrier between the current railhead at the temporary Corwen East station and the new site. Its infilling will allow the track to be extended to connect with that already laid in the station confines, with base ballast having been laid for the alignment of the intended siding.

At the station site work has continued on infilling the platforms and completing the subway and staircases that lead up to track level. Preparations are in hand for the paving of the platform surface once the infilling is complete. This will include the installation of surface drainage, electrical cabling, lamp posts, the



An aerial drone shot of the Corwen 'Gap' as seen on May 14. The northern side is complete and built up to track level, with work underway on the southern side. DEWI DAVIES

station name board, and columns for the intended platform awning.

Below platform level in the subway, traditional metal railings will be installed around the open stairway, which were recovered from the GWR station at Burnham in Buckinghamshire. These have been the subject of extensive refurbishment by volunteers to suit the new location.

The aesthetics of the subway have been enhanced with brick pillars and coping stones recovered from the now demolished Bridge 31.

"The work now underway

illustrates the many different elements needed to be completed before an official inspection can take place and the station readied for train services," said project leader Richard Dixon-Gough.

"All the volunteers, aided by our contractors, are working hard to bring construction to a conclusion, but our resources are stretched, and we welcome continued support to see the station project finished as a basic facility in 2019."

To donate to the project send cheques payable to LRT/CCRD to Mr Paul Bailey, Dolwen, Bryn Eglwys, Corwen LL21 9LY.

'County' 4-4-0 frames move to Tyseley works

THE various steel plates that together make up the main frames of new-build 'County' 4-4-0 No. 3840 *County of Montgomery* have been delivered to Tyseley Locomotive Works (TLW) in readiness for construction to begin.

Drilling and machining of the two main frame plates was completed by Goodman Metal Works of Netherfield, Nottingham, in early May.

The work entailed drilling the 200 various holes in each plate, and the milling of 1/4in from the axlebox cut-outs.

Goodman Metals is no stranger to working on steam locomotives, having recently manufactured the smokebox saddle and smokebox for the Great Western Society's Hawksworth 'County' 4-6-0 No. 1014 *County of Glamorgan* (RM March).

In tandem with the work taking place in Nottingham, TATA Steel at Wednesfield completed the cutting, shot-blasting and painting of the smaller frame plates that make up the frame stretchers, front bufferbeam, rear wear plate and bogie racking plate. These arrived at Tyseley on May 16, with the frames following on May 21.

TLW is providing the numerous angles required to fit the myriad platework together, meaning it now has all of the components



The frame plates for No. 3840 *County of Montgomery* after drilling at Goodman Metal Works in Nottingham prior to delivery to Tyseley. RICHARD GOODMAN

required to erect the main frames (excluding the extension frames).

The 'flat pack' of components is expected to be on view at the Tyseley Open Weekend on June 22-23.

Funding for the work has been provided by the Churchward County Trust's (CCT) 100 Hundreds Appeal, which remains open to help finance the assembly work.

Full details on how to donate to the 100 Hundreds Appeal can be found on the CCT website at: www.churchwardcounty.org.uk

Race is on to finish Stanier Mogul at Bridgnorth – and create a 'first'!

THE Stanier Mogul Fund (SMF) is hopeful its sole-surviving LMS 2-6-0 No. 13268 will be the next locomotive to emerge from overhaul at the Severn Valley Railway's Bridgnorth works.

Much of the recent focus has been concentrated on the frames, with extensive steel renewal taking place towards

the rear on the fireman's side. The dragbox and much of the platework around the cab have also been remade.

The cylinders have already been overhauled and pistons refurbished, leaving only the fitting of new valve liners to complete these.

The pony truck overhaul has

been completed, along with the brake gear, and the SMF plans to have the loco back on its re-profiled wheels during the summer.

The boiler is also receiving major steel renewal in the Bridgnorth boilershop.

The lower two-thirds of the firebox doorplate will soon be

replaced, as will a section of the throatplate, with the formed steel for both jobs already on site.

Patch repairs have been made at the front of the barrel, with the next major job being the installation of the new tubeplate.

The locomotive's Fowler

tender has already been finished and painted in LMS lines black, ready for when the Mogul is completed in its original 1934 guise as No. 13268.

This will be a preservation first, the loco having never carried its original identity since being renumbered as 2968 in September 1935.

Steam & Heritage Track Record

More 'Patriot' progress as 2020 target date looms

THE LMS-Patriot Project is picking up the pace of construction of its Fowler 'Patriot' 4-6-0 No. 5551 *The Unknown Warrior* across three fronts as the November 2020 steaming target draws closer.

Heritage Boiler Steam Services (HBSS) at Huyton, Liverpool, is making great strides with the assembly of No. 5551's parallel boiler.

The barrel sections have now been permanently riveted to the firebox and the dome also fitted. The firebox is the next main area for attention as HBSS begin to ream the stay holes.

The bottom end of the loco remains at Crewe Heritage Centre, where work continues while a decision is made on which contractor will be appointed to complete the final assembly.

The shortlist has been narrowed down to two, with meetings being held as this issue of *The RM* went to press. The project management was hopeful the appointment would be made by the end of May, with contracts to follow.

Andy Forster has been on site to sort out the alignment of the slide bars on the chassis, which will be completed by project engineer Nigel Day.

Mr Day has now finished the lubrication pipework, and the chassis is making good progress.

The motion, meanwhile, is being worked on by Statfold

Engineering Ltd to correct problems with the white metalling and machining of the motion bearings, caused by the previous supplier.

Exeter-based firm Leaky Finders is making headway with the Fowler tender chassis.

They recently completed work on the dragbox and eventually turned their attention to fitting a new tank.

Fundraising

This level of momentum has been largely driven by the success of the project's fundraising activities.

During the last financial year it raised slightly more than £429,000, but with November 2020 a little more than a year away, the project is hoping to better that this year.

"The biggest concern now is to get the locomotive complete for November 2020, so we need to make the 2019/2020 financial year our best ever," said spokesman Pete Sykes.

"Therefore if any *RM* readers have ever thought about donating to the LMS-Patriot Project, right now is the perfect time.

"A membership leaflet is included with this issue of *The RM*, or alternatively visit: www.lms-patriot.org.uk where donations can be made via the Support Coach Appeal."



'Patriot' No. 5551 *The Unknown Warrior* is pictured in a stripped-down state at Crewe Heritage Centre on May 9. KEVIN WEST/LMS-PATRIOT PROJECT

SEE THE 'PATRIOT' DURING CREWE ALL CHANGE EVENT

VISITORS to the Locomotive Services Ltd All Change open day at Crewe diesel depot on June 8 are invited to see progress on the construction

of *The Unknown Warrior* by combining a visit to Crewe Heritage Centre.

The LMS-Patriot Project is holding an open event for

members that day, which is also open to general public who turn up on the day. A free vintage bus services is being provided to connect the two sites.

Painted 'Lady' ready for roll out

THE Great Western Society will be just days away from revealing the completed paintwork of its new 'Saint' No. 2999 *Lady of Legend* by the time this issue of *The RM* hits the newsstands.

The re-created Churchward 4-6-0 will show off its new livery during a special 'Hall & Saint' weekend at Didcot Railway Centre on June 7-9, when it shares the spotlight with visiting 'Modified Hall' No. 7903 *Foremarke Hall* from the Gloucestershire Warwickshire Railway.

The pairing of Nos. 2999 and 7903 perfectly illustrates the the GWR's full development of

its 4-6-0 locomotive types that carried Churchward's 'Swindon No. 1' boiler.

The boiler was first employed on the 'Saints' and '28XX' 2-8-0s, and later on the 'Stars', Collett's 'Halls' and 'Granges', and finally Hawksworth's 'Modified Halls'. One was even carried by the pioneer '47XX' 2-8-0.

In preparation for the event sign writer Jon Leeson spent two weeks lettering and lining *Lady of Legend*, which has also had the paintwork rubbed down, touched up and varnished.

For information on how to pre-book tickets see: www.didcotrailwaycentre.org.uk



The Churchward 3,500-gallon tender of No. 2999 following lettering and application of the garter crest at Didcot. The crest has been placed according to the practice of the period so it lined up with the centre axlebox. Note how the paintwork has been flattened down before varnishing. FRANK DUMBLETON

Mid-Hants 'S15' ready for comeback after almost two decades on the sidelines

URIE Locomotive Society-owned 'S15' No. 506 has steamed at the Mid-Hants Railway ahead of an imminent return to service.

The Eastleigh-built 4-6-0 last ran in 2001, and since then has received extensive boiler repairs

along with a comprehensive bottom-end overhaul.

This work has included the removal and replacement of the front bufferbeam, and attention to corroded areas between the frames and the cylinder blocks.

Resplendent in Southern unlined black with 'sunshine' lettering, No. 506 stands in light steam at Ropley on May 16 while final work was carried out to prepare the 1920-built loco for a test run. KEN LIVERMORE





'3F' 0-6-0T No. 47406 leads the cavalcade of Nos. 48624, 48305, 73156, 92214, 46521 and 78018 at Kinchley Lane as the show stopper at the Great Central Railway's Goods Galore gala on May 12. ANDREW SOUTHWELL

Cavalcade tops off '8F' return at GCR's goods gala

SEVEN BR-liveried locomotives, from the humble 'Jinty' to the mighty '9F', provided an impressive grand finale for the Great Central Railway's Goods Galore gala on May 11-12.

The event marked the return to GCR service of Stanier '8F' 2-8-0 No. 48305 after eight years out of traffic, and provided a rare opportunity to see two of the heavy freight locos working together – the other being No. 48624.

As the name of the event suggested, the weekend was a celebration of non-passenger operations, and featured five goods sets in traffic, including permanent way train, the 'Windcutters' rake of 16T mineral wagons, a mixed freight, the boxvans and the 'Mountsorrel Goods'.

Added to that was the parcels train, which also carried passengers.

These were interwoven through an intensive timetable that also featured a very frequent



Double-headed '8Fs' Nos. 48624 and 48305 depart Loughborough on May 12. ROBERT FALCONER

passenger service, shunting demonstrations, and turntable demonstrations with '3F' 0-6-0T No. 47406.

Double-headed working was a regular sight, the two '8Fs' making a fine pairing, while the sound of No. 48624 and the

'Windcutters' being banked by No. 47406 could be heard long before the ensemble came into view.

It was not a purely steam weekend. On both days, Class 25 diesel No. D5185 was working in conjunction with Rail Vehicle

Preservations' re-created diesel brake tender, and 'Peak' No. D123 *Leicestershire and Derbyshire Yeomanry* also made an appearance.

Yet it was steam that brought the curtain down with the grand cavalcade on the Sunday afternoon.

The honour of leading the parade fell to No. 47406, behind which was coupled Nos. 48624 and 48305, BR '5MT' No. 73156, '9F' 2-10-0 No. 92214, Ivatt '2MT' Mogul No. 46521 (in for failed No. 6990 *Witherslack Hall*), and BR '2MT' No. 78018.

It was an impressive way to end a successful two days.

Many visitors stayed late into the afternoon specifically to watch the cavalcade pass, and the fence line overlooking Quorn station was a popular vantage point.

Whether such cavalcades become a regular feature of GCR galas remains to be seen, but this one was certainly well received by those who witnessed it.

Lincs Wolds to mark 10th anniversary with free 'birthday' travel

THE Lincolnshire Wolds Railway (LWR) will be celebrating a decade of operation between Ludborough and North Thoresby on August 26, exactly 10 years to the day since the extension opened.

To mark the occasion the LWR is offering free travel that day to anyone whose birthday is on August 26.

The railway is hoping to use the anniversary to promote its current five-mile extension scheme, which covers the former Great Northern Railway line southwards from Ludborough to Louth.

A fundraising appeal has been launched to buy rail, sleepers and ballast for the new extension.

"Our first target is the three-quarters of a mile to Pear Tree Lane crossing, which will cost around £180,000", said LWR spokesman Phil Eldridge.

"The appeal has started to build up a real momentum and has now topped the £50,000 mark, which is great news."

To support the extension project visit: www.lincolnshirewoldsrailway.co.uk/donate/

SIDELINES

Locos damaged in NYMR runaway

ROBERT Stephenson & Hawthorns 0-4-0ST No. 15 (7063/1942) and 'Black Five' 4-6-0 No. 5428 suffered minor damage in a low-speed collision within shed limits at the North Yorkshire Moors Railway's Grosmont works on April 12.

The incident was internally investigated and reports handed to RAIL and the ORR. The damage has been repaired by Grosmont staff in full consultation with the owner of on-hire No. 15. The 'Black Five' has since returned to traffic.

Boiler extension for 'Caley' 828

THE CR828 Trust's ex-Caledonian Railway '812' class 0-6-0 No. 828 has had its boiler certificate extended until April 2020 at the Strathspey Railway.

Trustees have agreed the loco should be made available for hire to heritage railways at times when it is not required by the Aviemore line, but ruled out a repaint into BR black as No. 57566.

'Large Prairie' to stay at SVR for summer

THE Great Western Society's 'Large Prairie' No. 4144 is staying at the Severn Valley Railway for the 2019 summer season following its appearance at the line's March gala.

The 2-6-2T provides some welcome relief for the resident steam fleet, while in return '14XX' 0-4-2T No. 1450 has gone the other way and will remain at Didcot for the next few months.

Railways face huge repair bills after vandal attacks

THE WEST Somerset Railway (WSR) and Great Central Railway-Nottingham (GCRN) became the latest preserved lines to become the target of wanton vandalism at the end of April.

An estimated £1,000-worth of damage was inflicted upon BR Mk1 No. W4449, stabled overnight at the WSR's Bishops Lydeard station, late in the evening of April 29.

The damage caused to the coach was mainly broken glass, with three large carriage

windows and two droplight windows smashed.

The coach was subsequently moved to Minehead for repairs.

An online repair appeal launched by the West Somerset Railway Association contributed more than £1,200 in just 24 hours.

"This attack was horrible for the railway's dedicated staff and volunteers who put in many hours maintaining our vintage vehicles," said WRD plc chairman Jonathan Jones-Pratt.

"Local people have rallied round and helped identify the perpetrators. We have passed our information to the Somerset police and trust that swift action will be taken."

The incident occurred on the same evening that 112 carriage and DMU windows were broken at the GCRN's Ruddington site, causing an estimated £80,000 worth of damage.

Six youths, believed to be aged between 12 and 16, entered the site at around 17.45 and

proceeded to break glass on a Class 108 and a Class 116, along with targeting two Mk2 carriages. One of the latter, No. 5365 *Deborah*, was so badly damaged it may be beyond economic repair.

The offenders also broke into the signalbox's locker room and the 125 Group's Mk3 buffet car, but were disturbed and left the site at around 18.15.

The offenders evaded capture, but two boys were later arrested and released on police bail.



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Bowes Railway completes brakesman's cabin project

A HERITAGE Lottery Fund-supported project to restore the Springwell incline brakesman's cabin has been completed at the Bowes Railway.

The self-acting incline lies at the north-east end of the site, where during its peak six sets of six wagons could traverse the 1-in-24 gradient every hour.

The journey between bank top and bank foot took seven minutes, with wagons travelling at speeds of up to 25mph.

The operation was controlled from the cabin, with the brakesman regulating the speed by means of a hand wheel that applied brake shoes to the winding drum.

Following restoration of the cabin visitors can now view the incline from the operator's perspective, and see the restored original fittings, including the rope speed indicator.

SIDELINES

Albert steams at Marsh Mills

PLYM Valley Railway stalwart Andrew Barclay 0-4-0ST *Albert* (2248/1948) steamed at the line's Marsh Mills headquarters on May 2 as its 10-yearly overhaul nears completion.

The ex-British Sugar Corporation loco last ran on January 3, 2016, but is expected to re-enter traffic later this year, giving the Plymouth railway two operational steam locos, the other being Andrew Barclay 0-4-0ST No. 705 (2047/1937).

Foxfield 'Peacock' heads to Poland

BEYER, Peacock 0-4-0ST No. 1827 paid a pre-Brexit visit to Poland in early May to appear at the May Day steam parade at Wolzstyn shed.

The loco left its Foxfield Railway home on May 1 after the launch of the Knotty Heritage Trust's carriage No. 23, and was in steam in Poland for the duration of the bank holiday weekend.

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Ex-Longbridge Bagnall back in traffic after 10-year absence

BAGNALL 0-6-0ST No. 401 *Thomas Burt MP*, better known by its former Austin Motor Company name of *Vulcan* (2994/1951), is back in revenue-earning service at the North Tyneside Steam Railway after more than a decade on the sidelines.

The 'high-tech' locomotive, which is part of the Stephenson Railway Museum collection, worked its first official trains on April 11 following a six-year overhaul at the museum's Middle Engine Lane site.

The work has been largely completed by North Tyneside

Steam Railway Association (NTSRA) volunteers, and financed by Arts Council England capital funding, with additional money raised by the NTSRA.

The extent of the overhaul has included boiler repairs and the fitting of a new inner firebox, which was completed by the North Norfolk Railway, as well as the complete re-tying of the loco and the manufacture of a new smokebox door.

Reassembly was undertaken during the past 15 months, with weighing and balancing completed early this year.

Trial steamings took place in early spring, and after a brief strip-down to complete additional NDT testing on the boiler, the Bagnall passed its boiler test and started running-in.

"The volunteers of the NTSRA have worked tirelessly to bring No. 401 back in to traffic in time for Easter," said the association's chairman Michael Darling.

"We consider ourselves very lucky to be able to operate what is arguably one of the most advanced industrial steam locomotives built in Britain."

No. 401's return to service

has allowed the museum's stalwart Peckett 'OX1' 0-6-0ST *Ashington No. 5* (1970/1939) to be withdrawn for overhaul.

Work has already begun on stripping the former Ashington Colliery loco's motion in order to get the wheelsets out for axlebox and journal attention.

■ The return of No. 401 means both of the surviving former Steel Company of Wales Bagnalls are now in working order. Sister engine No. 403 *Victor* (2996/1951) joined the Lakeside & Haverthwaite Railway's working fleet after an extensive restoration in 2015.

No. 401: THE PEAK OF INDUSTRIAL LOCOMOTIVE DEVELOPMENT

NO. 401, with surviving sister No. 403, are generally considered to represent the pinnacle of industrial steam locomotive design.

They were part of a trio built for the Steel Company of Wales (SCOW) for its Abbey, Margam and Port Talbot works, where they would be evaluated alongside three new six-coupled diesel electric locomotives, which had also been ordered from Bagnall at the same time.

Nos. 2994-2996 were delivered in early 1951 and, in order to make them as competitive as possible against the diesels, included such refinements as Walschaerts valve gear, piston valves, roller bearings (on axles and motion), hopper ashpans and rocking grates, self-cleaning smokeboxes and balanced reversing gear.

There were numbered 401-403 in the SCOW fleet, and were arguably the most advanced steam locomotives built for industrial service in the UK and, with a tractive effort of 25,272 lbs and 18in x 24in cylinders, among the most powerful. The trio performed well, but the SCOW ultimately opted for diesel power, and the three 0-6-0STs were sold.

Nos. 2994 and 2996 were acquired in 1957 by the Austin Motor Company of Longbridge, Birmingham, where they were repainted into Austin's 'house' green livery and named *Vulcan* and *Victor*, respectively.

They gave loyal service until late 1973 when they were acquired for preservation by the fledgling West Somerset.

However, No. 402 (W/No. 2995) was acquired by the National Coal Board for its



Newly overhauled Bagnall 0-6-0ST No. 401 approaches Middle Engine Lane with the second train of the day at the North Tyneside Steam Railway on April 18. MATTHEW DITCH

collieries in South Wales, until it was scrapped in 1967.

No. 401 was ultimately sold to the Stephenson Railway Museum in 1986 and named after miners' leader and

Northumberland MP Thomas Burt. It remained in regular use until December 2008 when problems with its steel firebox caused the loco to be withdrawn.



GKN-liveried Jessie enters Blaenavon line service

FORMER Cardiff resident Hunslet 0-6-0ST *Jessie* (1873/1937) joined the Pontypool & Blaenavon Railway's (P&BR) operational fleet on April 19 following overhaul and conversion back to its original guise by owner Mike Pearce at the Barry Tourist Railway.

As reported (*RM April*), *Jessie* has been stripped of its former

'Thomas' guise, losing the side tanks, and having its saddle tank restored, along with the striking East Moors Steelworks black livery.

Here, *Jessie* looks resplendent with new paintwork at Blaenavon High Level station during its inaugural day in service on April 19.

ALISTAIR GRIEVE

Mangapps Barclay to formally reopen Leiston works line

ANDREW Barclay 0-4-0ST *Fambridge* (2157/1943) was expected to become the first steam locomotive to operate over the Long Shop Museum's restored section of the old Leiston Works Railway on June 1-2.

The Barclay (formerly NCB Scottish Area No. 47, and based at Kinneil Colliery) was set to visit courtesy of the Mangapps Railway Museum, and replaces Aveling & Porter 2-2-0WT *The Blue Circle*, which had originally been planned to work the inaugural services, but was rendered unavailable owing to low-loader access issues.

At the time of writing in early May, track laying on the route of the former Richard Garrett

& Sons works branch was at an advanced stage, with 80% of the planned track for the reopening in place, albeit not ballasted. The work is being undertaken by volunteers from the charitable Leiston Works Railway Trust, which is working with the Long Shop Museum on the project.

■ The Long Shop Museum's resident locomotive – Aveling & Porter 4wTG *Sirapite* (6158/1906) – reached the Mid-Suffolk Light Railway on April 26, slightly later than originally envisaged for Easter. The loco, which spent 33 years as the Garrett works shunter, will spend at least a year at the 'Middy' before returning to Leiston.



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Steam Portfolio Track Record



Former Carron Iron Company Andrew Barclay 0-6-0T No. 14 (1245/1911) has undergone a transformation from its previous Caledonian-style blue to lined black at the Lakeside & Haverthwaite Railway. The repaint was carried out by Graham Morrison of Heritage Paints; the loco pictured after its roll out on May 15. GRAHAM MORRISON

Tyseley's '57XX' 0-6-0PT No. 7752 entered West Somerset Railway service on May 19 following attention at Minehead and a repaint from London Transport red into GWR green. On May 20 the pannier enters Crowcombe Heathfield station with the 14.30 Minehead-Bishops Lydeard service. PETER NICHOLSON





BR-built 'Castle' No. 7029 *Clun Castle* heads the outbound leg of Vintage Trains' 'Llandudno Victorian Extravaganza' tour through Bordesley Junction, Birmingham, on May 4. ALAN CORFIELD



Fresh from overhaul, '8F' No. 48305 climbs towards Quorn with the 11.20 mineral train from Loughborough Central to Rothley during the Great Central Railway's Goods Galore event on May 12. GEOFF GRIFFITHS



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New general manager for RPSI

THE RPSI has appointed Lisa Adair as its general manager. Ms Adair took up her new position on April 25, based at Whitehead Railway Museum. Having come to the RPSI from Belfast Metropolitan College, where she held the post of planning and performance executive, Ms Adair's role will be to direct and oversee the development and operation of the RPSI as a whole.

She will be responsible for both staffing and volunteer liaison, being answerable to the chairman and the board.

Extensive

"I am not an expert in railways but I am looking forward to learn, and I must say I was blown away by what the museum has to offer," she said.

"Its galleries are much more extensive than I had expected, and there is so much information to absorb. I am more convinced than ever the museum has huge potential to become a significant tourist attraction.

"I am also looking forward to seeing the RPSI as a whole flourish, and in particular I am keen to foster closer links with volunteers north and south.

"The RPSI has a key role as the only operator in Ireland of mainline steam trains, and again this is a market we must develop."

SIDELINES

Logistics firm services increase by 30%

DUBLIN-BASED logistics company International Warehousing & Transport (IWT) has announced it will increase its Irish Rail-operated container services between Dublin Port and Ballina by 30% from mid-May.

The increase is primarily because of steadily increasing costs of road haulage, making rail more cost effective.

Irish Rail has also confirmed it will spend a reported €1 million on upgrading the Ballina terminal this year.

Preservation society to run first '201'+ '071' multiple-worked railtour

THE Railway Preservation Society of Ireland will pioneer the use of Iarnród Éireann-Irish Rail Class 071s and Class 201s working in multiple on a passenger train, when two of the General Motors locos pair up to work the 'Cobh Rambler' on October 5.

The tour follows April 13's successful 'West Awake', which took a pair of '071s' in multiple from Dublin to Claremorris and Westport. Like this and previous diesel-hauled railtours, the 'Cobh Rambler' will be a

fund-raiser for the overhaul of the society's General Motors locomotives Nos. 141 and 134, the latter making rapid strides towards completion at Inchicore.

The tour will originate at Dublin Heuston, from where the '201'+ '071' pairing will head the train of the RPSI's Cravens stock down to Cork. From here the '201' will take control for the run out to Cobh.

The return to Cork will be handled by the Class 071 which, having taken the avoiding line, will proceed north back over

the former GSR main line as far as Mallow. A reversal will see the train return south to Killarney Junction and then take the Tralee line as far as Killarney, again behind a Class 071.

After a short layover the train will return to Mallow, where it is once again put back into the care of a '201'+ '071' combination for the return run to Heuston. The RPSI is planning to include a number of photo-stops during the day, details of which are still to be announced.

If previous tours are anything

to go by then this one is likely to prove popular, and could book up quickly.

The train itself will offer the usual facilities of the buffet car, serving a variety of hot and cold items throughout the day, while the society's popular bar car will undoubtedly be well stocked with both draught and bottled beverages.

Tickets for the tour are priced at €70 (£60), plus online booking fee, and are on sale at: www.steamtrainsireland.com/whats-on/25/cobh-rambler

'071s' KEEP THE WEST AWAKE ON RPSI DIESEL SPECIAL TO BALLINA

MULTIPLE working was the order of the day for the RPSI's 'West Awake' railtour on April 13.

Class 071 Nos. 075 and 082 worked the eight-coach (required for braking purposes when multiple worked) train from Dublin Connolly to Claremorris, where retro-liveried classmate No. 071 took the train forward to Ballina.

During the late afternoon the tour continued on to Westport, the return leg departing five minutes early owing to worsening weather.

However, departure from Claremorris was 12 minutes late as the train waited for delayed passengers to catch up, but seven of these minutes had been clawed back by the time the train arrived back at Connolly.

Nos. 075 and 082 are seen at Ballyhaunis with the outward leg, the location proving a popular photo stop owing to the platforms being on a curve. NEIL DINNEN



Braking trials pave way for 'Q' class 70mph running

A SERIES of braking trials for the RPSI's Great Northern Railway (Ireland) 'Q' 4-4-0 No. 131 were completed during the early hours of April 7, which could clear the loco for 70mph running in Northern Ireland.

The tests took place on the Antrim line, near Templepatrick, where the loco and train of Mk2 stock was accelerated to speeds of 70mph and braked while having its performance recorded by on-train equipment.

The resulting data subsequently went to Translink for analysis, but at the time of writing in early May the RPSI had not heard whether 70mph running had been cleared. If No. 131 is successful, it will be the first of the RPSI's operational fleet to be cleared for 70mph.

However, Whitehead's locomotive running officer James

Friel told *The RM* the society doesn't expect to be running No. 131 at 70mph straight away as they also plan to have the maximum speeds of 'V' class No. 85 *Merlin* and 'WT' 2-6-4T No. 4 increased, too. Both locos are currently restricted to 60mph, although no dates have yet been set for their respective test runs.

Work to make the loco acceptable for running over Irish Rail metals continues at Whitehead. Cab radio equipment has now been fitted, but this will need to be formally commissioned by Irish Rail technicians in Dublin before it can be used.

Mr Friel also confirmed Irish Rail wants to appoint a consultant to audit the locomotive and its overhaul before it is allowed to run south of Newry.



GNR(I) No. 131 passes beneath Taylors Avenue, Carrickfergus, with the RPSI's 11.37 Belfast-Whitehead 'Easter Eggspress' on April 22. CHARLES FRIEL

On the plus side, the delay in the acceptance of No. 131 has allowed the engineering team at Whitehead to concentrate its efforts on the in-house re-tying

of No. 4. This was into its final weeks in early May, with both bogie and pony wheelsets profiled and the three coupled wheelsets left to complete.



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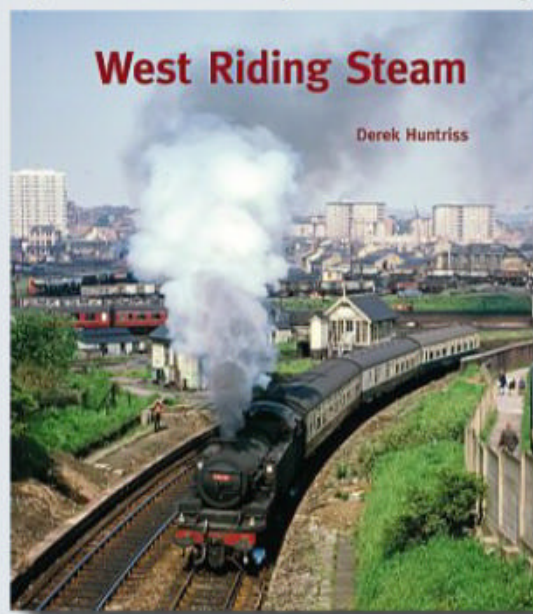
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WEST RIDING STEAM

By Derek Huntriss

West Riding Steam is the latest offering from the recently established and renowned publishing house *Never Again Publishing*. It is a lavishly illustrated full colour pictorial reminder of the days when steam reigned supreme on the railways of the West Riding of Yorkshire and will be on sale from 10th June 2019.



The Book concentrates on the last two decades of steam – the 1950s and 1960s. Derek Huntriss has compiled a stunning collection of colour material from a wide range of steam photographers each with a very different approach to their subject. The result is a definitive portfolio of steam at work and railway history in the West Riding of Yorkshire. Each picture is accompanied by a comprehensive caption that provides the reader with considerable detail, not only about the locomotives and train workings but also a feast of other railway operational and historical information. Of particular note is the selection of forty or so pictures taken by the late Gerald Dixon. Gerry was an architect and his ability to capture the uniqueness of the industrial West Riding landscape of hills, mills and row upon row of terraced houses complements the steam locomotive at work and the 'gritty' character of this northern county. This book is dedicated to Gerry, long time friend and MNA activist.

West Riding Steam – features gloss laminated, hard back covers, and totals 128 pages formatted 250mm x 219mm on 150 gsm gloss art paper

West Riding Steam - is priced at **£22.50 + £6** (Postage and Packing within Great Britain).





This book is published as a limited print run and prospective purchasers are strongly encouraged to place their orders now to avoid disappointment.

Full details of the contents of **West Riding Steam** and how to obtain a copy of this outstanding publication can be found on

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Alternatively, send a cheque with your contact details to: Mr. K. Hale, 150 Farrington Road, Wolverhampton WV46QL made payable to 'Never Again Publishing'.

Never Again – The Complete Works is provisionally planned for a reprint later this year. However, potential purchasers must register their interest so we can confirm the viability of a reprint. Please contact us at sales@mnabooks.com to register your interest or write to Mr K. Hale at the address detailed above.



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SIDELINES

■ ADRIAN Shooter's Darjeeling Himalayan Railway (DHR) Sharp, Stewart 'B' class 0-4-0STT No. 19 (3518/1888) was set to arrive at Launceston Steam Railway around the time this edition of *The RM* is published. A special DHR event will be held at Launceston, in conjunction with the Darjeeling Himalayan Railway Society, on August 15-16.

■ PERRYGROVE Railway-based, Keef-built 2-6-2T *Lydia* ran with a smokebox wreath following news on April 18 that Alan Richardson had died, the man who had commissioned construction of *Lydia* and a set of Keef-built coaches at Perrygrove. Alan was also closely involved with the Bure Valley Railway, where his 2-6-4T *Mark Timothy* operates.

■ THE Hendy and Pendle Charitable Trust has donated £5,000 to aid the training of two apprentices who joined Tallylyn Railway last year. The donation will help set them up with equipment and tools. Trustees of the Hendy & Pendle Trust are Network Rail chairman Sir Peter Hendy CBE and his wife Sue.

■ SCHOMA diesel locomotive LM30 has been re-gauged from 610mm (2ft) to 600mm (1ft 11 3/4in) and test run at its new home, where it is known informally as *Murphy*. The 2001-built loco was donated to Bala Lake Railway by J Murphy & Sons, and was previously employed on the National Grid's Cricklewood to Elstree tunnel project. *Murphy* requires further work on its air, fuel and exhaust systems before entering service.

DIARY

June

8 Statfold Barn Railway, enthusiast day
9 RHDR, Green Goddess returns
15 Ff&WHR, 'The Snowdonian'
15 Tallylyn Railway, anything goes
21-23 Ff&WHR/WHHR, past, present, future
29-30 Apedale Valley Light Railway, military railway event

July

6-7 Evesham Vale Light Railway, summer gala
7 Bredgar & Wormshill Light Railway, enthusiasts' gala
13 Lincolnshire Coast Light Railway, 10th anniversary
13-14 Amberley Museum, rail gala
20 RHDR, engineering day
24-28 Manx Heritage Transport Festival

Great War visitor and restored Simplex at Leighton Buzzard



THE Leighton Buzzard Railway's (LBR) May 4-6 100th Anniversary Spring Gala featured the War Office Locomotive Trust's visiting Hunslet 4-6-0T No. 303 working alongside the Greensand Railway Museum Trust's (GRMT) resident Baldwin

'10-12-D' 4-6-0T No. 778 and the LBR's own Andrew Barclay 0-6-0T *Doll*.

The GRMT's 40hp Armoured Simplex LR2182 was officially launched into service on May 6 following restoration to its original appearance.

A line-up of iconic First World War motive power at the Leighton Buzzard Railway's Page's Park on May 3. It comprises Greensand Railway Museum Trust's newly restored 40hp Armoured Simplex LR2182 and Baldwin '10-12-D' 4-6-0T

WDLR No. 778 with (right) the War Office Locomotive Trust's Hunslet 4-6-0T WDLR No. 303. LR2182 and WDLR No. 303 were both named runners-up for the Heritage Railway Association's 2018 John Coiley Award.
ALISTAIR GRIEVE

RAIB investigating Vale of Ffestiniog runaway incident

THE Rail Accident Investigation Branch is examining how the Ffestiniog & Welsh Highland Railway's Funkey Bo-Bo diesel hydraulic *Vale of Ffestiniog* was unable to stop on the 1-in-40 gradient approaching Beddgelert station.

The incident took place on April 16 at about 09.15.

The light engine travelled at around 10mph for 1 1/4 miles

without the driver being able to reduce its speed.

It ran through several open level crossings and Beddgelert station, passed a signal placed at danger, and entered a single-line section without authorisation.

It stopped when the gradient levelled out 0.6 miles after the station. No-one was injured during the incident.

Skinner replica project

THE team behind the Penrhyn Quarry Railway (PQR) has announced it is constructing a replica of Bagnall 0-4-0ST *Skinner* (1766/1906).

The group says components from *Skinner* (built for Maenofferen Quarry, bought by Penrhyn in 1929, and eventually scrapped) have been donated in recent

years, including a builder's plate. A set of Bagnall frames have been acquired, which enable construction of the loco as time and funds allow.

The PQR has also revealed it hopes to release details in the "very near future" of plans to build a new running line. The railway ceased operations at Felin Fawr in July 2017.



RAVENGLASS & Eskdale Railway's May 4-6 Big Birthday Gala celebrated the birthdays of River Irt (125 years – rebuilt in 1927 from 1894-vintage Heywood loco *Muriel*), Krauss 4-6-2 No. 845 *Whillan Beck* and 0-4-4DM *Perkins* (both 90 years). The event also featured a visit by the Romney, Hythe & Dymchurch Railway's Krauss 0-4-0TT *The Bug*. Pictured on May 6, *The Bug* leads *Northern Rock* and *River Irt* at Irton Road station. ADAM SAUNDERS

Hampshire trust to leave Bursledon Brickworks

HAMPSHIRE Narrow Gauge Railway Trust (HNGRT) is leaving its base at Bursledon Brickworks Museum at the end of this year.

HNGRT has run a railway at this site, which includes a short passenger carrying line, for 22 years.

The group says it doesn't know if it will continue elsewhere, with further announcements to follow.

HNGRT's internal combustion locomotives are located at Bursledon.

The trust also owns two steam

locomotives which usually run on hire at other lines, but have periodically steamed at the Brickworks line.

Bagnall 0-4-0ST *Wendy* will be working at Amberley Museum this year (*RM* May) while Hunslet 0-4-0ST *Cloister* will spend this season at Bressingham following its appearance at the Norfolk site's May 4-6 Heritage Steam Gala. The Bressingham event also featured visits by Hunslet 0-4-0STs *Winifred* and *Alice* from Bala Lake Railway.

Boiler inspection sidelines *Superb*

SITTINGBOURNE & Kemsley Light Railway's (SKLR) Bagnall 0-6-2T *Superb* has been withdrawn from service following a boiler inspection which revealed some very thin areas in the inner firebox.

SKLR has four boilers of the same type (in *Alpha*, *Triumph*, *Superb* and a spare) and that from *Alpha* (out of use and being cosmetically restored [RM May]) has been selected as the easiest and cheapest to overhaul.

Receipt of a bequest has enabled the start of a fast-track boiler overhaul aimed at returning *Superb* to service by spring 2020.

This boiler has been identified as that fitted in *Superb* on delivery in 1940.



BEAMISH Museum's April 11-14 Great North Steam Fair featured railway action on standard-, 2ft- and 15in-gauge lines.

This April 12 image shows Ravenglass & Eskdale Railway's (R&ER) 0-8-2 *River*

lrt (nearest the camera) and R&ER Preservation Society's resurrected 1896-built Heywood 0-4-0T *Katie* working a R&ER carriage top-and-tail on the new 15in-gauge track, laid between the rails of a standard gauge

siding in the colliery area.

Head Wrightson 0-4-0VBT *Coffee Pot No. 1* (background) is shunting the recently constructed transporter wagon (RM May) carrying two 2ft-gauge wagons. DAVE HEWITT

Blaenau Ffestiniog to Llechwedd branch on future agenda?

THE Ffestiniog Railway (FR) is advocating the construction of a narrow gauge line from Blaenau Ffestiniog station to the Llechwedd slate quarry attraction.

The successful bid for the national network franchise for Wales, submitted by KeolisAmey, included a commitment to invest £1million in Blaenau Ffestiniog station, which forms a joint terminus for the national network Conwy Valley line and Ffestiniog Railway (FR).

A line to Llechwedd is included in proposals for future development at Blaenau Ffestiniog, submitted by FR.

Other FR ideas include rearranging loops and platforms to provide a cross-platform interchange (replacing the current separate platforms serving each

gauge with a foot crossing at one end), enhanced buildings for passenger facilities, and resolving limited car parking provision.

No designs have yet been prepared for developments notionally timetabled for 2021-24.

A line to Llechwedd is not a new concept. When the current railway corridors and joint station (opened in 1982) were laid out, space for a narrow gauge branch linking Blaenau station with Llechwedd was provided under the bridges at the throat of the station.

FR believes a revival of the idea could become especially relevant if Gwynedd Council's is successful in its World Heritage Site status plans for 'The Slate Landscape of Northwest Wales' (RM Nov 2018).

Watkin returns to Caernarfon

DE Winton 0-4-0VBT *Watkin* was moved into a display location in Welsh Highland Railway's new £3million Caernarfon station at the beginning of April.

The 1893-built locomotive was built at De Winton's Caernarfon works on the waterfront, just yards from the new station.

After working on the Penmaenmawr granite quarries' jetty it became derelict by 1944.

It was privately bought in 1946 and joined the National Trust's industrial locomotive collection at Penrhyn Castle in May 1972, where it was cosmetically restored.



De Winton 0-4-0VBT *Watkin* in its display location inside Welsh Highland Railway's new Caernarfon station at Easter. PETER NICHOLSON

SINGLE LINES

■ AMERTON Railway's June 29-30 Staffordshire Engines Summer Steam Gala will feature visits by Leighton Buzzard Railway's (LBR) Baguley 0-4-0T *Rishra* (its first visit to Amerton) and Graham Morris' newly overhauled LBR-based Kerr, Stuart 0-4-0ST 'Wren' *Peter Pan*. They are joining home-based Kerr, Stuart 0-4-0T *Diana*, Bagnall 0-4-0ST *Isabel* and Kerr, Stuart 0-4-0ST 'Wren' *Lorna Doone*, meaning there will be five Staffordshire-built steam locos plus Baguley diesels.

■ LONGLEAT Railway's Severn Lamb/J Hayton steam outline 0-8-2DH *Ceawlin* (built 1975, rebuilt 1989) is visiting Cleethorpes Coast Light Railway for a few months to support its loco fleet, and further develop relationships between the two 15in-gauge lines.

■ THE Welshpool & Llanfair Light Railway's Andrew Barclay 0-4-0T No. 8 *Dougal* (2207/1946) returned to home metals on April 18 after a seven-month, 8,000-mile round trip to Taiwan. It is now back in the railway's display shed at Welshpool Raven Square station.

■ JOHN Sutton's new-build, 2ft-gauge three-ton Decauville 0-4-0T *Edgar* hauled its first test train of (empty) passenger stock at Apedale Valley Light Railway on April 21.

■ TREVOR Guest-built 2-4-2s *Katie* and Taylor-built 4w-4wT *Owl*, from Kirklees Light Railway, will visit Evesham Vale Light Railway's July 6-7 Railway Gala and Historic Transport Weekend.

■ THE boiler barrel, dome and firebox for Southwold Railway Trust's replica 3ft-gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* (RM May) has been constructed at North Bay Engineering Services Ltd. It was ready for tubes to be fitted in late April.

■ FFESTINIOG Railway has raised the roof height of two roads (13 and 14) of Glan-y-Mor carriage shed (seaward of Boston Lodge works), extended the inspection pit and re-clad the building. When funds are available carriage accommodation will be further expanded through the construction of a new three-road carriage shed at the Boston Lodge site.

■ NEW-build Bagnall 'Sipat' 0-4-0ST *Otter* (RM April) arrived at Groudle Glen Railway from its builders, North Bay Engineering Services Ltd, on April 16. It began steam tests the following day.



THE 2ft-gauge line at Chasewater Railway's Brownhills West site was in operation on April 7 during the standard-gauge railway's Littleton Weekend.

The event commemorated the 25th anniversary of the end of deep mining in South Staffordshire, when Littleton pit closed.

The Ruston & Hornsby

locomotive is on loan from the National Coal Mining Museum in Wakefield and the passenger vehicle is an ex-NCB Manrider.

Operations on this line have been limited for a while, but redundant stock and trees have been removed, creating space around the 2ft-gauge railway site, which volunteers hope will now be revitalised.

ALISTAIR GRIEVE

Birthday feel for Bure gala

BURE Valley Railway's (BVR) May 25-27 Everything Goes event featured BVR locos celebrating significant birthdays during 2019.

Winson-built 'ZB' 2-6-2s No. 6 *Blickling Hall* and No. 7 *Spitfire* marked their 25th anniversaries, *Blickling Hall* having arrived at BVR on March 30, 1994 followed by *Spitfire* on May 27.

This pair have since covered more than 140,000 and

115,000 miles respectively on the 15in-gauge line.

They joined 4w-4wDH No. 3, which is 30 years old, having arrived on May 8, 1989 to assist construction of the BVR.

The line's oldest steam loco is 2-6-4T No. 1 *Wroxham Broad*, completed by Guest Engineering in September 1964 as steam outline diesel *Tracy-Jo*, and converted into a steam locomotive by Easter 1992.

Bogie swap for RH&DR diesels

THE major overhaul of RHDR's Bo-Bo diesel No. 14 *Captain Howey* (RM Dec 2017) was postponed following the emergence of problems with the bogies of the line's 1983-built Bo-Bo diesel No. 12 *J. B. Snell*.

The locomotive continued in service on 'light duties' while the bogies from No. 14 were rebuilt. They were then fitted under *J. B. Snell*, which is now back in full action.

The bogies removed from No. 12 will now be rebuilt and put under No. 14 *Captain Howey*.



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Pwllheli horse tram surviving the elements

THE sole-surviving 3ft-gauge horse tram from Solomon Andrews' Pwllheli & Llanbedrog Tramway appears to be standing up well to the elements at the Plas Glan y Weddw arts centre.

The 1897-built enclosed Brush car has been on outdoor display at the site it once served since 2016, following an agreement between Pwllheli Town Council and Plas Glyn y Weddw.

It was refurbished in 2014 with funding from the Llŷn Area of Outstanding Natural Beauty.

The car, which was discovered in a farmer's field in 1967, is pictured on March 20. MARTIN EVANS

SIDELINES

Clifton Rocks Railway to reopen as museum?

THE new owner of the top section of the funicular Clifton Rocks Railway in Bristol has announced plans to turn the site into a museum.

Ian Johnson wants to create a major new attraction, including the restoration of the Portway façade, near the Clifton Suspension Bridge.

The site has been steadily restored by the Clifton Rocks Railway Trust since 2005.

The railway tunnels through the Avon Gorge to Sion Hill, Clifton.

It closed in 1934.

Cottesmore home for Newcastle No. 117

ROCKS by Rail at Cottesmore has taken delivery of the remains of ex-Newcastle Corporation Tramways Hurst Nelson open-top double-decker No. 117.

The saloon will be restored by the Industrial Diesel & Railway Preservation Group, which salvaged the car from a site near Susworth, Lincolnshire, in early April.

No. 117 was built for Newcastle Corporation in 1901 and later sold with 14 others to Sheffield Corporation in 1941.

Crich on last leg of extensive 'Bluebird' restoration project

THE National Tramway Museum has entered the final stages of a major restoration of ex-London County Council car No. 1 (LCC1), which is expected to be rolled out of the workshop at Crich later this year.

The five-year project is generally regarded as the most comprehensive restoration undertaken by the museum's experienced conservation workshop team.

It has seen LCC1 restored back to its London County Council 'Bluebird' guise, with many milestones reached so far, including the restoration of the steel frame and the renewal of the whole of the top rail of the car, the replacement of the lower deck side panels, recanvassing of the roof, the air supply system for the doors, brakes and folding steps rebuilt, a full controller overhaul, and major works on the wheelsets and traction motors.

By the end of last year the rebuilt trucks had been reunited with the body of the tramcar, and

by mid-March repainting into the distinctive blue & cream livery was at an advanced stage. The team has also been busy fitting glass to most of the windows, and ceiling panels have been reinstalled in the upper saloon.

The overhauled gauges have been fitted in the cabs, where the cab partitions and doors are in place at both ends, and the lower saloon doors have been fitted.

A notable detail has been the trial fitting of the front destination and service number blinds, which have been specially made by Roy Makewell.

This had involved many hours of research and careful study of old photographs of LCC1 taken during its early years in London, enabling the new blinds to be re-created as closely as possible to the originals.

Similarly the conservation team has been working with Camira Fabrics, the successors to Holdsworth, which supplied the original seating moquette for LCC1, to have the lower



London County Council car No. 1 shows off its new destination blinds at the National Tramway Museum in mid-April. NTM

saloon moquette re-created accurately. It was noticed there is a difference between LCC1's original material and that carried by fellow London tramcar No. 1622, which is also in the

museum's collection.

No date has yet been set for LCC1's relaunch into traffic at Crich, but further details will be made available at www.tramway.co.uk near the time.

Llandudno & Colwyn Bay replica on the road again

THE Llandudno & Colwyn Bay Tramway Society's re-creation of former Llandudno & Colwyn Bay Electric Railway (L&CBER) open-top double-deck Brush car No. 7 was out on the road again during April and May.

The semi-restored car has been rebuilt using the body

of former Bournemouth Corporation Tramways No. 126, which shared the same 3ft 6in-gauge as the L&CBER, and was similar to the 10 ex-Bournemouth cars that found their way to North Wales in the 1930s. One of these – L&CBER No. 6 (Bournemouth

No. 85) – is preserved at Crich.

Work on the re-creation started in the 1980s, with the number 7 selected as this was the next in sequence to the preserved No. 6.

The saloon of No. 126 was restored, with new vestibule ends being constructed together with stair cases to the upper deck. However, it also incorporates parts from original L&CBER cars discovered in the local area, such as handrails.

Some original upper deck seating was also salvaged for the new No. 7, but as yet this has not been fitted. It took part in the events marking the

centenary of the tramway in 2007.

During the restoration it was discovered the structure of No. 126 was not suitable to be returned to operational condition, so the body has been mounted on a four-wheel road trailer and is towed around using an AEC Matador tractor unit.

As a result the society acquired another ex-Bournemouth body (No. 86), which it hoped to restore to full working order as a 'new' No. 6. Some work was carried out, but the estimated £500,000 cost to complete the rebuild saw the project shelved.

No. 7 continues to be a popular exhibit at local events, taking part in the vintage vehicle parades at the Llandudno Transport Festival over the early May bank holiday weekend.



Left: Replica L&CBER No. 7 is hauled by the AEC Matador into Llandudno for a special visit by the Cardiff & Avonside Railway Society on April 19. PETER NICHOLSON

Multiple tram operation in Beamish photo shoot

BEAMISH Museum laid on an unusual demonstration of its tram fleet on May 3 when all seven of the operating cars, including two visitors, took part in an out-of-hours cavalcade and line-up in the Victorian town.

The parade was arranged in order to take a new crop of promotional photographs for use in future publicity material.

The home fleet cars that took part were Newcastle No. 114, Blackpool No. 31, Sheffield No. 264, Oporto No. 196 and Sunderland No. 6, being joined by Blackpool & Fleetwood 'Box' No. 40 and Manchester No. 765, which are on loan from Crich and Heaton Park, respectively.

They are seen here on the cobbles in the town.

DAVID WATCHMAN/BEAMISH



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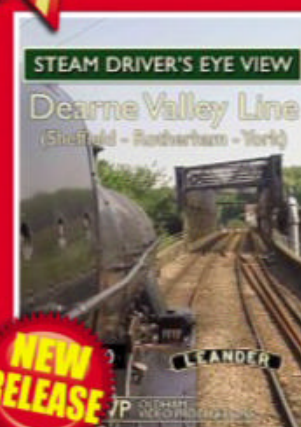
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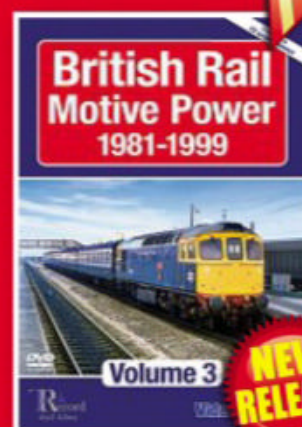
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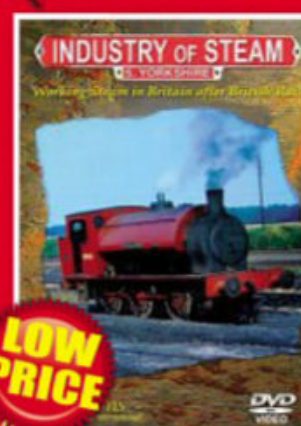
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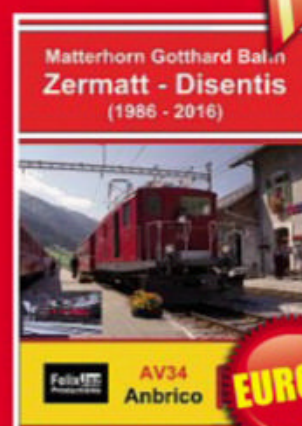
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Edinburgh city centre loop plan around Old Town

PREPARATORY work is underway to extend Edinburgh's tram network from the city centre to Newhaven, and plans are already being drawn up for a possible further extension that would form a loop around the city's Old Town.

The loop idea could be built within the next decade, and would firstly see a new tram line built over North Bridge to the BioQuarter and Edinburgh Royal Infirmary, with a branch then running in the shadow of the castle, to the south of Old Town, to rejoin the line at Haymarket.

Edinburgh Council says this could reduce city centre traffic by up to 30% combined with other changes such as the pedestrianisation of various roads.

Contractors have begun investigation works at various points on the approved extension to Newhaven. Ground and site investigation work has been programmed for a number of locations between York Place and Newhaven, which began on Lindsay Road in late May.

The investigation work will be carried out in sections of about 100 metres at a time, and is due to be completed by mid-July.

It is being done to determine the ground conditions along the length of the new tram route so the project's final design can be confirmed.



A 'driving car' of the first new Glasgow Subway train after delivery to the depot at Broomloan on May 4. SPT

First new Subway train delivered

STRATHCLYDE Partnership for Transport (SPT) took delivery of the first new train for the Glasgow Subway line on May 4.

It is one of 17 being built by Stadler/Ansaldo for the Subway, which are due to enter service in 2020.

The trains are capable of driverless operation and are the

same length as the current ones, but made up of four vehicles rather than three, and have walk-through car ends.

The new delivery will be used for extensive off-line testing and training, with the next deliveries not due until the end of the year.

The new fleet is part

of a £288million Subway modernisation programme, which also includes upgrades to the 15 stations plus new communication and control systems.

Eleven stations have been refurbished so far, with another two (St George's Cross and Cowcaddens) due to be finished

in the summer. Work will then move to the last two stations at Kinning Park and West Street.

SPT chairman Dr Martin Bartos said: "We are delighted to see the first new train in Glasgow. It's a big day for the project team, who have worked tirelessly to achieve this milestone for the organisation."

Upgrade for NET fleet

NOTTINGHAM Express Transit unveiled an upgrade to its original fleet of Bombardier 'Incentro' trams on May 10.

The fleet of 15 trams will receive mechanical and styling improvements to make them more like the newer 22 Alstom 'Citadis' trams.

The 'Incentro' trams have been in service since the Nottingham network opened in March 2004.

They were also refurbished in 2013/2014, but the work goes further this time to include a major mechanical overhaul, replacement of floors and all interior fittings, and improved access for passengers with disabilities.

Tram No. 203 was the first to be upgraded, and the rest will follow over the course of 2019 in a rolling programme.

Right: Refurbished 'Incentro' tram No. 203 sits between unrefurbished No. 201 (left) and newer 'Citadis' tram No. 222. NET



MAIN LINE LU LOCOS: Engineering work in the Wimbledon area on April 21 saw London Underground battery locos No. L27 and L22 unusually stabled with their train on the Up slow line, to the west of the station, making a strange sight as they are passed by South Western Railway EMUs Nos. 450566 and 444040. ALEX THORKILDSEN



ROOF-TOP BATTERIES: This elevated view of West Midlands Metro tram No. 36, as it departs The Hawthorns for Wolverhampton St Georges on May 14, shows the battery packs that are being fitted to the fleet above both cab ends. Around half the fleet of 21 trams has had the batteries fitted so far, but all will need to be so equipped before services can begin over the wire-free extension from New Street station to Centenary Square later this year. MIKE HADDON



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SIDELINES

Second Dunbar platform underway

PRELIMINARY site clearance started for the installation of a second platform at Dunbar on May 13, writes *Michael Denholm*.

The new platform will be located on the Down fast line, and requires the lifting of redundant sidings, relocation of overhead line equipment and construction of a footbridge with two lifts – requiring the demolition of the Category 'B' listed former North British Railway goods shed – as well as waiting facilities and the platform itself.

Work is expected to take up to 12 months to complete.

Harrow & Wealdstone footbridge overhaul

THE footbridge at Harrow & Wealdstone on the West Coast Main Line north of London is being overhauled at a cost of £3.8million.

Steelwork will be repaired and new flooring and glazing installed before the bridge is repainted.

The structure, part of which was demolished in the tragic Harrow collision of 1952, provides an interchange between WCML suburban services, London Overground's Watford DC lines and London Underground's Bakerloo Line, and is used by millions of passengers every year.

Wheel lathe for Inverness depot

SCOTRAIL Alliance has invested £1.6million to install a mobile wheel lathe at Inverness depot.

The equipment has been provided to help improve the performance and reliability of ScotRail services between Inverness and Aberdeen, Kyle of Lochalsh, Wick and Thurso by eliminating the need to move trains to depots further south for attention to wheel profiles and wheel flats.

Synchronised lifting jacks have also been installed to allow two-car trains to be lifted, reducing the time it takes to service DMUs.

Abellio secures £500,000 in grants to restore historic East Anglian stations

GREATER Anglia (GA) has been awarded almost £500,000 by the Railway Heritage Trust (RHT) to assist restoration work at several stations across its network.

The RHT signed off £498,250 in grants on April 23, the most it has confirmed in a single day, all of which went to the Abellio-owned franchise.

Among the beneficiaries was the former stationmaster's house at Bury St Edmunds, which will be restored using an £192,000 grant. The money will be used to reinstate the original style roof, doors and windows of the Grade-II listed building next to the station. GA will also invest £400,000 in the building.

Most recently a nightclub, it has been empty for around 20 years, slowly deteriorating because of the effects of the weather, pigeon infestation and vandalism, despite being restored in the 1980s, also with support from the RHT.

Bury St Edmunds station underwent a £1million restoration in 2016, which saw GA restore and repair brickwork across the entire station, fix decades of damage caused by leaks, restore 500 metres of canopy, and replace 500m of platform.

Three grants totalling £245,000 have been awarded for

Abellio continues to work with the Railway Heritage Trust to fund the restoration of historic stations across the country. Bury St Edmunds, in Suffolk, will receive almost £200,000 towards the restoration of the former stationmaster's house.

improvements at Broxbourne and Harlow – both stations being notable examples of BR's 1950s' modernist concrete period – and £19,250 has been allocated towards restoration at the Grade-II listed Thetford station in Norfolk.

A further £57,000 is also being spent by GA.

Also in Norfolk, the former station house at Attleborough, near Norwich, has been restored with support from the RHT.

GA began renovating the building in 2018 after years of neglect, with the help of a £110,000 RHT grant. GA also spent £177,000 on the scheme.



A further £42,000 has also been allocated towards the reconstruction of Saxmundham station in Suffolk after it was destroyed by arsonists in 2018. The RHT is contributing £100,000 of the £450,000 total cost of the new building.

Other recent improvements have included a new waiting shelter and heritage station signage at Beccles, funding to restore and regenerate Lowestoft station, the restoration of Wickham Market station and good links with local bus services, including the new through tickets from Saxmundham to Aldeburgh.

■ Greater Anglia has invested more than £50,000 to improve lighting, platforms and passenger shelters at Sudbury in Suffolk. A new wooden waiting shelter has replaced the previous structure, with electrical upgrades including new LED lighting.

Improvements are also being made at Manningtree, where work is underway to provide an extra 226 car parking spaces and LED lighting. The work is part of a £25m investment in improving 20 car parks, adding an extra 1,782 spaces, fitting LED lights, improving CCTV and security, and resurfacing.

South Yorkshire crossings on borrowed time

BESSACARR Halt and Carr Lane level crossings on the former GN&GE Joint Line, near Doncaster, will be replaced by a new underpass by April 2020. The move is because of new housing development

nearby, which is expected to generate more road traffic. On April 24, DB Cargo's freshly repainted No. 66047 *Maritime Intermodal Two* passes Bessacarr Lane with a southbound intermodal. GEOFF GRIFFITHS



Model railway company adopts Sussex station

GAUGEMASTER, a well-known model railway supplier in Ford, near Arundel, is working with Sussex Community Rail Partnership (SCRIP) and Southern to make its local station a more attractive and interesting place for travellers.

The work has included installation of retro-style advertising boards on the platform and in the waiting room, as well as a large scenic model railway display in one of the waiting rooms.

A USB charging port has been included as part of the model display, allowing passengers to charge electronic devices while they wait.

Stuart Jordan, of Gaugemaster, said: "It's great that we have been able to work with SCRIP and Southern to make the station a better place. As well as our staff and customers, a lot of people have to change trains at Ford, so hopefully our displays will brighten their day – even if they have a long time to wait."



Sussex model railway company Gaugemaster has adopted its local station at Ford, adding new signage and a scenic model display to keep passengers entertained while they wait for trains. GAUGEMASTER





July start for King's Cross 'throat' remodelling work

WEEKEND part-closures on July 13-14 and August 24-26 will mark the start of Network Rail's £237million scheme to renew and remodel the station throat at London King's Cross.

Over the coming months, life-expired trackwork, overhead line equipment (OHLE) and signalling, dating from the last remodelling in the 1970s, will gradually be replaced over the first 1.5 miles of the line towards Holloway Bank.

Work will begin with the removal of signalling cables from the currently disused eastern bore of Gasworks Tunnel.

Eventually, the current four-track approach to the terminus will be increased to six by the reopening of the eastern bore. This will allow the number of long-distance, inter-city paths to be increased from six to eight from December 2021, reduce congestion and allow speed restrictions to be eased on the station approaches.

More disruptive blockades will take place at King's Cross in

2020 to allow the infrastructure to be renewed. NR is advising passengers to avoid using the East Coast Main Line during the affected weekends if possible as a reduced timetable will be in force, affecting both long-distance and commuter operators.

Over the August Bank Holiday, ECML services will also be disrupted by engineering work at various locations between London and Peterborough, including Werrington Junction, where a new diveunder is being constructed.

Great Northern and Thameslink has advised no trains will run between St Pancras, King's Cross or Moorgate to Peterborough or Cambridge over the three-day weekend.

Further north, the flat crossing north of Newark Northgate station is also being renewed on August 24-26 and a reduced service will operate.

Diverted ECML trains will run via Gainsborough, Lincoln and Spalding, leading to extended journey times.



King's Cross station throat will undergo a major overhaul over the next two years, more than 40 years after it was last remodelled for the introduction of Great Northern suburban electrics and InterCity 125s. On May 14, a Grand Central '180' arrives with the 06.42 from Sunderland. Behind it is the disused eastern bore of Gasworks Tunnel, which will be reopened by 2021. CHRIS MILNER



£40million Exeter depot beginning to take shape

THE impressive new £40million train maintenance depot next to Exeter St Davids is now taking shape, although the stated opening date of 'summer 2019' looks somewhat ambitious.

The project was announced at the beginning of 2018 and

is being built by Hochtief for Network Rail, Great Western Railway and the Department for Transport.

This April 7 view shows the new structure gradually rising on the site of the former fuelling point. JOHN VAUGHAN



Network Rail will spend an estimated £750million on renewing signalling and telecoms equipment over the next five years. On May 11, Locomotive Services Ltd's Nos. 47810 and 47853 charge out of Saltwood Tunnel on the approach to Sandling in Kent with the return leg of a 'Statesman' charter from Shrewsbury to Canterbury. PAUL ISLES

CP6 signalling contracts worth £750m awarded

SIX contracts to deliver signalling and telecommunications worth an estimated £750million between 2019 and 2024 have been awarded by Network Rail.

The framework contracts are divided into geographical lots, with VolkerRail winning London North West, Atkins taking Anglia, and South East and Wessex and Linbrooke Services winning London North East.

Babcock Rail will take responsibility for Scotland, while Colas Rail and Siemens Mobility will deliver S&T maintenance and

upgrades on the Western Region and in Wales, respectively.

The new contracts are the first stage in a three-tier approach to S&T work covering S&T interventions such as level crossing and major telecoms work.

The remaining two tiers – minor and major signalling project, targeted towards simple component replacement and major re-signalling and re-control respectively – will be awarded in June and January 2020.

Autumn blockade for West Coastway route

SOUTHERN services on the West Coastway route will be disrupted between Havant and Chichester from October 26 to November 3.

The nine-day closure will be followed by three further weekend blockades, allowing Network Rail to relay 2.3km of track and replace life-expired equipment at Basin Road, Stockbridge Road, Brook Lane and

Bosham level crossings.

Buses will replace trains between Havant and Chichester from October 28 and November 1, while on the weekends of October 26-27 and November 2-3, plus November 10, 17, 30 and December 1, the line will be closed between Barnham and Havant, with bus replacements on that section.



Relaying of the Down line through Havant took place on May 4-5. Five engineering trains were powered by GBRf and DB Cargo Class 66s, including No. 66769 hauling a lengthy rake of 'Falcon' bogie opens taking away spoil, sleepers and scrap rail. The train is seen arriving from Eastleigh East Yard on May 4. Track and platform work was completed on May 6 before the line reopened. Network Rail plans further blockades of the West Coastway line this autumn. STEVE STUBBS

Siemens wins deal to upgrade cab radios

NETWORK Rail has awarded Siemens a £31million contract to upgrade the entire British train fleet with new GSM-R cab radios.

The deal follows a successful trial around the turn of the year.

The £31million contract will see Siemens supply improved communication radios for more than 9,000 driving cabs and almost 2,000 spare units, taking the total to 11,000.

Each cab will be equipped with Siemens Mobility's V4.0 cab radio, delivering improved interference resistance, communication quality and performance.

The equipment will also give NR the capability to add extra features such as GPS location data for train positioning and the trial of Nexus RCM, a remote track condition monitoring system.

The replacement programme will begin in October and is scheduled to be complete by March 2022.

Overground ticket offices reprieved

A CONTROVERSIAL plan to close 51 ticket offices on the London Overground (LO) network has been dropped by Transport for London (TfL).

TfL had proposed the closure of all but the busiest LO ticket offices as part of a package of cost cutting measures.

However, user groups and trades unions strongly opposed the plan and £5million has now been allocated to keeping all but three of the threatened offices open.

The exceptions are Stamford Hill and Theobalds Grove – closed because of fire damage – and Brondesbury on the North London Line, where the station will be redeveloped without a ticket office when step-free access is introduced.

Quieter stations will still have their opening hours limited to 07.30-10.00 on weekdays.



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GBRf recycles damaged '66' for new training school

GB RAILFREIGHT (GBRf) has invested £850,000 in two driving simulators for its new training school in Peterborough.

The simulators were built from the recycled remains of No. 66734, which was written off after being derailed by a landslide above Loch Treig in 2012.

They are the UK's first and only full-cab freight simulators with European Rail Traffic Management System (ERTMS) capability.

After being fitted out by French firm Corys, they will be used from June onwards by current and new drivers for basic and advanced training, instructor training and post-incident reconstructions.

The equipment covers the King's Cross to Peterborough route, and is designed with a 'route-building' tool to enable the addition of all other GBRf routes in the future.

John Smith, GBRf managing director, said: "GB Railfreight has always been committed to training, both internally and externally.

"When complete, these simulators will enable us to provide cutting-edge training not only to GBRf staff, but the wider rail industry. We are hugely excited for their completion."

SIDELINES

Council opposes freight expansion

NORTHAMPTONSHIRE County Council (NCC) has written to the Department for Transport to express its opposition to two new rail-connected freight terminals close to the West Coast Main Line and the M1 motorway.

The Northampton Gateway and Rail Central proposals would see warehousing and a rail terminal built on farmland close to Roade, where the West Coast Main Line meets the Northampton loop.

NCC is concerned about the loss of farmland, worsening road congestion, and the effects of air, noise and light pollution on local villages.

Extended Buxton sidings boost Peak stone traffic

HOGSHAW Lane Sidings in Buxton have been transformed by a £14million project to accommodate longer limestone trains from local quarries.

The two sidings, close to Buxton station, are on the site of the former London & North Western Railway (LNWR) engine shed, and are used by Freightliner and DB Cargo trains to and from the Hindlow branch.

They were previously limited to 18 wagons (1,750 tonnes) by the length of the old sidings, but will now be progressively increased to 26 wagons, carrying up to 2,500 tonnes. Each train will replace 76 heavy lorries.

The sidings have been extended by 430 metres into a former council tip, with contractors constructing a cutting through contaminated land in 50m sections over the last year. They are used as a turnback facility for stone trains running to and from Hindlow and Dowlow via Peak Forest to the Hope Valley route, avoiding

the busy and steeply graded line via Chapel-en-le-Frith.

Work started in February 2018 and was helped by the long, hot summer, which allowed work to proceed faster than expected, and led to the project being delivered £4m under budget.

As well as new tracks, lighting and staff-walking routes, the project included the provision of a new public footbridge across the site and the diversion of an 11kV electricity cable.

Careful planning allowed freight trains to continue using the sidings during the work.

The extra capacity is needed as quarries at both Hindlow and Dowlow, south of Buxton, on the former LNWR line to Ashbourne, are expected to expand in the coming years.

Railborne stone traffic is also expected to grow over the next few years as much of the material required for the construction of High Speed 2 is likely to come from the Peak District.



Freightliner's 66623 rolls into the refurbished and extended Hogshaw Lane sidings in Buxton with a train of limestone hoppers on April 29. To the right is a loaded DB Cargo train from Dowlow, which has just reversed and is waiting to depart for the Peak Forest line. BEN JONES

Andrew Sumner, DB Cargo UK's head of industrial sales, said: "This is a significant development for rail freight in the Peak District, and will go a long way to relieve some of the constraints we face in the area. "This is another example of a

successful partnership approach between operators, industry bodies and stakeholders working together."

The areas around the extended sidings will be landscaped later this year, further improving the look of the former tip.

Power station decline continues as Cottam faces closure

EDF Energy has announced it will stop electricity generation at Cottam Power Station, in Nottinghamshire, on September 30, writes Chris Booth.

The coal-fired 2,000MW facility is one of two EDF power stations in North Nottinghamshire, and although West Burton 'A' will remain open, the company says Cottam will not be 'economically viable' beyond the end of September.

The decision is blamed on 'challenging market conditions' and the drive to decarbonise electricity generation in the UK.

Cottam Plant manager Andy Powell said: "When the power station was opened in 1967 it



With Cottam Power Station in the background, GB Railfreight's No. 66750 Bristol Panel Signalbox approaches West Brecks crossing on the former GCR Torksey route with the 16.26 Cottam-Tonbridge gypsum train on October 27, 2017. The payload is a by-product of the Flue Gas Desulphurisation (FGD) process used to reduce harmful emissions at many coal-fired power stations. CHRIS BOOTH

was designed to operate for 30 years. It's a credit to our people, the engineering and EDF Energy's investment that it has operated for more than 50 years."

Unless the demolition of the station generates rail traffic, or some other use is found, the closure of Cottam will also lead to the abandonment of the final

remaining section of the former Great Central Railway direct route from Claborough Junction to Sykes Junction via Torksey, which closed in 1959.



DCR '56s' move recycled ballast

DC Rail Nos. 56091 and 56103 pass Winwick, on the West Coast Main Line, with May 1's 13.51 Boston Sleaford Sidings-Carlisle Kingmoor empty stone wagons. The train is part of a new contract moving recycled ballast from Carlisle to Boston for Total Aggregates. TERRY EYRES



East Midlands Gateway takes shape

THE rail connection and transshipment sidings at the new East Midlands Gateway facility are now starting to take shape. These April 25 views show the main line connection of the Sheet Stores Junction to Stenson Junction freight line (with Ratcliffe-on-Soar power

station in the background) and the first track panels being laid within the new strategic freight terminal. The terminal is situated between Derby, Nottingham and Leicester, and is also close to several major roads and East Midlands Airport. CHRIS MILNER

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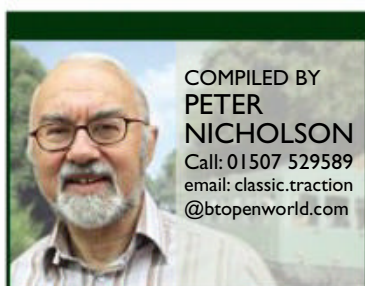
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SIDELINES

'Peak' No. 45132 moves for first time in 19 years

CLASS 45 No. 45132/D22 was started up and moved under its own power during Epping Ongar Railway's diesel gala on May 4 for the first time since restoration began. It has been undergoing a heavy overhaul at the railway for several years.

KESR Andrew Wilson charter postponed

THE PLEG/BLS 'Andrew Wilson' ('Brillo') Memorial charter (*RM* May, p94) has had to be postponed by the Kent & East Sussex Railway, from May 4 until July 13.

This was because work on Class 08 No. D4118 (08888) has not not being completed in time, including repaint into BR green.

DIARY

June

8 Crewe Diesel Depot, open day
8 Ramsgate depot, open day
8-9 Dartmoor Railway, English Electric gala
8-9 West Somerset Railway (WSR), mixed traction 40th anniversary event
14-16 North Norfolk Railway, mixed traction gala
15-16 Midland Railway-Butterley, diesel gala
20-22 WSR, diesel gala
22-23 Gwili Railway, steam and diesel gala
22-23 Middleton Railway, mixed traction event
22-23 Swindon & Cricklade Railway, mixed traction gala
23 Fawley Hill Railway, gala
23 WSR, mixed traction day
30 Mid-Suffolk Light Railway, diesel day

July

4-6 East Lancashire Railway, diesel spectacular
13-14 Tarka Valley Railway, open weekend
19-21 South Devon Railway, diesel gala
20 DRS Carlisle Kingmoor, open day
26-28 Glos/Warks Railway, diesel gala

August

2-4 Spa Valley Railway, diesel weekend

Prototype HST power car withdrawn by NRM



With all appearing to be well, prototype HST power car No. 41001 climbs the valley towards Damems with the 08.30 from Keighley to Oxenhope on May 4. This was the first southbound train of the morning on the second day of the KWVR's mixed traction gala. Stock comprises the 125 Group's Mk3s with resident Class 20 No. 20031 on the rear. BEN BUCKI

RESTORED prototype HST power car No. 41001 has been withdrawn from all forthcoming engagements.

This follows detection of possible engine problems during operation at the Keighley & Worth Valley Railway's (KWVR) May 3-6 diesel and mixed traffic gala.

The power car was conveyed

by rail from the KWVR to Kidderminster on May 7 in convoy 5Z89, hauled by GBRf-liveried Class 50 No. 50007 *Hercules*.

It travelled with Class 31 No. 31163, Class 47 No. 47727 and Class 50 No. 50031 *Hood*.

No. 41001 wasn't operational at the Severn Valley Railway's May 16-19 events, but it could be

viewed on static display.

The power car was restored and operated by Ruddington-based 125 Group, and has seen nearly five years of reliable operation. It is owned by the National Railway Museum and has now been stood down, pending investigation of the apparent faults.

Fortuitously, golden ochre-liveried Class 31 No. D5830 had recently been moved from the Great Central Railway, Loughborough to the nearby Great Central Railway (Nottingham).

It is fitted with electric train supply, enabling it to work the 125 Group's Mk3 coaches.

Spa Valley 'Crompton' replaces 'Deltic' at North Norfolk gala

CLASS 33 No. 33063 *R.J. Mitchell* will visit the North Norfolk Railway's June 14-16 mixed traction gala in place of Class 55 No. 55009 *Alycidon*, following its failure while working on the main line on March 3 (*RM* April, p98).

The '33' appears courtesy of the South East Locomotive Group, and is making a rare appearance away from its base on the Spa Valley Railway.

In early May, the Deltic Preservation Society offered to send No. 55019 *Royal Highland Fusilier* to the event in *Alycidon*'s place. However, the cost of conveying it by rail from Barrow Hill proved prohibitive as, not itself main line certified, it needed to be hauled by another loco at commercial rates.

DRS is supporting the event and will send a Class 37 or a 57 depending on availability.



Class 37 No. D6732 returned to the North Norfolk Railway on April 16 following major attention by HNRC at Barrow Hill and tyre turning at Doncaster Roberts Road. It underwent a number of test runs before re-entering service and saw regular use on the mixed traction timetable in May. It is due to take part in the June 14-16 gala. No. D6732 is seen at Sheringham on May 3 having arrived with the 13.55 from Holt. ANDY MARRISON



Former North Devon Clays 0-4-0D No. 1 *Progress* (Fowler 4000001 of 1945) has made the first runs through the new pedestrian crossing at Torrington, as seen here on March 27. TARKA VALLEY RAILWAY

Progress at Tarka Valley on major extension work

PHASE 1 of the Tarka Valley Railway's extension at Torrington, North Devon, continues apace.

Following installation of the new Strail crossing panels late last year, the permanent way team has completed the pedestrian crossing permitting public access to the Tarka Trail.

This was followed by preparing the trackbed and laying the next three panels of track.

A 'King' point is now required for the kick-back sidings to enable vehicles to be shunted to form operational trains.

The track will be extended a further 180ft, taking the line

to the first bridge, where a temporary buffer stop will be installed. This completes the first phase of the project.

To enable this to be undertaken an appeal for £50,000 has been launched, mainly for the cost of the point. Contributions can be sent to Tarka Valley Railway at Torrington Station, Devon EX38 8JD, or to Barclays Bank (sort code 20-04-59).

The aim is to reopen the line for five miles through to Bideford, and progress can be seen during the open weekend on July 13-14 (10.00-16.00).

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'CROMPTON' AT THE COLLIERY: Churnet Valley Railway-based Class 33 No. 33102 *Sophie* visited the Foxfield Railway for the April 27-28 diesel gala. Prior to the event, it was used for an East Midlands Railway Photographic Society charter on April 26, and is seen heading a lengthy rake of coal wagons from the preserved Foxfield Colliery. JAMIE SQUIBBS

Enhanced diesel loco services on West Somerset

CLASS 37 No. D6948 arrived at the West Somerset Railway (WSR) on April 29 for a two-month visit.

The privately owned loco is in the care of the Growler Group, based at Toddington on the Gloucestershire Warwickshire Railway.

The blue-route loco is helping with WSR timetable services during the weight restriction period, and worked several days from May 4.

It will make two gala appearances: the first is the 40th anniversary event of the railway reopening to Bishops Lydeard on June 8-9 (with 'Hymek' No. D7017), followed by the diesel gala on June 20-22, and mixed traction day on June 23.

July 5 is billed as Growler

Group members' day, with its final turn being the 60-mile DMU diagram on July 6, starting at Bishops Lydeard with the 11.00 to Minehead. Then, 13.20 to Williton, 14.20 to Minehead and finally, 15.25 to Bishops Lydeard.

The WSR has been advised to make increased use of diesel haulage generally in the future, to assist with its financial recovery.

■ No further additions have been announced for the June 20-22 diesel gala, the previously confirmed visitors (*RM* May, p93) being Class 25 No. D7535, Class 31 No. 31163 appearing as No. 97205, two GBRf Class 73/1s, and possibly a Severn Valley Railway Class 50 on static display.



Immaculately turned-out Class 37 No. D6948 (one-time No. 37248 Midland Railway Centre) resting on the West Somerset Railway's iconic seaside turntable on May 5. It had worked the 11.00 from Bishops Lydeard and was returning from Minehead at 16.10. JOSH BRINSFORD

Scottish Sulzer to star at Spa Valley event in August

CLASS 27 No. 27001 is attending the Spa Valley Railway's August 2-4 diesel gala. The visit is courtesy of the Class 27 Locomotive Group and the Bo'ness & Kinneil Railway/Scottish Railway Preservation Society.

It was built by Birmingham Railway Carriage & Wagon Co in 1961 as No. D5347, and will be the first member of its class to visit the line. This is the furthest south the loco has been, and is believed to be only the second Class 27 to have visited Kent and Sussex since BR days.

No. 27001 will remain on the Kent line throughout August,

returning to Scotland after the last summer bank holiday weekend.

Class 42 'Warship' No. D821 *Greyhound*, from the Severn Valley Railway, is also visiting the August gala.

This is another type not seen on the Spa Valley previously. A few driver experience opportunities are available for No. D821 on August 5 and 11.

Another first for the diesel gala is DEMU No. 1317, operating alongside the evening dining/real ale trains, re-creating the latter days of the Tunbridge Wells to Eridge 'Thumper' services.



Spa Valley special remembers 'great friend' Roy Bell MBE

THE Spa Valley Railway ran a special train on April 30 in memory of the late Roy Bell MBE, who was a great friend and supporter of the railway.

He died in October 2018.

Roy was the Southern Region's last chief signalling engineer.

The four-coach 'Roy Belle', top- and tailed by Class 31 No. 31430 *Sister Dora* and Class 33 No. 33063 *R.J. Mitchell*, made two round trips from Eridge to Tunbridge Wells

West, with empty carriage stock movements at each end of the day.

Here, No. 31430 waits at Eridge with the 12.15 'Roy Belle' to Tunbridge Wells West.

The event was organised by two Groombridge signalling scheme members – Jim and Mark Dodd – and was attended by past and present UK national Network Rail staff as well as representatives from other heritage railways.

PHIL BARNES

Production HST power car preserved

THE first-built production HST power car – No. 43002 – has been claimed for the National Collection.

It is due to take its place in the Great Hall at York following withdrawal from GWR service later this year.

It has already been repainted in original Inter-City 125 livery while in GWR service, and carries the name of HST designer Sir Kenneth Grange.

The replacement MTU power unit will be retained when it is in preservation. Built by BREL Crewe, No. 43002 was introduced into BR service in 1976 and was at one time named *Top of the Pops*.

Nos. 43000 and 43001 were the later numbers of prototype power cars Nos. 41001 and 41002, the first of which is also part of the National Collection and restored to working order with an original Paxman Valenta engine.

Great Central marks 50th anniversary of closure

THE Great Central Railway ran a special service on May 3 commemorating the final service on the GC back in 1969.

Renaissance Railcars provided two Class 101 DMUs for the occasion.

Anyone turning up with a ticket from May 3, 1969, of which there were several, were entitled to a free ride.

Trains ran throughout the day from 12.10 until 19.41, but attendance was limited as there was little prior publicity, it only being advertised at the beginning of the week.

Main line locos star at MR-B gala

THE top attraction for the Midland Railway-Butterley June 15-16 diesel gala is main line loco, Freightliner Class 66 No. 66623.

The loco has been recently repainted in the new corporate orange yellow & black livery, and is believed to be the loco's first working of a passenger train.

Other main line company locos are expected to join the home fleet to work an intensive timetable.

SIDELINES

Spruced up *Great Gable* misses events

CLASS 44 No. D4 (44004) *Great Gable*, recently repainted from BR green into Rail blue, was not able to attend the Swanage Railway and Severn Valley Railway May diesel events or the Crewe open day on June 8.

It has continued to receive attention in the works at Swanwick on the Midland Railway-Butterley.

French orange livery comes and goes

TWO CLASS 20s have been repainted at two heritage lines.

No. 20063 (D8063), at the Battlefield Line has reverted to the orange livery as applied when operated in France by CFD in the 1990s as No. 2002.

Former CFD No. 2004 (D8128) has been finished in BR blue as No. 20228 as it nears completion of restoration to BR condition at the Barry Tourist Railway.

Ex-TA DMU sold to Gloucs-Warks Railway

CLASS 117 DMU centre trailer car TCL No. 59505 is now at G/WR Toddington.

It was previously owned by the Territorial Army, and at one time based on the West Somerset Railway as part of a three-car set, which later went into store at Long Marston.

It retains chocolate & cream livery from when used as loco-hauled stock on the WSR.


Brush Type 4 moved to Dean Forest

CLASS 47 No. 47524, in faded RES red livery, was moved from the Churnet Valley Railway in March to Lydney Junction on the Dean Forest Railway, where restoration will be continued.

Llangollen Sulzer Type 2 repainted

LLANGOLLEN Diesel Group has repainted Class 26 No. D5310 in BR green with full yellow ends, a very rare but authentic livery for the type.

■ Our thanks to contributors: Don Bishop (WSR); Josh Brinsford; Rod Garner (Tarka Valley Railway); Alistair Grieve; Mike Haddon; Andy Marrison, Martin Reynolds (AC Locomotive Group); David Staines (Spa Valley Railway); Ian Townson and 125 Group.

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NER 1903 railcar enters service at Embsay & Bolton Abbey

AWARD-WINNING NER electric Autocar No. 3170 and trailer car No. 3453 are now in regular operation on the Embsay & Bolton Abbey Steam Railway, following launch on October 19 (RM Nov, p9).

However, on the first day of public operation on April 17, a technical problem occurred and it looked as though the four-train service might have to be abandoned. However, the day was saved when English Electric traction came to the rescue, with Class 37 No. 37294 providing power for the railcar.

Passengers were no doubt disappointed not to experience this unique vehicle running under its own power, but they were at least able to travel in the railcar.

The problem resulted in the first departure from Bolton Abbey at



10.30 being substantially delayed, but by the time of the third run at 13.30 the timetable was back on schedule.

The problem was subsequently rectified and the unit is now

running regularly, working to the steam timetable on Wednesdays from May to July 17 and in September.

There are five departures each day, starting at Embsay at 10.30,

through to 16.30, and from Bolton Abbey at 11.15 until 17.00.

Standard day fares apply and can be booked on the day, but advance booking through the railway's website is advised.

Unique NER petrol-electric Autocar No. 3170, fitted with a modern diesel engine during its restoration, developed a fuel pump fault that prevented it from running under power for its public debut on April 17. It is seen being propelled by Class 37 No. 37294 towards Embsay, running as the slightly delayed 12.00 departure from Bolton Abbey.

MIKE HADDON



Class 89 restoration continues

AC LOCOMOTIVE Group's volunteers are overhauling Class 89 No. 89001 *Avocet* at Barrow Hill.

Following completion of work on the bogies by HNRC they are making the connections between the bogies and the loco body and AWS, TPWS and tachogenerator.

The traction earth returns have all been re-connected and tested.

Testing the loco's control electronics identified a fault with the 15V power supplies and a subsequent related fault on individual control boards. The power supply fault has been repaired.

Some new brake blocks have been trial fitted successfully and a full set of new blocks will now be manufactured. The brake blocks are unique to the 89 and their cast 'blank' is similar to those still in use on other vehicles in service.

Repairs to the bodywork have been undertaken, with volunteers preparing the loco by removing cab interior trim, fixing, fittings and reinstating under body valances, prior to HNRC staff undertaking heavier repairs.

Following refitting of the cab roof domes, sealing of various body joints and filling of some areas of bodywork – notably the section above the cab windscreens – the body has been primed.

It will be painted in a top coat to make the paint finish impervious to water, but repainting the loco in a complete livery is not a priority at this stage.

Planning is underway for testing of the loco later in the year with a view to a return to the main line in 2020.

Chasewater recalls Littleton Colliery

THE Chasewater Railway held an event on April 6-7 to mark the 25th anniversary of the closure of Littleton Colliery.

The pit was located near Cannock, Staffordshire. It closed on December 3, 1993 and was the last working coal mine in the Cannock Chase Coalfield,

thus ending deep mining in Staffordshire.

'Janus' 0-6-0DE (Yorkshire 2748 of 1959) No. 6 *Roger H. Bennett* was visiting from the Churnet Valley Railway. It is seen at Chasewater Heaths with Class 08 No.08359, recently returned from a visit to the Telford Steam Railway.

When the 'Gronk' went to Telford for the winter it was in BR green, numbered D3429.

A few Chasewater volunteers repainted it in BR blue and applied its TOPS number. This was much to the surprise of those at Chasewater when it returned. ALISTAIR GRIEVE

Black 'Teddy Bear' escapes to the GCR



UNIQUE black-liveried Class 14 No. D9537 is seen departing Loughborough Central on the morning of April 20.

This followed its appearance

at the previous weekend's Great Central Railway diesel gala.

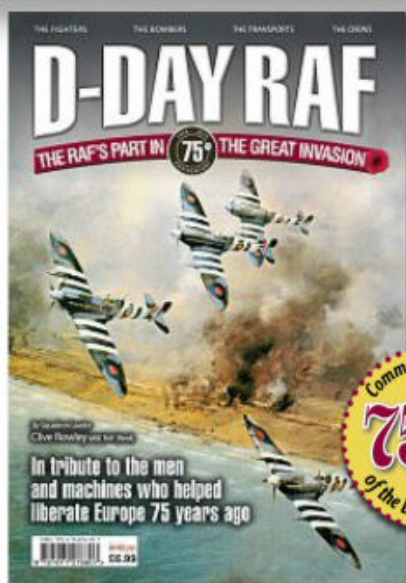
The visit was courtesy of the D9537 Locomotive Group and the Ecclesbourne Valley Railway,

where it is spending the season.

The 0-6-0DH is normally based on the East Lancashire Railway, but is often seen visiting other lines. ROBERT FALCONER

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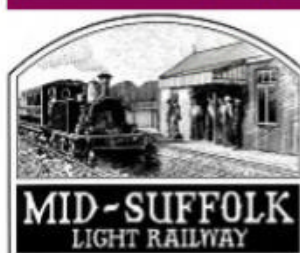


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Traction Portfolio

Track Record



A convoy passes Swanage signalbox on the May 9 diesel gala Preview Day, comprising Network SouthEast-liveried Class 50 No. 50026 *Indomitable*, BR Research Railway Technical Centre-liveried Class 31 97205 (31163) and GBRf-liveried Class 50 No. 50007 *Hercules* (carrying No. 50014 *Warspite* identity on one side). They are shunted by resident Class 08 No. 08436. *Indomitable* did not participate in the gala, being confined to the sidings at Swanage for the weekend. STEPHEN GINN

CLASS 37 No. 37688 *Great Rocks* calls at Bewdley with the 14.35 Kidderminster-Bridgnorth on May 18 during the Severn Valley Railway's diesel festival. The newly restored loco appeared courtesy of the D05 Preservation Group. STEVE WIDDOWSON.

GBRf pair Class 59 No. 59003 *Yeoman Highlander* and Class 73 No. 73119 *Borough of Eastleigh* depart Swanage with 2C 16, the 16.15 to Corfe Castle on May 11. They pass 'T9' class 4-4-0 No. 30120 by the coaling stage. PETER NICHOLSON





Class 50 No. 50031 *Hood*, visiting from the Severn Valley Railway, leaves Oakworth with the 12.20 Oxenhope-Keighley service on May 4 during the Keighley & Worth Valley Railway's mixed traction gala. IAN DIXON



No. 26007 nearing Corfe Castle on 1N 18, the 17.39 Swanage-Corfe Castle on May 12, the last day of the Swanage Railway's diesel gala. The first-built Class 26 (No. D5300) is visiting the railway from Barrow Hill until the autumn while resident Class 33 No. D6515 *Lt Jenny Lewis* is on hire to West Coast Railways for main line operation. JAMIE SQUIBBS



Long-time Severn Valley Railway resident Class 52 No. 1062 *Western Courier* passes Foley Park with a train of GWR stock, forming the 12.37 Kidderminster-Bewdley on May 16. BRAD JOYCE

DRS bi-mode Class 88 No. 88006 *Juno* passes Foley Park with the 13.25 Kidderminster-Bewdley on May 16, the first day of the Severn Valley Railway's diesel festival. Stock comprises the 125 Group's Mk3s. BRAD JOYCE





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First section of Doha metro opens

THE first section of the new driverless Doha metro system opened on May 8.

This initial phase of the roughly north to south 'Red' Line has 13 stations. Eventually, it is planned the network will be around 200km long with four lines and 100 stations.

Much of it is currently under construction with no fewer than 21 separate tunnel boring machines being used. A further 75km of the network, with 37 stations, will open in 2020.

French company Keolis (part owned by French Railways/SNCF), plus Paris metro operator RATP, are the operators for the new network, in consortium with local Qatari partners Hamad Group.

The fully automatic three-coach trains have been built in Japan by Mitsubishi and Kinki Sharyo. In total 110 trains will be in service by the time Qatar hosts the 2022 football World Cup.

DB suspends ICE4 deliveries

GERMAN state operator DB announced in early April it was no longer accepting delivery of further ICE4 trains from Siemens because of welding defects found in some vehicles.

Siemens sub-contracts all the car body construction to Bombardier, and the two firms have started detailed checks to see which vehicles require repair under warranty.

Both DB and Siemens say the trains in service are safe to operate, and they continue to be used.

DB has 137 ICE4 trains on order (50 12-car, 50 13-car and 37 seven-car), and so far around 25 of the 12-car Class 412.0 series have been delivered.

English Electric survivors in Asia

A HANDFUL of British-built former Malayan Railways Class 22 locos remain in usable condition, but not all in Malaysia.

Forty of the metre-gauge locos were ordered in the early 1970s from English Electric and AEI (which by the time they were delivered had become part of GEC).

The locos were built by Metro-Cammell in Saltley, Birmingham.

The 1,760HP locos were fitted with a more modern turbo-charged version of the

EE 8CSVT MkIII engine (as used in BR Class 20 as the earlier MkII version) and were used in Malaysia until 2010 when they were withdrawn.

Four were retained in Malaysia and plinthed as exhibits and three more were sold on to civil engineering contractors.

At least one has now moved further west to Bangladesh, where it is being used by civil engineering firm Maxx Railway Track after being refurbished by Nippon Kiara in Kuala Lumpur in 2014.



1971-built KTM 22102 plinthed at Kuala Lumpur National Museum. It is seen on December 21, 2018. CLIVE HAINES

Below: Ex-KTM (Malaysian Railways) Class 22 loco, in Maxx Railway Track livery, starts up at Laksam Junction, Bangladesh, on January 14, 2019. WOUTER RADSTAKE



Rare passenger work for Turkish Tri-Bo electrics

TURKISH Railways (TCDD) operates a fleet of 45 Tri-Bo 25kV AC electric locos built to a Toshiba design by Turkish engineering firm Tülomsaş from 1987.

The 120kph 3,180kW locos use Toshiba traction equipment, and when new were routinely used

for passenger trains, but are now rarely used as more modern and faster E68000 locos have replaced them.

Loco E43008 was working Eskişehir to Kütahya services in western Turkey, as seen on January 13. D LANGHAM

New Stadler diesel locos for Bolivia taking shape

STADLER is building three metre-gauge, six-axle diesel locos for Bolivian freight operator FCA. The loco's design – known as the 'South America Light' – is based on the earlier Euro Light model (supplied to DRS as the Class 68).

The three locos will be moved

by sea this summer to the Chilean end of the FCA line in Antofagasta.

The second of the three locos, which use a 1,865kW Cummins QSK60 diesel engine, is seen at Stadler's Valencia factory on January 30.

KEITH FENDER



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A Chinese-built Trenes Argentinos EMU approaching the new Belgrano Central station on the new viaduct on the first public day of service – May 11. DARIO SAIDMAN

Elevated line opens in Buenos Aires

ARGENTINIAN President Mauricio Macri opened the first of three new elevated sections of commuter railway being built in the capital Buenos Aires on May 10.

According to Mr Macri it is the first new railway viaduct built in a century to open in the city.

The lines are being elevated on concrete viaducts to remove level crossings on major roads, reducing the risk of trains colliding with vehicles and lessening traffic congestion.

The first section to reopen as an

elevated line is a 3.9km-long section of the 1,676mm-gauge, double-track third rail electrified Retiro Mitre to Tigre line.

The line has been rebuilt on concrete viaducts 10-14 metres above the former track bed, starting around 6km from the Retiro Mitre terminus.

Included are two new stations built to replace former ground level stations at Belgrano Central station, with 220m-long platforms. It was opened on May 11, with the Lisandro de la Torre replacement station due to open in October.

The 30km-long Retiro to Tigre line is one of the busiest in South America, with 98 trains in each direction and 100,000 passengers daily.

Other projects to elevate heavily used railway lines and remove level crossings are underway elsewhere in Buenos Aires on sections of the San Martín Railway (LSM: Retiro Line to Pilar) and the Belgrano Sur Railway (being diverted on viaduct to Plaza Constitución station).

These are due to open in the next two years.

Austrian regional network to be electrified

PLANS to electrify the entire Graz-Köflacher Bahn (GKB) regional network, south-west of Graz, have been announced.

The 91km network will be

electrified at 15kV AC by 2025.

GKB currently uses mostly Stadler-built GTW DMUs, plus weekday peak-hour, double-deck, push-pull trains operated

by unique Jenbacher Werke-built B-B GKB Class DH1500 (numbered as Austrian Class 2015) diesel-hydraulic locos, dating from 1975.

Toronto 'Flexity' trams slowly entering service

TORONTO public transport operator TTC is taking delivery of 204 specially designed Bombardier 'Flexity Outlook' light rail vehicles.

The are numbered 4400-4603 in the series (the first two – Nos. 4400 and 4401 – were prototypes).

Deliveries began in 2014, but a number of problems emerged, ranging from construction quality issues to electrical faults.

By February around half of the sets had been delivered.

The overhead power system in Toronto is not able to support use of standard

pantographs as used on the majority of tram systems in the world. The key problem is that the width of the pantograph head could span two power lines at junctions, so until wiring modifications are complete, trams will use the old trolley pole system for power collection.

By February 2019, three routes (509, 510 and 512) had converted to pantograph use, the other seven lines remaining pole operated.

■ Our thanks to Colin Marsden for some of the information in this item.



Toronto 'Flexity' No. 4445 operating from a trolley pole seen in the city on a 501 'Queen' service bound for the Humber loop on February 19. COLIN MARSDEN

Sixty Stadler diesels for Finland

FINNISH national rail operator VR has ordered 60 new Bo-Bo diesel electric locos from Stadler, with an option for up to 100 more.

The locos feature two diesel engines and a central driving cab. They will be built at Stadler's Valencia

factory, in a contract worth €220million.

VR will use the new locos to replace older diesels working freight services, plus overnight passenger trains in the far north of Finland.

They will be delivered from 2022-2025.

Berlin's new S-Bahn trains on test runs

THE first new EMU for the Berlin S Bahn system in more than 20 years was presented to the media in test runs at the Siemens test centre at Wildenrath in April.

A consortium of Siemens and Stadler is building 106 new EMUs (382 coaches in total) for the Berlin S-Bahn network.

Eighty-five four-car Class 484 and 21 two-car Class 483 trains will be introduced into service between 2021 and 2023.

Stadler is building the car bodies at its Szolnok factory in Hungary, and undertaking all the final assembly work in factories in the north of Berlin.

Siemens is supplying electrical equipment and bogies. The detailed engineering design

work was undertaken by a joint Stadler Pankow/Siemens team.

Five pre-series trains are being tested at Wildenrath. In total 160,000km of proving runs will be required before approval for use in service can be obtained.

Signalling

The test running began in late March, and along with component testing will continue all year. Some of the pre-series trains will be moved to Berlin later this year for testing on the network, and in particular to permit testing of the older tripcock signalling system used on some parts of the network.

The new trains are the first on the Berlin S-Bahn to feature

through gangways between individual sets. They will replace older units (Classes 480 and 485), which were developed in the former East and West Germany in the late 1980s.

Later deliveries will be used to start replacement of the 1990s-designed Class 481/482 trains (delivered 1996-2004).

The first 10 new Class 483/484 trains will enter service on the S47 Spindlersfeld to Berlin Südkreuz route as six-car trains (1x483+1x484) from January 2021.

Later deliveries will run as eight-car trains on the S41/42 Ringbahn route, plus routes S46.

Six-car trains will also be introduced to route S8 by 2023.



New Berlin S-Bahn train No. 484 002 on the small test ring at Siemens Wildenrath test centre on April 10. KEITH FENDER



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UK Railtours plan Cottam farewell train

COTTAM power station and its dedicated freight branch is due to close on September 30, and UK Railtours is offering 'rare-track' fans a last chance to visit the facility just two days before.

High demand meant that the train was almost full as this issue went to press, but UKR plans to traverse the four-mile branch from Claborough Junction (near Retford) to Cottam, and work over the EDF Energy-owned internal rail network. The tour will also visit the South Yorkshire Joint Line and the GBRf/EMD depot at Roberts Road in Doncaster. GBRf '66s' are expected to power the train.

The last passenger train to visit the branch was on September 5, 1993, during the Workshop Trainload Coal Open Day, when Nos. 56089 and 56100 worked a shuttle service from Workshop.

Also added to UKR's diary is a leisurely trip through eastern England on October 16 - the 'Fenland Meander' running from King's Cross to Ely.

After a break of around three hours, the journey continues via Peterborough, Spalding, Sleaford and Lincoln to Newark, before heading home down the East Coast Main Line. For details of these and all other UKR tours, see: www.ukrailtours.com

Yorkshire Deltic trip cancelled

THE 'Harrogate & Humber Deltic Reprise' excursion on August 3 has now been cancelled by Pathfinder Tours as repairs to No. D9009 *Alycidon* are taking longer than expected.

The tour was originally planned to run on May 11, but was pushed back after *Alycidon* suffered a major electrical failure during a railtour on March 3.

The Deltic Preservation Society (DPS), which owns the EE Type 5, had hoped it would be available for the revised date, but this has not proved possible.

Pathfinder now hopes to run the train in 2020, and will confirm details once the Class 55 has been repaired. More information at: www.pathfindertours.co.uk

'K1' joins Stanier pair for 'Jacobite' summer season

APRIL 19 saw the start of the 2019 operating season for West Coast Railways' 'Jacobite' trains.

Two of Ian Riley's Stanier 'Black Five' 4-6-0s moved north from Carnforth to Fort William on April 16, with No. 45407 having the honour of hauling the first train three days later.

No. 45212 is the other ex-LMS 4-6-0 allocated to the Fort William pool for the summer, and they were joined in May by the North Eastern Locomotive Preservation Group's 'K1' No. 62005.

The Peppercorn 2-6-0 has been undergoing heavy winter maintenance, but headed north to expand the pool in time for the start of two-train operation.

Having passed a hydraulic test, the boiler was lowered back into the frames in April, paving the way for further testing and a repaint in BR lined black.

After its stint in Scotland, the 'K1' will return to the North Yorkshire Moors Railway for the autumn and winter before heading back to the West Highlands in 2020.



Beautiful spring sunshine illuminates the scene as '5MT' 4-6-0 No. 45212 crosses the River Lochy at Inverloch with the 10.15 'Jacobite' from Fort William to Mallaig on May 14. EDWARD DYER



LMS 'Princess Royal' No. 6201 *Princess Elizabeth* made its return to main line passenger duties on April 30 after an absence of almost three years. The Carnforth-based Stanier Pacific hauled a York to Carlisle 'Dalesman' tour from Hellfield to Carlisle and return. MATT DITCH

'Lizzie' back on main line after repairs at Carnforth

STANIER Pacific No. 6201 *Princess Elizabeth* made its main line charter comeback on April 30 with a West Coast Railways 'Dalesman' outing over the Settle to Carlisle (S&C) line.

Out of action since November 2016, the LMS 4-6-2 made two test runs from Carnforth to Hellfield on March 14 and 28, the latter being a loaded proving run after the rectification of minor issues discovered during the earlier run.

No. 6201 is now based at Carnforth as part of the WCRC main line steam pool, and is initially to be used sparingly within easy reach of its new home - for example on S&C trains, such as that on April 30 when it worked from Hellfield to Carlisle and return.

No. 6201 has been under repair at West Coast Railway's Carnforth base since February 2018.

Type 4s deputise after Torbay steam failures

STEAM Dreams' 'Cathedral Express' trip from Slough to Kingswear was powered by two West Coast Railways Class 47s on May 4 after the booked steam locomotives suffered failures.

The original plan was for a WCRC '47' to work the train as far as Taunton, where David Buck's 'B1' No. 61306 *Mayflower* would take over for the run to Torbay.

When the 'B1' was declared a failure, No. 6233 *Duchess of Sutherland* was offered as a late substitute, but this too was

unable to work the train because of wheel problems.

Instead, the train ran with No. 47245 and No. 47746 *Chris Fudge* operating in top-and-tail formation for the outward leg and double-heading on the return.

Unfortunately, on the night of May 3, No. 47746 and two coaches of the train were attacked by graffiti vandals while stabled at Southall depot in west London.

Staff at Southall were unable to clean the '47' before departure.



Nos. 47245 and 47746 *Chris Fudge* depart from Kingswear with the return leg of the 'Cathedrals Express' to Slough on May 4, deputising for unavailable steam locos. The damage done by graffiti vandals to No. 47746 the night before is clearly visible. DAVID HUNT

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Bahamas becomes part of Vintage Trains roster



'JUBILEE' No. 45596 *Bahamas* will return to Tyseley for the works open days on June 22-23.

This comes only a few months after the completion of its overhaul at Tyseley Locomotive Works and two very successful comeback runs over the Settle to Carlisle Line.

The Stanier '5XP' is also booked to haul six Vintage Trains tours in June and July, joining the Tyseley's operator's main line fleet alongside another recent returnee, No. 7029 *Clun Castle*.

No. 45596 will return to the scene of its first main line outing in preservation in October 1972 when it works 'The Welsh Marches' trains from Dorridge to Hereford on June 29 and July 13.

On July 4 it is booked to work a vintage dining train from Birmingham Moor Street to Worcester, followed two days

later by the 'Cotswold Explorer' from Dorridge to Oxford via Worcester. On July 20, Chester is the destination with the 'Chester Venturer' from Dorridge, and a week later *Bahamas* will work 'The White Rose' from Dorridge to York.

Alastair Meanley, general manager of Tyseley Locomotive Works, said: "We were very proud to work with the Bahamas Locomotive Society on their locomotive, so not only will it be great to see it back at Tyseley but also for it to perform on our own routes."

"We have some challenging gradients against us, both in the Cotswolds and across the Welsh Marches, and we're confident that *Bahamas* will take them all in its stride."

For more information and tickets for all these tours, see: www.VintageTrains.co.uk.



UK Railtours ventures through Butterley

GB RAILFREIGHT No. 66753 EMD *Roberts Road* edges into Butterley loop with UK Railtours' 'Amber Valley Venturer' tour from Euston on May 4, making for an unusual sight among the preserved DMUs and coaching stock at the Midland Railway-

Butterley (MRB). No. 66719 *METRO-LAND* is out of view at the other end of the train. Resident 'Generator' No. 47401 *North Eastern* was also used to pilot the train between Riddings and Swanwick Junction.

LES NIXON

Mayflower in the Highlands

'B1' No. 61306 *Mayflower* crosses the Beaulieu Firth at Invershin while working a day tour from Inverness to Dunrobin Castle during Steam Dreams' mammoth 'Highlands and Islands' tour of Scotland on May 9-17.

The previous day, the Thompson 4-6-0 worked with No. 60103 *Flying Scotsman* over the Highland Main Line from Edinburgh.

'Scotsman' worked north from King's Cross to Edinburgh via the East Coast Main Line on May 9.

During the tour, *Mayflower* also visited Kyle of Lochalsh and the West Highland Line before taking sole charge of the train for the long trip south to London Euston on May 15-17.

Steam Dreams will be taking *Flying Scotsman* to Scotland again in July 2020. EDWARD DYER



DRS Class 68 for Retro Blackpool Airshow trip

RETRO Railtours' next outing will be a day trip from Banbury to Blackpool on August 10.

A DRS Class 68 has been requested to haul the train, which is being operated in connection with the Fylde coastal resort's annual airshow.

Stock is expected to be Riviera Trains' popular BR blue/grey Mk2s, offering Standard,

First and Premier Dining options.

The train will pick up at stations in the West Midlands, Cheshire and Greater Manchester, arriving in Blackpool just before lunchtime.

For more information and to book tickets see: www.retro-railtours.co.uk/rt20.php

Retro Railtours has requested a DRS Class 68 to haul its Blackpool Airshow train on August 10. On May 4, No. 68018 Vigilant hauled a NENTA tour from Norwich to Holyhead, one of several charters to the North Wales Coast line in connection with Llandudno's annual Victorian Festival. In superb weather, the '68' passes Penmaenmawr, with the Great Orme rising out of the sea behind. ETHAN WILSON



Stock shortage forces Charity Railtours rethink

CHARITY Railtours has confirmed its 'Magnificent Severn' tour has been pushed back again and should now run in October or November.

The train was originally due to operate in August 2018, but was postponed after the failure of No. D1015 *Western Champion*.

The 'Western' is expected back after repairs this summer, but a shortage of rolling stock over the busy summer months has forced the move to later in the year. Highlights of the planned tour include visits to Machen Quarry in South Wales, the Dean Forest Railway and the Sharpness branch in Gloucestershire.

West Coast Railways has also informed Charity Railtours it cannot guarantee the availability of coaching for August 31's 'Golden Banker' trip with No. 50008 *Thunderer*.

Other rolling stock suppliers have been approached, but it will not now be possible to operate the tour as planned. Instead, the promoter is aiming for a new date in the autumn using a pair of Colas Railfreight Class 37s to visit the Devon Banks, Plymouth Friary and the South Devon Railway.

For further news and details on these trains, see: www.charity-railtours.co.uk

Luxury dining trains' brief encounter in Kent

THERE was brief chance to see two of Britain's luxury dining trains together on May 11, writes David Staines.

'Black Five' No. 44871 was recessed at Lenham Loop with the 12.50 Maidstone East-Folkestone West 'Heart of Kent Hospice Circular' to allow LSL's Nos. 47810 and 47853 to overtake with a 'Statesman' special to Canterbury.

No. 44871 and the 'Northern Belle' set then followed the '47s' as far as Ashford International, where steam traction regained the lead, and both trains took the Canterbury line.

No. 44871 continued via Dover while 'Statesman' terminated in the cathedral city before returning to Shrewsbury. DAVID STAINES



Railtours Track Record



Call for more steam to Stranraer

STRANRAER Development Trust officers are calling for more steam trains to visit the Galloway town to help boost tourism in the area, writes *Hugh Dougherty*.

After the Railway Touring Company's 'Great Britain XII' landcruise traversed the Ayr-Stranraer line on May 2, local officials have suggested regular steam trains in summer would boost local tourism and help put Stranraer back on the map after the loss of Stena Line ferry services to Northern Ireland in 2011.

One possibility is a steam-hauled train to the town's annual Oyster Festival in September.

The trust claims steam excursions would not only bring visitors to the area but also help to secure the future of the line south of Ayr.

It has featured on the ScotRail website as a 'Great Scenic Rail Journey' since 2015, but despite promises of on-train tourism guides, catering, and local branding at the franchise launch, they have failed to materialise.

A ScotRail franchise pledge to consider the route for regular steam trains, operated as part of the company's now defunct promise to run regular steam on select lines, has also been abandoned, leading to disquiet in Stranraer, which is desperate to hold on to and develop its railway.

Tyseley's No. 7029 Clun Castle eases around the sharp curve at Bordesley Junction in Birmingham on May 4, heading for Llandudno and the town's Victorian Extravaganza. The line to the right of the 'Castle' is the freight-only Camp Hill route, which is a candidate for reopening to passengers as part of plans to expand the West Midlands rail network.

ALAN CORFIELD

BOOKING CONTACTS

A1SLT – A1 Steam Locomotive Trust
01438 715050 (UK Railtours is agent)
BEL – Belmond
0845 077 2222
BLS – Branch Line Society
www.branchline.org.uk
GA – Greater Anglia
https://public.greenrailtravel.co.uk
NB – Northern Belle
0844 8404525
NENTA – Nenta Tours
01692 406152
PT – Pathfinder Tours
01453 835414
RPSI – Railway Preservation Society of Ireland
00 353 1 480 0553
(Dublin tours) or 028 9337 3968
RTC – Railway Touring Company
01553 661500
SD – Steam Dreams
01483 209888
SR – Statesman Rail
0345 3102458
SRPS – Scottish Railway Preservation Society
0131 202 1033
ST – Saphos Trains
saphostrains.com
UKR – UK Railtours
01438 715050
VT – Vintage Trains
0121 708 4960
0140500121 708 4960
WCRC – West Coast Railways
01524 737751

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.



JUNE: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
Daily	Jacobite	Fort William-Mallaig	WCRC steam	WCR
6	Cathedrals Express	Euston-Holyhead	86259/WCRC steam	SD
7	British Pullman	Victoria-Victoria	35028	BEL
8	Dartmouth Express	Guildford-Kingswear	TBC	RTC
8	Scarborough Flyer	Manchester Victoria-Scarborough	45690	RTC
8	North Briton	King's Cross-Carlisle	DBC diesel/electric/60163	UKR
9	Cosford Flyer	Dorridge-Cosford	7029	VT
9	Ironbridge Farewell	Wellington-Ironbridge x2	7029	VT
11	Dalesman	York-Carlisle	WCRC steam/diesel	WCR
13	Northern Belle	Victoria-Victoria x2	60103	NB
13	Cathedrals Express	Victoria-Folkestone x2	TBC	SD
14	Steam & Jazz	Belfast-Mystery Location	GNR(I) 85	RPSI
15	Cotswold Venturer	Paddington-Worcester	60103	RTC
15	Scarborough Flyer	Scarborough-King's Cross	WCRC diesel/35018	RTC
16	Yorkshire Pullman	King's Cross-Scarborough	60163	A1SLT/UKR
16	English Riviera Express	Bristol-Kingswear	LSL steam	ST
18	Dalesman	York-Carlisle	WCRC steam/diesel	WCR
20	Cathedrals Express	Paddington-Bristol	TBC	SD
20	Scarborough Spa Express	Carnforth-Scarborough	WCRC steam/diesel	WCRC
22	Cathedrals Express	Victoria-Hastings	TBC	SD
23	Summer Cornishman	Bristol-Par	60163	PT
25	Royal Windsor Steam Express	Waterloo-Windsor x3	61306	SD
25	Sunset Steam Express	Waterloo-Waterloo	61306	SD
25	Dalesman	Chester-Carlisle	WCRC steam/diesel	WCR
26	Dorset Coast Express	Bristol-Weymouth	LSL steam/diesel	ST
29	Yorkshireman	Ealing Broadway-York	60103/WCRC diesel	RTC
30	English Riviera Express	Bristol-Kingswear	LSL steam	ST

JUNE: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
5	British Pullman	Victoria-Chesterfield	DBC 67x2	BEL
6	British Pullman	Victoria-Canterbury	DBC 67x2	BEL
7	Northern Belle	Glasgow-Chesterfield	WCRC dieselx2	NB
8	Northern Belle	Newcastle-Chesterfield	WCRC dieselx2	NB
8	Yorkshire Explorer	Taunton-Harrogate	DRS 37x2	PT
8	Crewe Open Day	Euston-Crewe	TBC	UKR
9	Sunday Yicker	Crewe-Haydock	31128+WCRC 33	BLS
9	British Pullman	Victoria-Folkestone	DBC 67x2	BEL
9	Northern Belle	Scunthorpe-Carnforth	WCRC dieselx2	NB
12	British Pullman	Victoria-Bath	DBC 67x2	BEL
13	Conwy Cat	Crewe-Llandudno	DRS 66+68	BLS
13	British Pullman	Victoria-Canterbury	DBC 67x2	BEL
15	Northern Belle	Derby-Scarborough	WCRC dieselx2	NB
15	S&C Statesman	Milton Keynes-Carlisle	LSL 47x2	SR
15	Chester/Llandudno	Glenrothes-Llandudno	WCRC diesel x2	SRPS
16	British Pullman	Victoria-Folkestone	DBC 67x2	BEL
16	Northern Belle	Birmingham-Coventry	WCRC dieselx2	NB
17	Northern Belle	Liverpool-Bristol	WCRC dieselx2	NB
18	EACH Express 3	Norwich-King's Lynn-Liverpool Street	DRS 37x2	GA
18	Welsh Dragon	Stevenage-Cardiff	DBC 67x2	UKR
19	British Pullman	Victoria-Maidstone	DBC 67x2	BEL
20	Northern Belle	Manchester Victoria-Ascot	WCRC dieselx2	NB
20	British Pullman	Victoria-Victoria	DBC 67x2	BEL
22	Northern Belle	Manchester Victoria-Edinburgh	WCRC dieselx2	NB
22	Scottish Adventure	Norwich-Edinburgh	DRS 68x2	NENTA
22	Ancient Kingdom	King's Cross-Berwick	DBC 67	UKR
23	British Pullman	Victoria-Folkestone	DBC 67x2	BEL
26	British Pullman	Victoria-King's Lynn	DBC 67x2	BEL
27	British Pullman	Victoria-Canterbury	DBC 67x2	BEL
29	Mazey Day Cornishman	Tame Bridge-Penzance	DRS 37x2	PT
29	Snowdonia Statesman	Hull-Blaenau*	LSL 47x2	SR

* Llandudno Junction-Blaenau Ffestiniog line currently closed

Railtours Portfolio 'GBXII' SPECIAL



The Railway Touring Company's annual tour of Britain by steam always attracts photographers, and this year's train was no exception.

Bringing a splash of LMS crimson to the famous sea wall line at Dawlish, No. 6233 *Duchess of Sutherland* passes Horse Cove on a glorious April 27 while hauling the first leg of 'The Great Britain XII' from London Paddington to Plymouth. RON WESTWATER



May 2 saw LNER and LMS mixed traffic 4-6-0s co-operating on the Edinburgh to Stranraer leg of the tour. 'B1' No. 1264 pilots 'Black Five' No. 44871, leaving Maybole on the former Glasgow & South Western Railway route south of Ayr. BARRY MARTIN



April 30 took the train north to Scotland via the West Coast Main Line with John Cameron's 'A4' No. 60009 *Union of South Africa* double-heading with 'Black Five' No. 44871. The unusual pairing passes Lambrigg, between Oxenholme and Tebay, heading for Shap and Beattock. BARRY MARTIN



Having visited the West Country, 'GBXII' headed north on April 29 with No. 6233 working from Taunton to Preston via the picturesque Welsh Marches route. No. 6233 *Duchess of Sutherland* crosses Cefn Mawr Viaduct in the Vale of Llangollen. ALAN CORFIELD

The long journey back to London on May 2-4 included a detour to Scarborough before the final leg to Paddington with No. 60103 *Flying Scotsman*. West Coast Railways' rebuilt 'Merchant Navy' No. 35018 *British India Line* gets away from York en route to the Yorkshire seaside resort on May 3. DECLAN HARGREAVES





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Class 185 Irish link strengthens

THE possibility of more than 20 Class 185 DMUs being re-gauged for work in Ireland is gaining momentum.

The Irish National Transport Authority (NTA) is leading the procurement process for between 60 and 80 second-hand vehicles to be formed into three- or four-car trains that will be in service by February 28, 2020.

With new trains arriving, 22 Class 185s used by TransPennine will become surplus, and the indications are the first set could have been re-gauged and in Ireland by the end of the year.

Mk3 sleepers could go to heritage lines

PORTERBOOK says it is prepared to discuss selling Mk3 sleeping carriages, large numbers of which are coming out of traffic over the coming months.

The company is aiming sales at the heritage market, and envisages several being acquired as volunteer sleeping accommodation.

Email: enquiries@porterbrook.co.uk to make initial contact.

West Midlands Class 196 DMU construction underway



Above: An interior view showing the accessible area.
Left: An impression of how the WMT Class 196 will look.

CONSTRUCTION of the first of a fleet of 26 new diesel multiple units for West Midlands Trains (WMT) has begun at Beasain, Spain.

They are being built by CAF

(Construcciones y Auxiliar de Ferrocarriles).

The units are from the 'Civity' family and comprise 80 vehicles.

They are part of a £1 billion investment promised by the

consortium of Abellio, Mitsui and JR East for its West Midlands franchise, with these units replacing Class 170 DMUs, which will be returned to the leasing company.

It is understood some initial units will be fully built in Spain ahead of compatibility and certification tests, which will take place in the UK.

The majority of the fleet will be assembled at CAF's new factory in Newport, South Wales, using bodysells shipped from Beasain.

The WMT order is for 12 two-car and 14 three-car units, with the two-car units numbered 196001-012, the three-car 196101-114.

Externally, the units will be finished in purple and gold, while internally the WMT logo will feature in the seat cover design.

The sets will have increased

seating in a 2+2 layout, priority seating, a designated cycle area, accessible toilet, improved signage and passenger information, and CCTV. The units will be gangwayed so several sets can work in multiple.

Power for the units will come from a MTU 6H1800R85L engine, a 12.8-litre six-cylinder engine developing 523 hp (390kW) which will meet EU stage IIIB emission control and have selective catalytic reduction (ad blue).

Gearboxes will be supplied by ZF and couplings will be Dellner.

The sets are mechanically similar to the Class 195s for Northern, which don't have the cab gangway connection.

Modifications are being made to Tyseley and Worcester depot facilities to accommodate the units, the first of which is expected to arrive in the UK in the late summer.



The bodysell of a Class 196 under construction at CAF's Beasain factory, Spain.

Porterbrook uses Class 319 as Innovation Hub at Long Marston

LEASING company Porterbrook has re-purposed a Class 319 by turning it into an innovation hub.

The static train is based at Long Marston.

Porterbrook says the hub is intended to be used by small and medium-sized enterprises

(SMEs), which play an integral role in the UK rail supply chain, but face barriers to demonstrate new ideas and innovations in a 'real' train environment.

The hub will focus on the following areas:

■ Environmentally friendly manufacturing processes

■ Improved passenger facilities
■ New uses of data and connectivity

■ System monitoring

Porterbrook has developed a unique livery for the train, and consulted with Government departments and industry bodies to ensure that the train is

an attractive venue for potential customers from the UK and overseas.

It also aims to make the hub a sustainable annual showcase for the latest innovations, growing in scale year on year.

The train will be launched in June.

Vivarail tie-up on hydrogen technology

VIVARAIL, which re-purposes Class 230 trains (see p18), has announced a long-term collaboration with hydrogen fuel-cell specialists Arcola Energy.

Vivarail has already designed and run an emission-free battery train and Arcola supply power systems for efficient fuel-cell electric vehicles, primarily buses. The two companies will now work together to develop a hydrogen/battery hybrid train.

A concept train is targeted for testing at Long Marston in late 2019/early 2020, and will be based on the technology already developed for unit No. 230002, Vivarail's battery train.

The concept train will consist of two carriages, one housing two battery modules and one with fuel cell and

tanks. All will be underneath the train to take advantage of Vivarail's unique modular power pack design.

The Class 230 trains are designed to accept different power sources.

Vivarail is currently building a fleet of diesel/battery hybrids for Transport for Wales, which will share an almost identical design to the hydrogen train.

Vivarail says its production hydrogen trains will consist of four cars, with two battery driving motor cars and two intermediate cars housing the fuel cell and tanks.

Adrian Shooter, CEO of Vivarail, said: "I'm delighted we will be working with Arcola. We are both energetic and fast-moving organisations and believe zero-emission trains are possible today."

Locomotive Services gets two Class 73s

CREWE-BASED Locomotive Services Limited (LSL) has acquired two Class 73 electro-diesel locos. One of the pair is the first of the class – a 'JA' type, which dates from 1962.

No. 73001 (E6001) has been acquired from the Dean Forest Railway and arrived at Crewe by road on May 2.

The other acquisition is No. 73002, which has been stored at Eastleigh works, but having been used as a spares' donor to other locos, it is likely that role will continue.

LSL has not indicated what role the loco will play with its or the Saphos railtour business, but a return to the main line is a distinct possibility.



No. 73001 outside the boiler shop at Crewe on May 8. The loco will appear at Crewe Open Day on June 8 alongside a Class 86, 88 and 92.
CHRIS MILNER

Class 172/0s debut on 'Nuckle' services

TWO refurbished Class 172/0 DMUs entered service with West Midlands Trains (WMT) on the new through Nuneaton to Leamington Spa route on May 20.

They had previously worked on the Gospel Oak to Barking route in London.

Working with its partners, WMT has transformed the units inside and out, the longitudinal seating being replaced with a more familiar 2+2 style with a grey, white and orange moquette.

One carriage has been fitted with an accessible toilet, next to which is a wheelchair space and several tip-up seats. The train is now carpeted throughout, and externally it has been vinyled in WMT's purple & gold colour scheme.

Set Nos. 172002 and 003 were used on the first weekday operation of the 'NUCKLE' service (Nuneaton, Coventry, Kenilworth, Leamington Spa), replacing the two Class 153 units, which each worked from either Leamington or Nuneaton to Coventry as an independent service.



Class 172 No. 172003 leaves Bedworth on May 20 with the 12.13 Nuneaton-Leamington Spa. It is carrying a commemorative headboard. CHRIS MILNER

One set carried a headboard marking the first time Nuneaton has been directly connected to Leamington for 54 years.

WMT has taken on the eight units which worked Gospel Oak to Barking services, and these will see use elsewhere on its network.

For the first day of the new timetable, WMT operated a three-car Class 172 No. 172340 on the first of a new Sunday service.

■ Despite being a through service, the national timetable still shows the service across two tables – Nos. 63 and 116A.



The interior of the refurbished Class 172 showing the 2+2 seating and the accessible toilet and tip-up seat area.



Siemens submit planning application for Goole

A PLANNING application to build a new train manufacturing factory at Goole, Humberside, has been submitted by Siemens to East Riding of Yorkshire Council.

Siemens wants to build its factory on a 104-acre site at 'Goole 36', close to junction 36 of the M62 motorway.

Its plans include 80,000sq metres of manufacturing, commissioning, warehouse

buildings and stabling sidings, as well as a four-storey, 5,000sq m office building.

The project will cost £200million, and the target is for the first phase of the manufacturing facilities to open in 2023. It is anticipated the development will be fully operational in 2025.

Siemens has won a contract worth £1.5billion from Transport for London

to build 94 new generation 'Inspiro' trains for the Piccadilly, Bakerloo, Central and Waterloo & City lines.

In addition to the new manufacturing facilities, Siemens Mobility's UK rolling stock engineering and commissioning team will be based at the Goole site.

The company also plans to relocate its digital operations centre to the same site.

NAMINGS



Fleur Lombard's family at the naming of set No. 800023. DARREN FORD

GWR honours first responders

GREAT Western Railway has named Class 800 IET set No. 800023 after two first responders, including a fire fighter who died in the line of duty.

One end of the set has been named after Fleur Lombard, who died on February 4, 1996 fighting a fire started by an arsonist at Leo's Supermarket, Bristol.

At the time Fleur, 21, was one of only eight women among Avon's 700 fire-fighters and was the first female fire-fighter to die on duty in peacetime Britain.

Matthew Golton, GWR commercial development director, said: "Fleur epitomises the spirit of the Great Western in so many ways: showing such passion and determination in seeking to become a fire-fighter, and to help others."

The other end of the train bears the name of Kathryn Osmond, who worked as a paramedic for the South Western ambulance service for 16 years. She sadly passed away on April 18, 2017, her 41st birthday, after a battle with melanoma.

Mr Galton added: "It is an honour that we are here to name a train in Fleur's memory, and alongside Kathryn Osmond, are able to mark our emergency services, not only here in Bristol but, as this train continues its own duties, across the Great Western network that we serve."

The names for GWR's trains are nominated by the public and are a mixture of well-known and less celebrated figures who have made a significant contribution to the West Country.



Paramedics at Temple Meads station honour their colleague Kathryn Osmond.

Clayton builds hybrid locos for Tata Steel

THE Clayton Equipment has completed the first of a three-loco order from Tata Steel, Port Talbot, which is replacing its ageing diesel locos.

Clayton specialises in industrial locos, and is building a CBD90, which is a 90-tonne hybrid Bo-Bo locomotive.

Power is provided from the traction battery to 416kW maintenance-free, high-torque electric motors. On-board battery charging is provided by an alternator connected

to a Stage V compliant diesel engine. This configuration enables Tata Steel to realise significant financial savings from reduced fuel costs and lower maintenance.

High torque

The locomotive design offers high torque, high-haulage capability with more than 300kN tractive effort, and will deliver loads of up to 2,500 tonnes across the Port Talbot steelworks network. The loco

can operate on a maximum gradient of 1-in-60 (1.7%).

Steelmaking takes place 24 hours a day, and the higher availability of the new locos will allow Tata Steel to maintain and increase its planned productivity.

The CBD90 is the first UK-designed and built Bo-Bo locomotive for more than 16 years, with design to delivery taking slightly more than 24 weeks.



The first of three CBD90 locos was delivered to Tata in April. It had been tested at the Ecclesbourne Valley Railway, and is seen at Warkworth. PHOTO COURTESY: CLAYTON EQUIPMENT

Classic Traction Track Record

More issues mean delays for SWR Class 442 return

PLANS by South Western Railway to re-introduce Class 442s to the third rail network have been delayed again.

The refurbished sets were due to enter traffic between London Waterloo and Portsmouth last December, but bodysell corrosion was greater than envisaged. This meant more work was needed, with February being the predicted

date for completion. So far, just six of the 18 trains are ready and on test, with the remainder still being refurbished.

Just days before the new timetable, which would have seen the '442s' return, the discovery of a problem with the door safety system sidelined them until the issue was fixed. SWR planned to use two of the five-car sets on

two diagrams. The problem relates to the door obstruction detection system.

SWR managing director Andy Mellors said: "Safety has to be our number one priority. It's a setback but we expect to suspend no more than 10 of the 300 planned new services each week while our engineers will continue to work hard to resolve the issue."



SWR Class 442 Nos. 442408/411 arrive at Woking, having worked 5Q12, the 21.36 from Portsmouth Harbour via Havant on April 24. The train was on a gauging run, calling at all stations. CHRIS WILSON

PICTORIAL NEWS ROUND-UP



CLASS 37s ON VALLEY LINES DRIVER TRAINING: Driver training on Class 37s has continued through May ahead of the start of using the locos on Rhymney Valley services, some 15 years after they bid farewell to the line. DRS Class 37 No. 37418 top-and-tails with No. 37421 with a Rhymney to Cardiff Canton on May 13, and is seen near Pengam. DEAN PARSONS



EIGHT CLASS 73S ON THE MOVE AT ONCE! An unusual move of eight GB Railfreight Class 73s took place on May 6, when Nos. 73128, 73119, 73212, 73141, 73107, 73109, 73136 and 73201 returned after a possession at Kentish Town to Tonbridge yard. They are seen at Brixton. JAMIE SQUIBBES

WAGON REPORT

by S F Lappage

LONG Marston continues to be a newsworthy location for wagon movements.

Vehicles arrive for storage, for example Touax-owned KFA container flats previously on hire to Freightliner, and TDA bogie tanks made redundant from Lindsey to Colnbrook aviation spirit traffic.

Tank wagons often visit to have their barrels cleaned as part of regular maintenance, and the past two years have seen large numbers of redundant wagons having their tanks purged before onward movement to scrapyards. They have included the former Esso

TTA fleet from Fawley refinery and the TEA crude oil tanks, which operated from the Holybourne inshore oilfield.

Freightliner Heavy Haul has sent more redundant PCA cement tanks to C F Booth, Rotherham for disposal – Nos. BCC 10688/691, Nos. BCC 11006/009/010/019/020/022/024/025/028/034/040/043/047/051/058/065/087/088/092/098/104/107/118/119.

A notable wagon preserved by the Chasewater Railway is prototype CDA hopper No. 353224.

In 1988, British Rail undertook to replace its elderly

fleet of 'Clay Hood' opens to retain exports of china clay through Fowey Docks.

An HAA coal hopper was modified, with a roller roof supplied by G Nevilles Ltd to design code CD001A.

Following trials, a production batch of CDAs was built by Doncaster works to Lot 4062 – Nos. 375000-123. Exports have declined sharply in recent years and a third of the fleet has been scrapped.

Colas Rail has taken delivery of two ZWA new-generation dynamic tampers. Plasser & Theurer has supplied the model Unimat 09-4x4/4S machines – Nos. DR 75008/009. Alternative European identities are Nos. 99 70 9123 008-3/009-1.

Babcock Rail has acquired three Plasser & Theurer YJB self-propelled twin-jib track relayers – Nos. DRP 78215/217/219. They were part of the Fastline fleet, and delivered in 1979 as works Nos. 6505/507/509.

Export of redundant track machines continues.

Recently, Plasser & Theurer ZWA high-output ballast cleaners Nos. DR 76323/324 have been de-registered and shipped to Austria, along with ZWA vacuum extractor units Nos. DR 76702/710/711 and YOA ballast distribution train



CDA china clay hopper No. 353224 at the Chasewater Railway on April 7. S F LAPPAGE

power unit No. DR 92264.

Railtrack ordered the trains that arrived in the UK during 2000/01. Network Rail has sold them and associated YDA 'Octopus' ballast and spoil hoppers – Nos. DR 92223-241/243-254/ 260-262 – to infrastructure contractor Swietelsky.

One vehicle from the trains not exported was YOA single-line spoil handling power wagon No. DR 92263, which was scrapped onsite in Tyne Yard.

Further DB Cargo UK disposals have been: OAA 'Squid' open No. 100009, OBA 'Bass' open Nos. 110037/399, ZCA 'Sea Urchin' ballast opens Nos. DC 200301/753/802, RRA


runners No. 200863, No. 210116, ZCA 'Pike' opens Nos. DC 210297/337/383, HTA bogie coal hoppers Nos. 310068/117/203/229/252/354/367/543/601/617/765, No. 311079, No. 330215, MEA box open No. 391431, SSA scrap carriers No. 470024/086/137/147, BDA bogie bolster flat No. 950106.

Former MG Rover KSAA hi-cube vans scrapped on-site in the closed Washwood Heath yard were Nos. 33 70 4739 001-4/006-3/011-3/019-6/022-0/024-6/025-3/034-5/036-0/039-4/043-6/051-9/056-8/059-2/060-0/070-9/071-7/073-3/081-6/082-4/084-0/086-5/091-5/096-4/099-8/100-4.



TOPS-coded CAR brakevan is air-piped and part of the Chasewater Railway fleet. S F LAPPAGE

Stock Update Track Record



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LOCOMOTIVES

Allocations

31163 re-registered HQ/MBDL
43165 LA/EFPC-HQ/SCCL
43190 LA/EFPC-HQ/SCCL
43193 LA/EFPC-HQ/SBXL
43197 LA/EFPC-HQ/SBXL
47306 re-registered HQ/MBDL
60055 WQCA-WQAA
66017 TO/WBAR-WQ/WQAA-TO/
WBAR
66025 TO/WBAR-WQ/WQAA-TO/
WBAE-WBAR
66051 TO/WBAR-WQ/WQAA-TO/
WBAR
66128 TO/WBAE-WQ/WQAA-TO/
WBAE
66186 WBAE-WBAR
67010 WAAC-WAWC
68029 KM/XHTP-LG/TPEX
68031 KM/XHTP-LG/TPEX
73001 HQ-CD
73002 re-registered CD/MBED
90035 WQ/WQAA-CE/WEAC

Liveries

Black + white cross: 08645
Black with red stripe: 08752
Dark blue + PD Ports branding:
66109
DC Rail Freight: 56091
Freightliner G&W orange & black: 66419
GWR green: 43097, 43122
ScotRail InterCity: 43015,
43133/47/81

Named

08645 *St. Piran*
43198 *Driver Brian Cooper/Driver Stan Martin*
66109 *Teesport Express*
66735 *Peterborough United*
66847 *Terry Baker*

Name removed

08645 *Mike Baggott*
43165 *Prince Michael of Kent*
66623 *Bill Bolsover*

Stored/stopped locations
Crewe DMD: 73001



Rail Operations Group (ROG) Class 47 Nos. 47815 *Lost Boys* 68-88 and 47813 *Jack Frost* return north on April 18 with redundant GWR HST trailers for storage at Papworth Sidings, Ely. The pair had travelled to Laira depot the previous evening. The train is passing Marlands having just exited Whiteball Tunnel. STEPHEN GINN

Eastleigh Works: 73002

Operational
47828, 90035

MULTIPLE UNITS

Allocations

150105/07/09 TS/EJHQ-NH/
EDHQ
156468 HT-NH
172002 WN/EKHQ-TS/EJHQ
195001/02 HQ-NH
195005 newly delivered HQ/
EDHQ
195102/08/19 newly delivered
HQ/EDHQ
195103/05/07/09-15/17/18
HQ-NH
230003/04/05 LM/MBCS-BY/
EJHQ
319214/18 HQ/SBXH-NN/EJHQ
331001 HQ-AN
331002/05 newly delivered HQ/
EDHQ
311101/08/10/11/12 HQ-AN
331102/05/06/07 HQ-NL
331109 newly delivered HQ/
EDHQ
345060 newly delivered OC/
EDHQ
385038/39/40 newly delivered
EC/HAHQ
385119/20 newly delivered EC/
HAHQ
710257 newly delivered
HQ/EKHQ
717001-10/12/14/18 HQ-HE
755326 newly delivered HQ/
EBHQ
755413/14/15/16/17/18 newly
delivered HQ/EBHQ
801106/08/09/10/11 newly
delivered HQ/HBHQ

802203/04 newly delivered HQ/
EAHQ

Liveries

'Azuma': 801111
Grey: 801108, 802203/04
Heathrow new: 387140
Northern: 150137/45,
150220/71, 156440, 158782,
170459/60, 333015
'Pendolino' revised: 390130/31
Saltire: 320418
SWR: 159004
Transport for Wales: 158825/41
West Midlands Railway orange:
170630/33, 172003/05/08,
172212/18/20/22

Named

800023 *Kathryn Osmond/Fleur Lombard*
802008 *Rick Rescorla/RNLB Solomon Browne*

Names removed

333011 *Olicana Ilkley's Roman Fort*

Change of ownership

Now ScotRail: 314202-05/
07-11/14-16

Now in passenger traffic

230004/05
319214/18
385025/29/30/32/34/35/36
717001/09/10/18
802113/14

Stored/stopped locations

Eastleigh Works: 314204,
977987(51371), 977988(51413)
Ferne Park: 313028/53
Motherwell: 365519/25/37
Shields: 314208/11

Disposals

C F Booth, Rotherham:
Cut date: April 25: 62583, 71267;
May 3: 62647

HAULED COACHING STOCK

Allocations

1837 EL-NY
3122 CD/LSCS-ZG/RTCO
6378/79 TO/MBCS-HQ/SBXH
10202 RD/ICXH-HQ/SBXH
10222/57 HQ/HOHQ-BH/MBCS
15004/05/07/09 HQ-PC
15010/11 newly delivered HQ/
ESHQ
15102/07 newly delivered HQ/
ESHQ
15103/05/08/09 HQ-PC
15202/04/05/07 HQ-PC
15209/10/11/12 newly delivered
HQ/ESHQ
15305/27/34/35/38/39/40 newly
delivered HQ/ESHQ
15306/10-13/15/18-22/28/30-32
HQ-PC
40231 LA/EFHQ-HQ/SCEC
40710/16/18/27/33/34/39/43/
52/57 LA/EFHQ-HQ/SCEC
41010 remains IS/HAHQ
41018/30 LA/EFHQ-HQ/SCEC
41102/10 LA/EFHQ-HQ/SCEC
41126 HQ/SCEC-IS/HAHQ
41189 LA/EFHQ-HQ/SBXH
42025/39/98 LA/EFHQ-HQ/SCEC
42196 LA/EFHQ-HQ/SCEC
42233 LA/EFHQ-HQ/SBXH
42261 HQ/SCEC-IS/HAHQ
42283 LA/EFHQ-HQ/SCEC
42303/05/53/81 LA/EFHQ-HQ/
SBXH
42344 HQ/SCEC-IS/HAHQ
42362 LA/EFHQ-HQ/SCEC

42509/10/16/68/75/81 LA/
EFHQ-HQ/SCEC
42518 LA/EFHQ-HQ/SBXH
44010 HQ/SCXH-IS/HAHQ
44013/26 LA/EFHQ-HQ/SCEC
44030 HQ/SCEC-IS/HAHQ
44074 LA/EFHQ-HQ/SBXH
46002 LA/EFHQ-HQ/SCEC

Liveries

Carmine & cream: 80044
GWR green: 48102/14, 49105
ScotRail InterCity: 40605,
42034, 42184, 42345

Modifications

Power doors fitted: 41193,
42097, 42342/74, 44021, 45001

Formations

HA23:
42184+42034+42345+40605
HA31:
41126+42344+42261+44030
HA32:
46010+42069+42118+44023
HA33:
41140+42287+42289+44037
LA22:
42566+42302+42304+44068
XC01: 41193+45001+42097+
42374+42342+44021

Renumbered

1659-80044
41094-40605
42218-48102
42317-48114
44090-49105

Now in passenger traffic

15004/05/07/09
15103/05/08/09
15202/04/05/07
15306/10-13/15/18-22/28/30-32

Stored/stopped locations

Doncaster Wabtec (ex Ely):
41016, 42297, 42555
Eastleigh Works: 6378/79
Ely: 40231, 40715/21/22/33/57,
41018/56, 41106,
42039/43/49/71/74/81/83/98,
42126, 42283, 42356,
42503/09/12/14/81,
44013/43/93, 46005/15
Long Marston: 40103/11/18,
40901/03, 41059,
41149/61/62/82/89, 42178/95,
42233, 42303/05/53/81/83,
42518/19, 44060/74
Ruddington: 10202

Disposals

C F Booth, Rotherham: Cut
date: April 12: 10506



Former ScotRail Class 314 No. 314204 is shunted into Eastleigh Works on April 23 by GBRf No. 66755, sandwiched between ex-Class 508 Translator Set T7 (Nos. 64664 and 64707). No. 314204 was at the works for assessment by Arlington Fleet Services, having been delivered to Eastleigh East Yard by road. Translator Set T5 was also in the consist hitching a ride back into the works from the yard. CARL WATSON



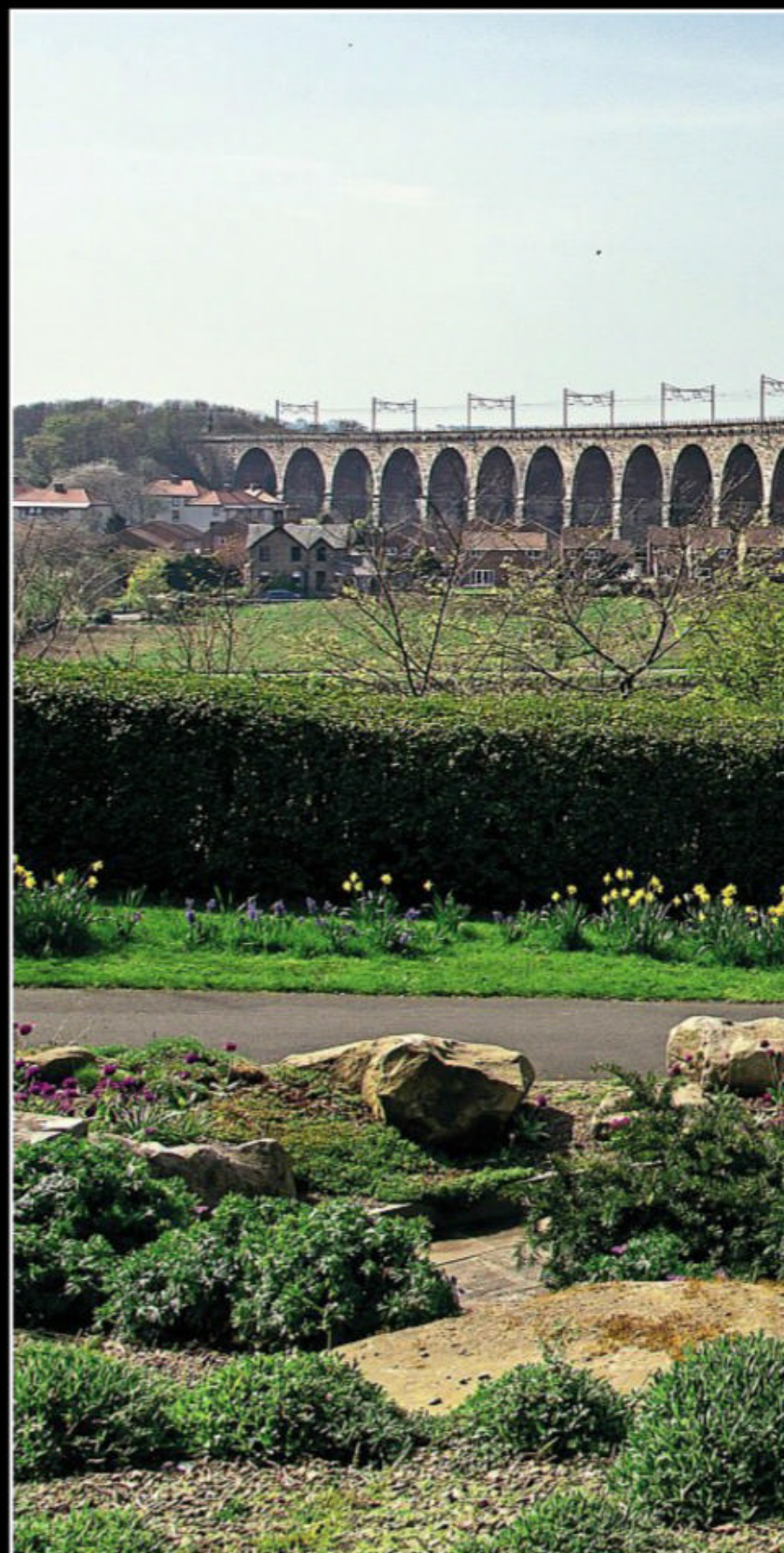
The mix of old and new at Doncaster on May 10: New Northern unit No. 331102 is on training duties in the West yard at Doncaster as 'Pacer' No. 144001 arrives with the 13.24 Adwick-Sheffield. A second Class 331 can just be seen on the right. GEOFF GRIFFITHS

Traction Portfolio

Track Record



1938-built Class 483 No. 483004 arrives at Ryde St Johns Road with the 08.18 Shanklin-Ryde Pier Head on April 27. As we closed for press, there has still not been a decision on replacement rolling stock for the Island line. STEVE SIENKIEWICZ.



Class 20 Nos. 20118 and 20132 are held in the Dorridge loop on April 4 with working 7X08, the 11.12 Derby Litchurch Lane-Banbury 'S' stock move, which went on to Amersham the next day. ETHAN WILSON



DRS Class 88 No. 88006 *Juno* leads classmate No. 88005 *Minerva* as they approach Park South Jct, near Dalton-in-Furness, with the daily evening flask working from Sellafield to Crewe on May 4. AIDEN FORT



LNER Class 91 No. 91119 *Bounds Green Intercity Depot 1977-2017* crosses the Royal Border Bridge over the River Tweed at Berwick-upon-Tweed with 1S09, the 09.00 London King's Cross-Edinburgh Waverley on April 20.
IAN DIXON

A new short-term working from a virtual quarry at Carlisle Kingmoor to Boston Sleaford Sidings ran on a number of occasions last month using DCR locos. Nos. 56091 and 56103 catch the sun as they pass Winwick on May 1, the working being 6Z56, the 13.51 Boston Sleaford Sidings-Carlisle Kingmoor.
TERRY EYRES

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Tinsley

NEW PUBLICATION

and the Modernisation of Sheffield's Railways

In the 1950s, Britain's railway network was becoming increasingly costly to operate, a legacy of the complicated web of lines built by competing railway companies. In the North of England, small marshalling yards were struggling to keep pace with the traffic requirements of the day. Consequently, the British Railways Board took the decision to build a new "state-of-the-art" yard at Tinsley, which became one of the most technologically advanced marshalling yards in the world.

This detailed work examines the history and events that gave rise to Tinsley and contains extensive details of its planning, construction and opening. It tells how the story of Tinsley unfolded, including the grand ceremonial opening in the 1960s and the revolutionary introduction of TOPS in the 1970s, which was to transform operation of the yard. Tinsley's most turbulent decade – the 1980s – is followed by its decline during the 1990s and the new millennium. The book concludes by looking at what remains of Tinsley today.

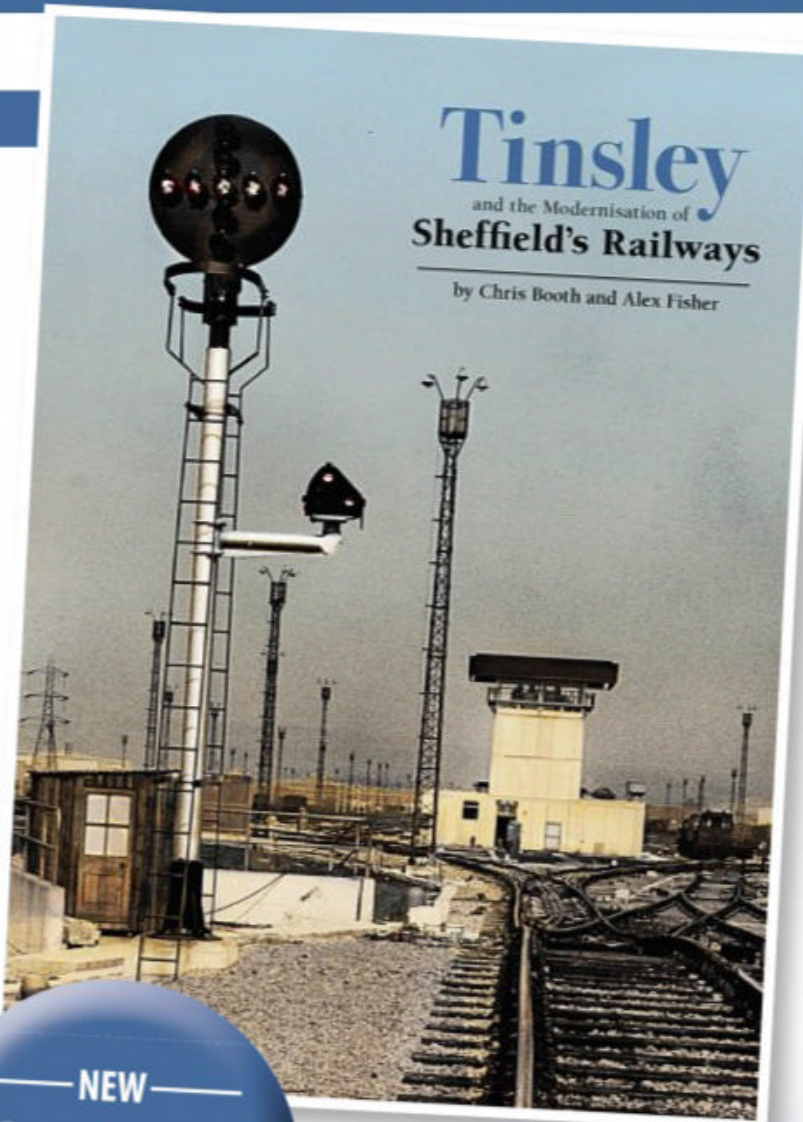
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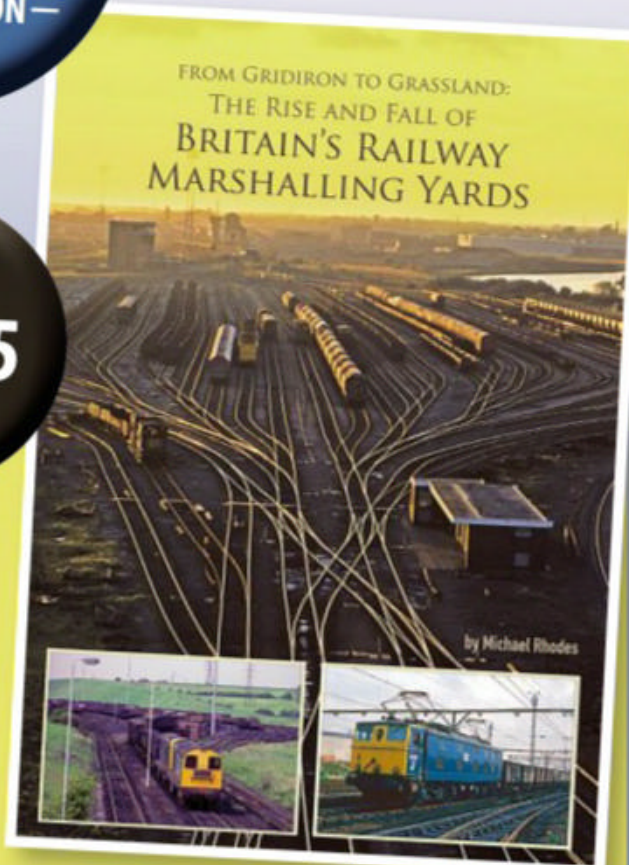
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THE 12.55 Manchester Piccadilly-Euston 'Pendolino' service on April 16 made an additional stop at Milton Keynes for a sick passenger to be treated, resulting in a seven-minute late arrival in London.

The next day, the 18.10 'Voyager' service from Euston to Wrexham and Holyhead left 17 minutes late as the driver was delayed on his incoming journey by a problem in the Manchester area. After a signal stop outside Watford Junction station, the train was 24 minutes late leaving Milton Keynes.

THE Easter weekend (April 20-22) saw major engineering work taking place on the WCML, with worksites at Shawfield Junction (replacement of junction), near Cleghorn level crossing (approaching Lanark Junction), and in the Elvanfoot/Beattock areas, which resulted in buses replacing trains.



NUMEROUS reports have been received regarding the new IET units, including on March 25, Class 800/1 nine-car set No. 800107 working a 5Q22/11.38 Heaton-Peterborough e.c.s., with No. 800103 working a 5Q44/14.53 Berwick-upon-Tweed-Doncaster Carr IEP Depot e.c.s. on March 30.

'Azuma' units were almost a daily sight through Berwick during early April with No. 800111 seen running south from Edinburgh at midday on April 7.

Observed at York on April 15, No. 800102 ran e.c.s. from Peterborough to York on the 13.10 test run.

Spotted at York on Easter Monday was No. 800102 on driver training.

THE 14.00 King's Cross-Aberdeen service on Good Friday, April 19, arrived in Edinburgh Waverley nine minutes late after knock-on delays caused by trespassers on the line near Peterborough. The service continued north to Aberdeen, without much time being made up.

THE 07.52 Aberdeen-King's Cross service on April 26 was held up at Montrose awaiting a north-bound freight service to pass from the single-track Usan to Montrose section. This is the only single-track section in the 523 miles



LNER Class 91 No. 91117 *West Riding Limited* leads 1S13, the 11.00 London King's Cross-Edinburgh through Houndwood, between Berwick-upon-Tweed and Dunbar, on April 19. JAMIE SQUIBBS

between Aberdeen and London. The resulting delay meant the King's Cross-bound train departed Dundee five minutes late.

THE 09.16 Leeds-London King's Cross was seen passing Finsbury Park with DB Cargo 90029 working at the rear on Wednesday, April 10. Two hired-in Class 90s were noted on LNER services at Doncaster on April 27. No. 90020 was on the rear of 09.16 Leeds-King's Cross, while No. 90039 was similarly employed on 10.15 Leeds-King's Cross.



CLASS 166 No. 166217 was used on the 09.30 Cardiff Central-Portsmouth Harbour service and 13.23 return to Cardiff Central on April 10; No. 166206 on April 13; while on April 21, Class 150 No. 150219 was on the 08.19 Romsey-Brighton and 11.00 return to Bristol Temple Meads.

ON WEDNESDAY, April 17, passengers on the 17.00 Bristol Temple Meads-London Paddington service were surprised to hear the guard announce the train was likely to run late as the diesel engines were only working on one of the two five-car IEP units. The train left on time, but arrived

two minutes late into Bath Spa, and arrived four minutes late into Chippenham. It looks as though at this point the driver may have got the diesel engines started as the train didn't lose any more time to Swindon, having climbed Dauntsey Bank.



THE regular moves of Mk3b DVTs between Crown Point and Cardiff Canton for overhaul saw No. 82139, hauled by Class 37 No. 37059, arrive at Cardiff on Wednesday, April 24. The Class 37 then took No. 82114 back to Crown Point the following day.

DELIVERIES of new 'Flirt' Class 755 units saw Class 66 No. 66002 deliver Nos. 755409+755410 from Dollands Moor to Crown Point on April 4, followed by Nos. 755413+755414 on April 18. The next move involved the same Class 66 bringing Nos. 755415+755416 to Norwich on May 2.



A SURVEY of ScotRail services between April 8-14 found 261 cancellations and 46 starting/ending short.



On hire to Hull Trains, GWR HST with power car Nos. 43023 *Sqn Ldr Harold Starr* – One of the few and 43020 prepare to leave Hull Paragon station with an e.c.s. working after arriving from King's Cross on April 12. Alongside is 'Pacer' No. 142001, which has been claimed for the National Railway Museum. ANDY MASON

THE 11.04 Kilmarnock-Stranraer service, comprising of Class 156 No. 156494, was terminated at Girvan on April 10 because of engine problems. The eight passengers onboard were provided with taxis to complete their journey to Stranraer.

THE rundown of Class 314 units has resulted in an increase in observations. On Sunday, April 14, No. 314209 was observed at Lanark, a highly unusual location for a Class 314 to be seen. It was working services between Glasgow Central and Lanark, which were being diverted via Mount Florida because of engineering work at Rutherglen.

The protracted move of No. 314204 from Scotland to Eastleigh was completed on the afternoon of April 23. Having been taken by road to Eastleigh East Yard just over a week earlier, the final move involved it being hauled by Class 66 No. 66755 into the works.

CLASS 158 No. 158712 worked the 5Z58/09.07 Eastfield TMD-Brodies Engineering (Kilmarnock) on Saturday, April 20.

DELIVERIES of Class 385 units are coming towards completion. In the period under review, Nos. 385038+385039 were moved north from Newton Aycliffe to Craigentinny on April 18. This was followed by No. 385120 on

April 25; No. 385040 hauled by Class 67 No. 67028 on May 2; and No. 385119, also hauled by No. 67028 on May 8.



CALEDONIAN sleeper Class 92 Nos. 92023 and 92038 were stabled at Carlisle's west sidings waiting for an evening path to Polmadie on April 5.

TWO further deliveries of new Caledonian Sleeper stock from Tees Dock to Polmadie has occurred with Class 66 No. 66540 moving Nos. 15209+15335+15327+15305+15334+15210+15107+15010 on April 16. This was followed on May 1 when Class 66 No. 66418 moved Nos. 15211+15340+15338+15339+15212+1510215011.

CLASS 67 No. 67007 hauled the Caledonian Sleeper north on April 2. Unusually, the coaches were in reverse formation, with the sleeping cars at the north end.

The same loco hauled the 'Sleeper' on April 5 and 6, and then 8-19. The 21.43 Aberdeen-London sleeper on Sunday, April 21 was re-routed by the ECML to arrive at platform 0 in King's Cross at 08.05, just five minutes late.



Merseyrail Class 507/508 EMUs have just a few years left in service, so the time is right to photograph them. On May 4, No. 508110 waits at Hooton Station with the 15.15 Chester-Chester, and in the other platform is Class 507 No. 507010 with the 16.15 Chester-Chester. ROBIN STEWART-SMITH

Operations Track Record

The re-routing followed permanent-way work on the WCML over Easter.

The London-Aberdeen/Inverness/Fort William combined Sleeper started out from King's Cross on Sunday, April 28, and, according to Serco staff, was delayed at Newcastle for three hours with the non-appearance of a driver due to take the train onward to Edinburgh. The Aberdeen portion arrived in the Granite City at 11.00 the next day.

The first of the new fleet of CAF Mk5 coaches entered service on Sunday, April 28. The new vehicles are initially being used on the Lowlander route from London to Glasgow and Edinburgh.

The Highlander route between London and Aberdeen, Inverness and Fort William is expected to be operated with new vehicles from July 7.



FORMER ScotRail Class 158 No. 158867 worked the 07.46 Leeds-Carlisle service on March 28. It was obvious all was not well with the power unit, as only 61mph was reached on the Keighley to Skipton section (line limit 90 mph). Further time was lost as far as Horton-in-Ribblesdale, where a prolonged stop had Northern staff working on what the conductor later announced as an 'engine reset'. No further time was lost or gained, and arrival at Carlisle was more than 20 minutes late.

CLASS 158 No. 158816 was noted on 5Z03/09.05 Morpeth-Darlington and 5Z04/11.47 Darlington-Saltburn crew-training duties on April 4.

CLASS 144 No. 144001 was seen at Woodlesford's platform 2 on April 15 on the 09.29 Leeds-Sheffield via Barnsley, while No. 144002 stood at platform 1 with the 08.58 Knottingley-Leeds service. Later, as No. 144002 entered Leeds station, No. 144003 was just leaving.

NEW Class 331 No. 331106 was moved from Allerton to Neville Hill top-and-tailed by Class 47 Nos. 47813+47815 on April 15.

It was reported running on test between Leeds and Doncaster on April 17.

THE April 26 14.04 Leeds-Nottingham was noted formed of Class 150 No. 150145 in place of the more usual Class 158.

CLASS 47 Nos. 47813 and 47815 top-and-tailed refurbished Class 333 No. 333015 through Leeds station on the morning of April 27 en route to Neville Hill depot.

THREE of the new Class 331 units have been moved to Doncaster for familiarisation and driver training, with No. 331105 being top-and-tailed by Class 47 Nos. 47813+47815 on April 29, followed by No. 331107 on May 1. No. 331102 was moved the next day.

TESTING of Northern Rail-liveried CAF Class 331s continue on Carnforth/Lancaster to Preston diagrams. On April 30, No. 331110 arrived at Lancaster at 17.55, returning to Preston ten minutes later.



ACCIDENT-damaged Class 350

No. 350403 was moved from Ardwick depot to Wolverton Works by Class 37 No. 37601 on April 24 for repairs to be undertaken.

TWO new Class 802 units – Nos. 802203+802204 – were delivered to Dollands Moor on April 24 and taken forward to Eastleigh TMD by Class 73s No. 73963+73965 on the same day.

ON SATURDAY, April 27, Class 185 No. 185149 was working the 1M95/10.12 Edinburgh Waverley-Manchester Airport in place of the usual Class 350 when it was observed passing Thankerton.



OBSERVATIONS of Class 180 units produced No. 180104 on the 5N66/08.51 Crofton Depot-Sunderland on March 30. On April 6, No. 180105 formed 5Z06/11.48 York Holgate Siding-Sunderland e.c.s. No. 180106 powered the 5N06/10.30 Crofton Depot-Heaton e.c.s. on April 9.

THE use of former GWR HSTs on a Hull-King's Cross diagram found Nos. 43023 with 43020 at the rear at Hull Paragon station on April 15.



CLASS 67 No. 67022 with DVT 82306 was noted on time at Shrewsbury, 19.09, with the Cardiff to Holyhead (17.16 ex Cardiff) on April 8.

HIGH winds caused by Storm Hannah disrupted all trains on the Manchester to South Wales route during the morning and early afternoon of April 27.

Both the 05.04 and 05.55 Carmarthen-Manchester services didn't run beyond Cwmbran because of fallen trees on the line south of Abergavenny. As a result, all Transport for Wales train services from Hereford and Shrewsbury northwards to Crewe were cancelled until the line had been cleared around mid-day.

Passengers for Crewe and Manchester, stranded at Shrewsbury, were advised to travel to Wolverhampton and use northbound CrossCountry or Virgin services from there.

All southbound services from Manchester Piccadilly to South Wales were cancelled until 15.31 – passengers intending to travel earlier to Newport and beyond were advised to go via Birmingham New Street and Bristol Parkway.



CLASS 350 No. 350106 was towed from Northampton to Long Marston by Class 37 No. 37601 on April 27, the first of the sub-class to go for corrosion repairs.



TESTING of new trains continues. On Wednesday, April 10, Class 710 No. 710269 was seen stabled at platform 2 at Willesden Junction.



THE third Class 313 to leave for scrap – No. 313050 – was hauled from Hornsey to EMR Kingsbury by Class 57 No. 57312 on April 11.



JUST a single new unit has been reported delivered from Derby to Old Dalby in recent weeks, with No. 345060 being towed east by Class 37 No. 37608 on April 17.

NEW Elizabeth Line trains were again in evidence on the Great Western Main Line on April 23. Observed at Burnham were No. 345035 on the 5Z40/11.27 from Reading to Old Oak Common West and No. 345037 on the 5Z50/10.37 from Old Oak Depot to Reading.



ENGINEERING works between Basingstoke and Winchester over the weekends of Sunday, April 14 and 21 resulted in CrossCountry Class 220 units on services between Southampton Central and Basingstoke being diverted through Fareham towards Guildford and then Reading.



GBRf No. 92032 works the empty sleeper stock from King's Cross to Wembley through Copenhagen tunnels on the morning of May 6. On the rear is No. 90044, which worked the inbound train. JAMIE SQUIBBS



GWR HST power car No. 43172 *Harry Patch* continued to the last day of operation on GWR, and on April 13 leads the 15.01 Plymouth-Paddington past a sunny Dawlish. DAVID HUNT



West Coast Railway Class 47 No. 47826 makes a spirited departure as it leaves Kendal with a service to Windermere on April 21. The Carnforth-based operator provided carriages for the branch because of engineering work elsewhere. AIDEN FORT

Heathrow Express

THE 12.10 service from Paddington unusually left from platform 8 on April 23. It was formed of Nos. 332012+332005. Normally trains only leave from the two dedicated platforms Nos. 6 and 7, which are now gated. Some NR staff appeared to be carrying out a track inspection, resulting in the temporary closure.

southeastern.

THE 5X89 from Slade Green Traction & Rolling Stock Maintenance Depot to Ilford Electric Multiple Unit Depot was seen passing Barnes on Saturday, April 20, with Class 66 No. 66758 hauling Class 466 No. 466023. Earlier in the day it had returned No. 466027 from Ilford to Slade Green.



CLASS 377 No. 377409 was partially damaged while working a Victoria to Portsmouth Harbour service on April 3, when it hit a bike on the outskirts of Chichester, causing disruption to train services.

THERE are now three Class 717s in West Worthing sidings: Nos. 717010, 717013 and 717025 being noted on April 5.

A MAINLINE blockade on April 7 resulted in services again being diverted via Littlehampton, although this time services were worked by regular Class 377s, with the exception of two metro units Nos. 377605 and 377706.

CLASS 377/2 No. 377212 worked the 12.09 Chichester-London Victoria on April 11, making the rare sight of a dual-voltage Class 377 on the West Coastway line.

CLASS 313s are becoming a headache on the West Coastway route by failing in service.

On April 18, No. 313201 failed at Chichester prior to working the 05.50 service to Brighton.

The 05.56 Littlehampton to Portsmouth service, worked by No. 313217, terminated at Chichester to assist as there were no other 313s in the area. The convoy eventually ran as empty coaching stock to Brighton Depot via Littlehampton for maintenance. On April 21, the 15.31 Littlehampton-Bognor Regis service failed at Ford, blocking the level crossing for two and a half hours; No. 313206 was the culprit. Assistance was provided by another Class 313 from Bognor Regis.

Disruption to train services resulted in the 15.00 and 17.00 Brighton to Southampton both starting from Littlehampton. Likewise the 14.33 Victoria to Portsmouth and Bognor also got diverted to Littlehampton, meaning the return 17.15 service from Bognor Regis and 17.01 from Portsmouth both started from Littlehampton.

No. 313206 was noted in traffic some two hours later continuing



Class 92 No. 92032 is under the train shed at London King's Cross on May 6 preparing to depart with the 22.15 London King's Cross-Aberdeen and Fort William sleeper. Sleeper trains were using the LNER terminus after Euston was closed for engineering works. Next to No. 92032 is No. 90044 with the 21.20 Inverness portion, which would normally run with the Aberdeen and Fort William train before splitting at Edinburgh. Engineering work in Scotland led to the alteration. KEN BRUNT



DRS Class 66 No. 66424 passes Milford, Derbyshire, with a diverted Daventry to Mossend Tesco train on Easter Saturday (April 20). ROBERT FALCONER

Right: The red & white Transport for Wales livery suits the Class 158 as No. 158826 passes Chester Racecourse with the 17.23 Holyhead-Birmingham on May 4. ROBIN STEWART-SMITH



with its booked diagram working. No. 313201 was back in traffic on April 25 working the 15.51 Littlehampton-Brighton service.

APRIL 29 saw further disruption to Southern services.

The 13.55 Littlehampton-Portsmouth failed at Littlehampton with a series of faults, unit No. 313202 being the culprit.

The '313' ran e.c.s. to Brighton and Class 377 No. 377465 was used as a replacement, working the 16.10 to Bognor Regis.

On the same day the 16.33 Brighton-Victoria service, formed of Nos. 377119+377161+377403, came to a halt on the quarry line just north of Earlswood with faults.

This incident caused major disruption to the evening peak service and inevitable cancellations.

Further problems ensued at Littlehampton when No. 377202 failed at the terminus with door faults, causing the cancellation of the 18.27 to Brighton.

The unit was put away in Littlehampton Sidings for the night and taken to Brighton the next day.

South Western Railway

EARLY afternoon of Friday, April 12 saw a points failure in the Hilsea area. Trains were unable to run towards Portsmouth and Up trains were delayed. Class 444 No. 444035 worked the 13.24 Portsmouth and Southsea-Waterloo, and was 35 minutes late by Worplesdon, and terminated at Woking. The return 15.30 from Waterloo was cancelled, and No. 444035 resumed running to Portsmouth Harbour from Woking at 15.55. The problem was solved by 16.00, but services continued to be affected for the rest of the day.

FORMER Gatwick express Class 442 No. 442411 was stabled at Fratton in ex-works condition on Tuesday, April 16.

Charter Trains

A CHARTER from King's Cross to Sunderland was observed at York on April 1 top-and-tailed by 'Royal' Class 67 Nos. 67006+67005.

UK RAILTOURS' 'Snowdonian Panorama' passed Prestatyn

slightly early at 10.32 on April 6 top-and-tailed by Class 68 Nos. 68034 and 68003.

THE British Pullman made its first visit of the year to Chatsworth House on April 10 when Class 67 Nos. 67024 and 67020 top-and-tailed the 08.46 London Victoria-Chesterfield and 17.09 return.

THREE steam charters visited Carnforth in the late afternoon of April 13.

First to arrive early at 17.05 with the steam leg of the 'Pennine and Blackpool Express' was former LMS Jubilee No. 45690 *Leander* from Blackpool to Preston.

This was followed at 17.20 with 'Black Five' Nos. 44871 and 45407, completing their leg of 'The Citadel' charter from Manchester Victoria via the Settle and Carlisle, the train returning to Victoria under WC diesel power.

The 'Black Fives' came off for servicing at WCRC before moving to Fort William for the start of this year's 'Jacobites'.

Meanwhile, 'A1' No. 60163 *Tornado* had also visited Carlisle via Settle from Crewe with the 'Border Raider', which originated in Birmingham. Its train passed into

Carnforth's Up passenger loop at 18.35 for a short pathing stop.

DB Cargo

THE infrequently run 14.15 Tees Yard-Carlisle light engine movement produced Class 66 Nos. 66170+66156 on March 30.

THE Mossend Down Yard to Dagenham Dock Reception car transporter was seen at Brondesbury, hauled by Class 66 No. 66143 on April 3. This train is timed for an electric locomotive and has previously been seen (most recently on March 6) headed by a Class 90. On the same day, at Camden Road, Class 66 No. 66018 was seen on the Dollands Moor Sidings to Scunthorpe Redbourn Siding train.

CONSECUTIVE Class 6 freight trains on the Up WCML were observed passing Thankerton on Thursday, April 4. At 08.46 Class 66 No. 66171 was working the 6M51/06.20 Millerhill-Carlisle New Yard, which was followed at 08.50 by Class 66 No. 66099 at the head of the late-running 05.50 Mossend Down

Operations Track Record

Yard-Carlisle New Yard. Later in the day, No. 66147 was observed working the 17.39 Mossend Down Yard-Dagenham Dock reception.

DISRUPTION to northbound services using the WCML occurred on April 9 following the failure of Class 66 No. 66088 while working the 4538/14.24 Seaforth-Mossend Down Yard service. It was rescued by No. 66187. The following 1572/14.30 London Euston-Glasgow train was 133 minutes late departing from Lancaster.

CLASS 67 No. 67002 was stabled at London King's Cross on Wednesday, April 10 – on 'Thunderbird' duty. On the same day, Class 90 No. 90029 was working passenger trains for LNER.

THE 10.15 Grangemouth-Daventry 'Malcolm' Intermodal produced Class 66 No. 66147 on April 13.

CLASS 66 No. 66185 was seen at Barnes on Monday, April 15, heading a Cliffe Brett Marine to Neasden Engineers' Sidings train. In shabby EWS livery, Class 66 No. 66161 was also seen at Barnes working the train on April 20.

CLASS 66 No. 66007 was seen at Barnes Bridge on April 17 heading a Limbury Road to Angerstein Wharf (Tarmac) train.

ON APRIL 20, the 06.07 Mossend-Daventry intermodal was diverted via the ECML, Class 66 No. 66067 being noted passing Northallerton.

A MEREHEAD Quarry to Acton Terminal Complex stone train was seen at Burnham on Tuesday, April 23, headed by Class 59 No. 59205. On the same day at Reading West, blue-liveried Class 66 No. 66142 *Maritime Intermodal Three* was seen on a Trafford Park Euro Terminal to Southampton Western Docks Berth 109 container train.

CLASS 60 No. 60059 was noted at Barnetby on the morning of April 27 with the 07.17 Lindsey oil refinery-Kingsbury loaded tanks

PLANNED engineering work took place between Symington

Emergency Crossovers and Lamington on April 27. The train in use in connection with these works was powered by Class 66 No. 66124, which worked out from Carlisle New Yard to Symington.



CLASS 66 No. 66511 was stabled at the Strathspey Railway side of Aviemore station on March 25 with a rake of four JJA wagons.

THE 08.39 Leeds Midland Road-Tyne SS light engine movement produced Class 66 Nos. 66616+66544 on March 30. The following week, the 11.20 Leeds Midland Road-Millerhill light engine movement produced Class 66 Nos. 66518+66592 on April 6. Class 66 Nos. 66532+66541 were on the 10.54 Leeds Midland Road-Carlisle NY light engine movement on April 13.

THE Crewe Basford Hall to Felixstowe North FLT container train is regularly hauled by a pair of Class 86 electric locomotives.

The train was seen twice in April: on Wednesday, April 3 at Camden Road, headed by Nos. 86622 and 86627, and on Wednesday, April 10 at Caledonian Road & Barnsbury, headed by Nos. 86627 and 86608.

Equally, the 4M11/18.14 Coatbridge FLT-Basford Hall also continues to see Class 86s in use, and on Monday, April 29 and Tuesday 30th, Nos. 86632+86614 had the honours.

THE Hardendale Quarry (at Shap) to Tunstead working on Friday, April 5, hauled by Class 66 No. 66603, was brought to a halt on the Up fast line at Euxton at 14.43 because of water pump issues. The train was already 57 minutes late, having encountered problems at Outbeck Loop and Preston Station. West Coast loco's Class 37 No. 37518 and Class 33 No. 33029 were summoned to drag No. 66603 and its train south. It was 17.26 by the time the train

moved off. Fortunately, the slow line through the station was available for other services to be relatively unaffected.

NOT often reported but 'our' locomotive Class 66 No. 66503 *The Railway Magazine* was at Eastleigh on Thursday, April, 11 on a 4062 Birch Coppice to Southampton Maritime, running to time.

A CONVOY of four Class 66s – Nos. 66513+66588+66519+66591 – were noted on Saturday, April 13, heading north on a Crewe to Carlisle move, no doubt for overnight engineering trains.

TWO Class 66s – Nos. 66545 and 66565 – were seen parked in Harwich Parkeston Quay together on the morning of April 19, before doing their work stint with the HOBC units overnight at Elmswell and Bury St Edmunds.

EASTER Monday afternoon saw the daily Carlisle to Crewe engineers' train, normally hauled by a DRS loco, hauled by Class 66 No. 66536. The train included DB Cargo Class 66 Nos. 66143, 66197 and 66172. Wagons followed the 66s.

CLASS 66 No. 66419 was observed fresh out of the Arlington paint shop on April 23.

A BRIEF period spent on Burnham station on Tuesday, April 23 saw two container trains pass in quick succession. First was a Wentloog to Felixstowe North FLT train, hauled by Class 66 No. 66951. A few minutes later this was followed by a Southampton MCT to Garston FLT train, hauled by No. 66524.

A PAIR of Class 66s – Nos. 66558 and 66567 – were observed on April 28 working the 4M49/14.05 Coatbridge FLT-Basford Hall.



FLASK trains reported included Class 88 Nos. 88005 and 88004 15.12 Torness Power Station-Carlisle Kingmoor on April 4.

The 13.32 Sellafield BNF-Kingmoor flask train was double-headed by Class 68 Nos. 68005+68017 on April 13.

On Wednesday, April 17, Class 66 Nos. 66301+66304 were observed top-and-tailing flask wagons while working the 6599/05.56 Kingmoor-Georgemas Junction.

A combination of Class 88 No. 88009 and Class 68 No. 68034 worked a Seaton to Sellafield on April 24.

The next day, a combination of Class 68 No. 68034 and Class 88 No. 88001 were on the regular Kingmoor-Torness-Kingmoor diagram.

ON WEDNESDAY, April 10, the 6568/07.44 Carlisle Kingmoor-Motherwell TMD was observed passing Thankerton, with Class 57 No. 57301 leading coaches Nos. 6117 and 6122, and a flat wagon attached to the rear.

THE 06.40 Daventry (Tesco)-Mossend intermodal produced Class 88 No. 88010 on April 13.

CLASS 37 Nos. 37405 and 37409 *Lord Hinton* arrived light engine at platform 12 at Crewe around 13.30 on Tuesday, April 16, en route from Derby RTC to Carlisle Kingmoor Depot.

THE 05.01 Daventry (Tesco)-Mossend intermodal was diverted via the ECML on April 20, Class 66 No. 66424 being noted at the head of the train as it passed Northallerton.

ON TUESDAY, April 23, Class 68 No. 68007 was observed working the 0D68/09.43 Kingmoor TMD-Motherwell TMD light locomotive move. On the same day, Nos. 68017 66430 66426 were seen on the 0C66/14.52 Motherwell TMD-Kingmoor TMD light locomotive move,

ON FRIDAY, April 26, Class 66 No. 66425 was observed working the 0Z65/06.40 Kingmoor TMD-Bo'ness Exchange Siding light locomotive move in preparation for the branch line tour to Crewe.

CLASS 66 No. 66432 was noted

stabled at Longsight Depot on April 26, making a change from the usual array of multiple units and 'Pendolinos'.

A CREWE to Mossend Yard special on April 27 was observed top-and-tailed by Class 88 No. 88002 and Class 66 No. 68018. The stock between the locos was Nos. 5028+4831+1859+4832+4856+35185+1730+3115 and 3096.

ON SUNDAY, April 28, Class 66 No. 66305 was observed passing Thankerton with the 1Z66/12.20 Crewe-Polmont.

A CONVOY of Nos. 37405, 88010 and 68001, headed by Class 68 No. 68005, waited for a path up the Midland railway at Carlisle around 12.35 on April 30.

GB Railfreight

THE contract to operate trains from Southampton to British Gypsum's plasterboard plant in Robertsbridge has been extended to December 2021.

The empties, train 4Y19 from Mountfield Sidings to Southampton Western Docks, passes through south-west London mid-afternoon.

Observations in April included Class 66 No. 66745 on April 1; No. 66779 on April 11, 15, 17 and 18.

It worked the gypsum empties again on Saturday, April 20, but for a little variety the train, which was seen at Barnes, was routed on the Hounslow Loop rather than through Richmond.

FROM Monday, April 1, Eastleigh to Hoo Junction services for Network Rail have been worked by GBRf.

The eastbound train to Hoo Junction Up Yard leaves Eastleigh East Yard at 09.00 and runs as train 6Y48, or 0Y48 if only a light engine. This working was seen four times in April, as follows.

On the first day, Monday, April 1, the train, which was seen at St Margarets, near Twickenham, consisted of a single wagon, double-headed by Class 66 Nos. 66716 *Locomotive & Carriage Institution Centenary 1911-2011* and 66748 *West Burton 50*.

When noted on Monday, April 15 the train was seen at Mortlake headed by No. 66712 *Peterborough Power Signalbox*.

The Class 66 was seen again on Wednesday, April 24 running light engine (as 0Y48) at St Margarets. On Monday, April 29, returning to St Margarets, the train consisted of a lengthy rake of empty wagons, and was hauled by No. 66719 *Metro-Land*.

The return working, train 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard, was seen four times in April, always near Brentford, as follows: April 11, No. 66716; April 15, 17 and 18, No. 66712.

ON FRIDAY, April 5, Class 66 No. 66731 was observed passing Thankerton light engine while running as the 0M66/15.10 E. G.



DB Cargo's No. 66126 heads up to Milltown and the Treverrin Tunnel, between Lostwithiel and Par, on April 25 with the 13.40 Fowey-Goonbarrow china clay empties. RON WESTWATER

Steele (Hamilton)-Carlisle New Yard.

CLASS 92 No. 92014 was noted on April 6 hauling Class 86 No. 86101 from Polmadie CMSD to Carlisle.

THE Cricklewood-Barrington-Cricklewood spoil train was observed on April 8 hauled by Class 66 No. 66702.

A VARIETY of MoD trains reported included Class 66 No. 66740 on a Garston-Glen Douglas-Carlisle diagram on April 9, going through to Bicester the following day.

The same loco was employed on April 15 working from Bicester to Kington and back prior to then working through to Longtown.

Back in the south on April 25, No. 66740 worked a Southampton Docks to Bicester diagram.

The next reported working was on May 1, when Class 66 No. 66753 was on a regular Bicester-Longtown-Carlisle diagram.

IT IS reported the contract to move tube stock between Derby and West Ruislip is coming to a close.

On April 9, Class 20 Nos. 20118+20132 top-and-tailed with Class 66 No. 66773 on a Derby to West Ruislip move. The same combination had charge of a further Derby to West Ruislip move on April 16.

A change on April 23 found Nos. 20905+20901 top-and-tail with Class 66 No. 66757, again to West Ruislip, returning to Derby with a rake on April 27.

They were out again on April 30 returning a further rake from West Ruislip.

CLASS 66 No. 66772 was seen on the Clitheroe-Avonmouth cement train at about 16.20 on April 12 passing Saltley. Shortly afterwards, the train was reported to have failed at King's Norton, causing disruption to passenger services for almost 90 minutes, with some longer-distance services diverted via Stourbridge.

Reportedly, the train managed to move into the sidings, but it did not continue its journey until just before 23.00.

CLASS 56 No. 56081 was seen inside the train being led by Class 66 No. 66767 on April 14 on the 4M10 Doncaster Down Decoy to Peak Forest Empty Stone Hoppers.

CLASS 66 Nos. 66701 and 66782 were noted at Harwich Parkeston Quay yard on the morning of Sunday, April 14 with stopover Intermodals from Hams Hall and Masborough. Also present was No. 66752 *The Hoosier State*.

A NEW traffic flow between Tees Dock and Doncaster IPort began on April 15 when Class 66 No. 66723 worked a rake of containers.

A CONSIST of Class 73 No. 73107, Class 66 No. 66714 and Class 50s Nos. 50049 *Defiance* and 50007 *Hercules* were seen in Eastleigh Yard on April 16. Later, at 12.15, Class 73 No. 73107 was seen with No. 66714 in tow passing Clapham Junction northwards.



DRS Type 5 No. 66301 eases away from Dalwhinnie Station on April 22 after being held for a DMU to pass. It was working a Mossend to Inverness intermodal. PETER SQUIBBS

CLASS 66 No. 66712 *Peterborough Power Signalbox* was observed on April 17 passing Winchfield on time on the 09.00 Eastleigh Yard-Hoo Junction infrastructure working.

Later that day, Class 73 Nos. 73964 and 73962 were observed at the same location, top-and-tailing an infrastructure measurement train from Wimbledon Park to Eastleigh Works.

THE 6N61/11.59 Drax-Tyne Coal biomass produced ex-Colas Class 60 No. 60026 on April 20.

CLASS 66 No. 66755 *Tony Berkeley OBE* brought translator vehicles Nos. 64707 and 64664 through New Kew Junction en route from Eastleigh Works to Tonbridge West Yard on Friday, April 26.

AN UNUSUAL sighting on Monday, April 29 was that of the 5Y68 from Tonbridge West Yard to Eastleigh Works, when seen passing through St Margarets. The train was headed by Class 66 No. 66755 and formed of London Transport maroon-liveried 4TC set, made up of vehicles Nos. 76324+70823+71163+76297.



A SATURDAY working of the Preston to Lindsey empty bitumen tanks passed Barnetby on March 30, headed by Class 56 No. 56113.

THE 11.13 Doncaster Up Decoy-Millerhill engineers' train was worked by Class 70 Nos. 70817 on April 4 and 9 (light engine on the latter date), and No. 70809 on April 18.

CLASS 56 Nos. 56078, 56049 and 56096 were all stabled in Barnetby Colas sidings on the morning of April 13.

COLAS Rail (CR) Class 66 No. 66847 was named *Terry Baker* at a private event at Arlington Eastleigh Works on Monday April 22. The naming was a tribute to one of CR's drivers, who sadly passed away last year.

Terry's family and colleagues were present to see Terry's widow Jacky unveil the nameplate in the colours of Crystal Palace football team, who Terry supported.



THE 5Z79/05.34 Carnforth Steam Town-Fort William e.c.s. move was observed passing Thankerton on Tuesday, April 16 formed of Class 37 No. 37518, former LMS 'Black Fives' Nos. 45212 and 45407, with coaching stock Nos. 35517+35508+94225+4951+4960+99326+21266+1840+99329 and 3093

WCRC ran another series of shuttles on the Oxenholme to Windermere line on Easter Saturday and Sunday, supplementing Northern's replacement buses.

2Z01, the first train down the branch on April 20, was top-and-tailed by Class 47 Nos. 47826 and 47851, with three Mk2 coaches.

The WCML was blockaded between Preston and Glasgow for various engineering works.

A COLOURFUL convoy of light engines passed through Lancaster at 17.45 on April 17, comprising Class 47 No. 47828 (BR Swallow livery), Class 57 No. 57001 (WCR Deep Red) and Class 31 No. 31128 (BR Blue), en route from Burton (Wetmore Sidings) to Carnforth.

ROG

CLASS 37 No. 37601 *Perseus* was seen passing Brondesbury light engine on Wednesday, April 3, running from Willesden TMD to Willesden TMD.

CLASS 37 No. 37884 passed Loughborough at around 16.00 on April 13 light engine from Mossend to Leicester LIP.

NORTHERN Belle-liveried Class 57 No. 57312 *Solway Princess* passed through Lancaster light engine at 15.10 on April 15, en route from Leicester to Kilmarnock.



Colas Class 56 No. 56302 PECO The Railway Modeller 2016 40 Years approaches Swindon on April 29 with a working for the Ford Motor Company, transporting engines from Bridgend to Dagenham. DARREN FORD

Mendip Rail

CLASS 59 No. 59002 *Alan J Day* was an unusual visitor to Barnes on Saturday, April 20, when it was seen working the Allington ARC Siding to Acton Terminal Complex train. It was seen again on Tuesday, April 23 at Reading, on a Merehead Quarry to Acton Terminal Complex train.

DCR

DCR Class 56s Nos. 56103 and 56091 were noted in Carlisle yard on Tuesday, April 30. The pair had brought wagons up from Derby for a new twice-weekly service from Carlisle virtual quarry to Boston. The following day they were noted passing north through Lancaster at 21.35 with 6Z57, a Boston to Carlisle freight train.

Hanson & Hall

BLUE-liveried Class 50 No. 50008 *Thunderer* passed through Lancaster light engine on April 30 at 18.50 en route from Carlisle to Knottingley.

Derby RTC & Network Rail

COLAS Rail Class 67 Nos. 67023 *Charlotte* and 67027 *Stella* top-and-tailed the Derby RTC to Heaton test train on March 30, and the 08.32 Derby RTC-Heaton and 15.03 Heaton-Derby RTC test trains on April 6.

INSPECTION saloon No. 975025 *Caroline* was out on April 3 when it was propelled by Class 37 No. 37409, forming the 5Z02/12.40 Derby RTC-Willesden Brent.

TAMPER machine No. DR73915 *William Arrol* was in the station sidings at Kilwinning on April 5.

CLASS 73 73962 *Dick Mabbutt*+73964 *Jeanette* were seen on Monday, April 15 near Brentford, top-and-tailing a Derby RTC to Eastleigh Arlington train,

consisting of four Network Rail yellow carriages. The following day they were observed arriving at Portsmouth Harbour station.

The same pairing were out again on Thursday, April 25 at New Kew Junction, top-and-tailing Network Rail train 1Q67 from Woking Up Yard Reception to Tonbridge West Yard.

Two days later they were on a 09.00 Hither Green-Derby RTC test train.

The same train and motive power returned south on April 20 working the 19.40 Derby RTC-Hither Green.

CLASS 43 Nos. 43013+43062 powered the 1Q52/08.51 Derby RTC-London St Pancras and 12.10 return NMT working on April 18.

COLAS Rail Class 37/4 No. 37421 and BR green No. D6757 were seen at Carlisle on April 25 with a Polmadie Depot to Derby RTC Network Rail Infrastructure train, running 48 minutes early.

AN INSPECTION train of No. 9701 plus four vehicles and Class 37 No. 37610 was stabled in Carlisle station sidings on April 30.

Our thanks

THE Railway Magazine's thanks for information go to: Alan Absolom, Paul Atkinson, Mike Bechley, John Brandon, Gordon Casely, Gene Collins, Mike Cooper, Ian Craig, Andy Dowell, Kevin Driscoll, Paula Fidge, Colin Hammond, Stuart Hicks, Christopher Hinch, Malcolm Hutcheson, Martin James, Barry Jones, Barry Knock, David Millington, Sean Morris, Richard Moxon, Richard Murray, Martin Osman, Roger Phillips, Dorian Porter, Mark Reynolds, Ron Richards, Terry Smart, Terence Steele, Tim Stentiford, Jack Summerfield, Roy Thurley, Roger Tozer, Sylvia Ward, Carl Watson, Dave Watts, Craig Wellum, Chris West and Derek Wilson.

The delivery of slurry from Antwerp to the Irvine Caledonian Papermill in Scotland is one of the UK's longest freight workings. On April 10, No. 66741 heads downhill and into a gap in the vegetation near Failford, between Mauchline and Ayr, while working the 04.28 from Wembley Yard. STUART FOWLER



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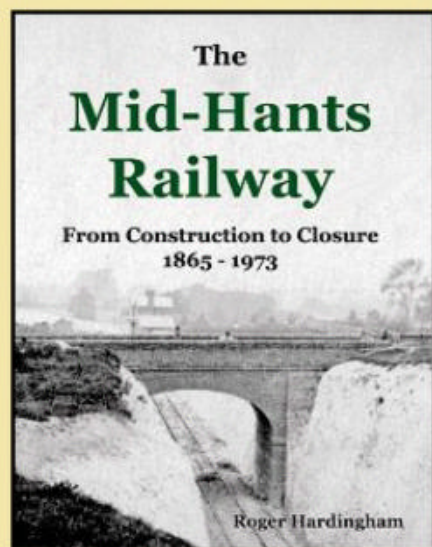
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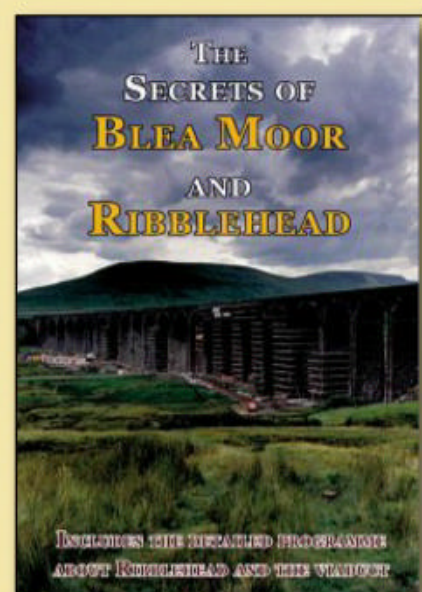
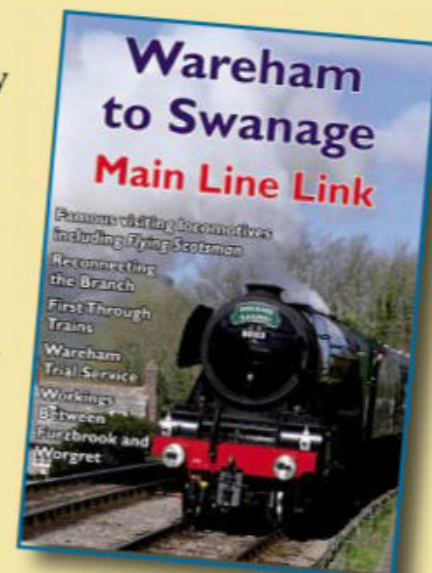


'Mid-Hants Railway - From Construction to Closure 1865 - 1973' by Roger Hardingham
A reprint in paperback format of this detailed history of The Mid-Hants Railway. Within seven chapters the story of the very beginnings of the line between Alton and Winchester showing the construction period through rare photographs and documents. The route is described as it progresses through Medstead & Four Marks, Ropley, Alresford and Itchen Abbas and then arrives at Winchester Junction on the London to Southampton Railway. Development of train services from the early days and then the much-loved 'M7' tank push-pull trains which then gave way to diesel era and the 'Hampshire' DMUs. Other chapters include the line as a diversionary route, accidents on the line and the final fight for survival in the early 1970s.

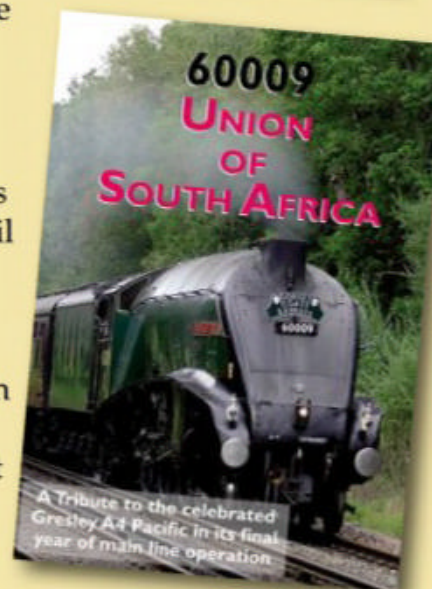
Fully illustrated paperback, 112 page £14.95

'Wareham to Swanage Main Line Link'

With the recent visit to the Swanage Railway of *Flying Scotsman*, it allows us to trace the success of main line operations since the line was reconnected to the main network in 2002. We witness the final piece of track being placed at Motala and the ceremonial arrival of a Virgin Voyager set. With the trackbed from Motala through Furzbrook and up the Worgret Jct being upgraded, we can see the new investment made for new signalling and operations to make access to Wareham a much simpler procedure. We follow the many main line steam and diesel charters to arrive and depart from the railway and cover the test series of loco-hauled trains in 2017 between Swanage and Wareham. With the line towards Worgret available, we cover gala periods where trains can now progress over the new Norden Gates system, offering a much longer operating line. We see *Flying Scotsman* arrive and operate the highly successful series of trains over five days and its static appearance at Corfe Castle Station. Altogether, the ultimate main line story of the Swanage Railway. **DVD 60 minutes £12.95**



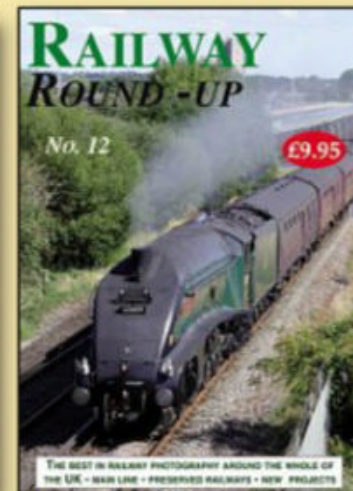
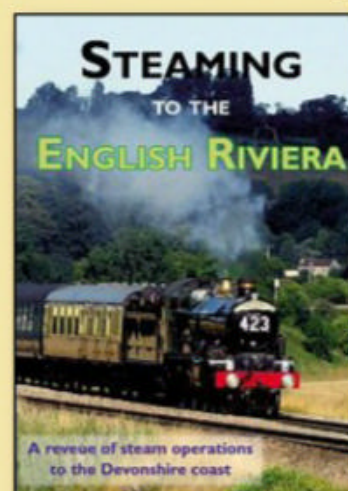
'60009 Union of South Africa' A tribute programme covering what could be 60009's final period in service. This DVD is about one of Sir Nigel Gresley's famous Bugatti-inspired A4 Pacific's, No. 60009 *Union of South Africa*. As works No. 1853, the engine emerged from Doncaster Works in June 1937 and until withdrawal on 1st June 1965, amassed the highest mileage total of the class. Following withdrawal, 'No.9' was purchased by Scottish farmer John Cameron. We see the periods when No. 9 held *Merlin* and *Osprey* nameplates and its triumphant excursions in Scotland and over the Forth Bridge. The DVD ends with sequences of railtour workings over the whole of Britain, including the North Wales coast; the Settle-Carlisle and out of London, with its ascent of Shap summit in November 2002. Recent workings over the south and south west in 2018 completes the programme. **DVD 60 minutes £14.95**



'The Secrets of Blea Moor and Ribbleshead' There is more fascination about the great viaduct at Ribbleshead than any other structure on the Settle-Carlisle line. Thousands of visitors flock to view the 24-arch viaduct every year and the newly restored station and visitors' centre nearby. This programme explores the incredible achievement of the engineers and navvies of the 1870s who designed and built the viaduct and tunnel at Blea Moor, the longest on the 72-mile line. We hear from railwaymen who worked in the signalbox at the remote Blea Moor location and from families who lived and worked from the railway cottages there, with stories of life at Blea Moor and a major accident which occurred yards away from the house. We also hear from the resident engineer who masterminded the repair of the viaduct in the early 1990s which saved the line from complete closure. Includes a separate programme 'Ribbleshead Viaduct'. **DVD 70 minutes £14.95**

Other recent titles -

'Steaming to the English Riviera' A review of steam operations to the idyllic setting of South Devon. From the archives we find films of main line specials from the past twenty years which have progressed from Paddington or Bristol to the South Devon area. We see 'The Dawlish Donkey' service with Nos. 1450 and 76079, a whole host of locomotives operating The Torbay Express and other services to Paignton and Kingswear. Steam on the Dartmouth Steam Railway right up to No. 6023 *King Edward II* running in 2018. **DVD 60 minutes £12.95**



'Railway Round-up No. 12' This edition includes - * A celebration of the 50th anniversary events at the KWVR with visiting engines, 46100, 34092, 45212 * No. 31806 on the main line with its test runs, then on the Great Britain service * No. 35028 *Clan Line* goes into Cornwall * Re-opening day to Broadway Station at the Gloucester Warwickshire Steam Railway, plus their May gala with Nos. 6024 and 70013 * The Isle of Wight Steam Railway Ivatt engine event * The Torbay Express season with No. 35028 and new operations with Saphos Trains to Kingswear with No. 34046 * Dean Forest Railway gala with Ivatt tank No. 41312 * No. 6023 on the Dartmouth Steam Railway * No. 35018 conquers Shap and the Settle-Carlisle line * No. 60009 *Union of South Africa* on southern main lines End of BR Steam commemorations in 1968 at the Great Central Railway * North Norfolk line * Swanage and West Somerset diesel galas - and much, much more! **120 minutes £9.95** **Railway Round Up No. 13 available late June.**

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Heritage Diary

*Where to go for steam
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ABBEY PUMPING STATION

June 22

Corporation Rd, Leicester LE4 5PX (0116 299 51110).
www.abbeypumpingstation.org/events.asp
Museum open Feb-Oct (13.00-16.30).

ALN VALLEY RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Lionheart Station, Alnwick, Northumberland NE66 2EZ.
www.alnvalleyrailway.co.uk Events: June 15-16 Classic and
Vintage Vehicles Weekend, July 27-28 Steam Weekend,
28 Summer Fair.

AMBERLEY MUSEUM & HERITAGE CENTRE

June 16, 22-23, 30, July 13-14, 21

Houghton Bridge, Arundel, West Sussex BN18 9LT
(01798 831370). Museum open 10.00-17.30.
www.amberleynarrowgauge.co.uk Events: July 13-14
Railway Gala Weekend. Steaming on dates listed above.

AMERTON RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Stowe-by-Chartley, Weston, Staffs ST18 0LA (01785
850965). www.amertonrailway.co.uk

APEDALE VALLEY LIGHT RAILWAY

(home of the Moseley Railway Trust)

June 8-9, 15-16, 22-23, 29-30, July 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

June 8-9, 12, 15-16, 22-23, 26, 29-30, July 7, 10, 13-14, 20-21, 24, 27-28, 30-31

Bitton station, Bath Road, Bitton BS30 6HD
(0117 932 5538/7296). www.avonvalleyrailway.org
Events: June 21 Wine Festival, August 6-7 150th
Anniversary Gala. See website for dining trains.

BALA LAKE RAILWAY

June 4-6, 8-9, 11-13, 15-16, 18-20, 22-23, 25-27, 29-30, July 1-September 15

Llanuwchllyn station, Gwynedd.
www.bala-lake-railway.co.uk

BARROW HILL ROUNDHOUSE

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Campbell Drive, Barrow Hill, Chesterfield S43 2PR
(01246 472450). Open: 10.00-16.00.
www.barrowhill.org.uk Events: June 28 WW1 Peace Event
and Street Party in Roundhouse.

BATTLEFIELD LINE

June 5, 8-9, 12, 15-16, 19, 22-23, 26, 29-30, July 6-7, 13-14, 20-21, 27-28

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

Daily (until September 8)

Sheffield Park station, East Sussex (01825 720800).
www.bluebell-railway.co.uk/ Events: June 9 Classic Vehicle
Show, 14-16 Road Meets Rail, 29-30 Model Railway
Weekend. See website for Golden Arrow Pullman Dining,
Afternoon Tea Lounge Car and Sunday Carvery Dining Train.

BODMIN & WENFORD RAILWAY

Daily (until September 29)

Bodmin General station, Cornwall (01208 73666). www.
bodminrailway.co.uk

BO'NESS & KINNEIL RAILWAY

Daily (until November 3)

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 416 1847). www.bowesrailway.co.uk
Events: June 8 Craft Workshop.

BRECON MOUNTAIN RAILWAY

**June 1-6, 8-13, 15-20, 22-27, 29-July 4,
6-11, 13-September 5**

Pant station, Merthyr Tydfil CF48 2UP (01685 722988).
https://www.bmr.wales/

BREDGAR & WORMSHILL RAILWAY

July 7, August 4, September 1

The Warren, Bredgar, Sittingbourne ME9 8AT
(01622 884254). www.bwlr.co.uk/
Events: July 7 Gala Day — Everything Rolled Out.

BRESSINGHAM STEAM & GARDENS

Daily (until October 28)

Bressingham Steam Experience, Diss (01379 686906).
www.bressingham.co.uk Open 11.00-16.00.

BRISTOL HARBOUR RAILWAY

June 8-9, 15-16, 29-30, July 6-7, 20-21, 27-28

M Shed, Princes Wharf, Wapping Road, Bristol BS1 4RN
(0117 352 6600). www.mshed.org Museum open Tues-Fri
(10.00-17.00), weekends (10.00-18.00).

BURE VALLEY RAILWAY

Daily (until November 3)

Aylsham station, Norwich Rd, Aylsham, Norfolk
(01263 733858). www.bvrw.co.uk

BURSLDON LIGHT RAILWAY (HNGRT)

June 21, July 23

Bursledon Brickworks Industrial Museum, Coal Park Lane,
Swanwick, Southampton SO31 7GW (01489 576248).
www.hngrt.org.uk Events: June 23 Summer Fair.

CALEDONIAN RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

The Station, Park Rd, Brechin DD9 7AF (01356 622992).
www.caledonianrailway.com

CAMBRIAN HERITAGE RAILWAYS

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Llyndys South Station SY10 8BX and Suite 1, Cambrian
Visitor Centre, Oswald Rd, Oswestry, Shropshire SY11 1RE
(01691 688763). www.cambrianrailways.com

CHASEWATER RAILWAY

June 15, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Chasewater Country Park, Pool Road, Brownhills, Staffs
(01543 412121). www.chasewaterailway.co.uk

CHICHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS

June 9, July 14

Blackberry Lane, off Bognor Rd, East Chichester PO19 7FS.
www.cdsme.co.uk

CHINNOR & PRINCE RISBOROUGH RAILWAY

June 9, 15-16, 22-23, 30, July 6-7, 13-14, 21, 25, 27-28

Chinnor station, Oxon OX39 4ER (timetable 01844 353535).
www.chinnorrailway.co.uk

CHOLSEY & WALLINGFORD RAILWAY

June 16, 29-30, July 20-21, August 25-26, 31-September 1

Wallingford station, Hithercroft Rd, Wallingford OX10 9GQ
(01491 835067). www.cholsey-wallingford-railway.com
Events: June 29-30 Children's Weekend, July 20-21 60s
Gala, August 31-September 1 Bunkfest.

CHURNET VALLEY RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Station Road, Cheddleton ST13 7EE (01538 750755).
www.churnet-valley-railway.co.uk/

COLNE VALLEY RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28, 31

Castle Hedingham, Essex C09 3DZ (01787 461174).
www.colnevalleyrailway.co.uk

CORRIS RAILWAY

June 9, 16, 23, 30, July 7, 13-14, 20-21, 27-28

Station Yard, Corris, Machynlleth SY20 9SH.
www.corris.co.uk

DARTMOUTH STEAM RAILWAY

Daily (until November 2)

Queens Park station, Torbay Rd, Paignton TQ4 6AF
(01803 555872). www.dartmouthrailriver.co.uk

DEAN FOREST RAILWAY

**June 5, 7-9, 12, 15-16, 19, 22-23, 26, 29-30 July 3, 6-7,
10, 13-14, 17, 20-21, 24, 27-28, 31**

Norchard, Forest Rd, Lydney (01594 845840).
www.deanforestrailway.co.uk

DERWENT VALLEY LIGHT RAILWAY

June 9, 16, 23, 30, July 7, 14, 21, 28

Yorkshire Museum of Farming, Murton Park, Murton Lane,
Murton, York YO19 5UF (telephone enquiries via Murton
Park 01904 489966). www.dvlr.org.uk

DEVON RAILWAY CENTRE

June 4-9, 11-16, 18-23, 25-30, July 1-September 8

The Station, Bickleigh, Tiverton, Devon EX16 8RG
(01884 855671). www.devonrailwaycentre.co.uk

DIDCOT RAILWAY CENTRE

Daily (until October 6)

Didcot, Oxon OX11 7NJ (01235 817200).
www.didcotrailwaycentre.org.uk Events: June 8, 15-16,
22, 29 Swindon Panel Days, 7-9 The Hall and Saint.

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
Events: Aug 24-26 Days Out With Thomas.

EAST KENT RAILWAY

June 9, 16, 23, 30, July 6-7, 13-14, 20-21, 27-28

White Cliffs Colliery Line, Station Rd, Shepherdswell, Dover
CT15 7PD (01304 832042). www.eastkentrailway.co.uk/

EAST LANCASHIRE RAILWAY

June 5-9, 12-16, 19-23, 26-30, July 3-7, 10-14, 17-21, 24-28

Bolton Street station, Bury, Lancs BL9 0EY (0161 764 7790).
www.east-lancs-rly.co.uk Events: June 23 Race The Train,
July 4-6 Summer Diesel Spectacular.

EASTLEIGH LAKESIDE STEAM RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Lakeside Country Park, Wide Lane, Eastleigh, Hampshire
SO50 5PE (02380 612020). www.steamtrain.co.uk

EAST SOMERSET RAILWAY

June 5, 8-9, 12, 15-16, 19, 22-23, 26, 29-30, July 3, 6-7, 10, 13-14, 17, 20-21, 23-25, 27-28, 31

Cranmore station, Cranmore, Shepton Mallet, Somerset
BA4 4QP (01749 880417). www.eastsomersetrailway.com
Events: July 23 Diesel Days Only.

ECCLESBOURNE VALLEY RAILWAY

June 4, 6, 8-9, 11, 13, 15-16, 18, 20, 22-23, 25, 27, 29-30, July 6-7, 13-14, 20-21, 27-28

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.elsecarrailway.co.uk/

EMBSAY & BOLTON ABBEY STEAM RAILWAY

June 4, 8-9, 11, 15-16, 18, 22-23, 25, 29-30, July 2-3, 6-7, 9-10, 13-14, 16-17, 20-21, 24-September 1

Bolton Abbey station, Skipton, North Yorkshire BD23 6AF
(01756 710614). www.embsayboltonabbeyrailway.org.uk
Events: See website for dining trains.

EPPING ONGAR RAILWAY

June 7-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 19-21, 26-28

Ongar station, Station Approach, Ongar, Essex CM5 9BN
(01277 365200). http://eorailway.co.uk/
Events: June 7-9 Steam Gala. See website for dining trains.

EVESHAM VALE LIGHT RAILWAY

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 23-September 2

Evesham Country Park, Twyford, Evesham, Worcs WR11
4TP (01386 422282). www.evlr.co.uk Events: July 6-7
Railway Gala and Historic Transport Weekend.

FAIRBOURNE RAILWAY

June 4-6, 8-9, 11-13, 15-16, 18-20, 22-2, 3, 25-27, 29-30, July 2-4, 6-7, 9-11, 13-14, 16-18, 20-September 1

Beach Rd, Fairbourne, Gwynedd LL38 2EX (01341 250362).
www.fairbournerrailway.com

FFESTINIOG RAILWAY

Daily (until November 3)

Harbour Station, Porthmadog, Gwynedd LL49 9NF

(01766 516000). www.festrail.co.uk
(Bookings: Porthmadog 01766 516024,
Caernarfon 01286 677018).

FOXFIELD RAILWAY

June 9, 16, 23, 30, July 6-7, 13-14, 20-21, 27-28

Caverswall Rd station, Blythe Bridge, Stoke ST11 9EA
(01782 396210/259667).
www.foxfieldrailway.co.uk

GARTELL LIGHT RAILWAY

June 30, July 28, August 26

Common Lane, Yenston, Templecombe, Somerset BA8 0NB
(01963 370752). newglr.weebly.com

GLOUCESTERSHIRE

WARWICKSHIRE RAILWAY

June 4-6, 8-9, 11-13, 15-16, 18-23, 25-27, 29-30, July 2-4, 6-7, 9-11, 13-14, 16-18, 20-21, 23-28, 30-August 1

Railway Station, Toddington (01242 621405).
www.gwsr.com Events: July 26-28 Heritage Diesel Gala.

GREAT CENTRAL RAILWAY

June 5, 8-9, 12, 14-16, 19, 22-23, 26, 29-30, July 3, 6-7, 10, 12-14, 16-18, 20-21, 23-25, 27-28, 30-31

Great Central Rd, Loughborough, Leics (01509 230726).
www.gcrrailway.co.uk Events: June 14-16 The Model Event,
23 Quorn Swap Meet, August 6-8 Master Builder LEGO.

GREAT CENTRAL RAILWAY (NOTTINGHAM)

June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21, 27-28

Mere Way, Ruddington, Nottingham NG11 6NX (off A60)
(0115 940 5705). www.gcrn.co3.uk

GROUDLE GLEN RAILWAY

July 6-7, 13-14, 20-21, 27-28, July 3, 7, 10, 14, 17, 21, 24, 27-28, 31

Onchan, Isle of Man (01624 670453). www.ggr.org.uk

GWILI RAILWAY

June 4-6, 8-9, 11-13, 15-16, 18-20, 22-23, 25-27, 29-30, July 1-6, 8-September 1

Bronwydd Arms, Carmarthen (01267 238213).
www.gwili-railway.co.uk/
Events: See website for dining trains.

HAYLING RAILWAY

June 5, 8-9, 12, 15-16, 19, 22-23, 26, 29-30, July 3, 6-7, 10, 13-14, 17, 20-21, 24, 27-28

Hayling Island, Hants PO11 0AG (023 9 237 2427).
www.haylingseasiderailway.com

HELSTON RAILWAY

June 6, 9, 13, 16, 20, 23, 27, 30, July 4, 7, 11, 14, 18, 21, 25, 28

Trevarno Farm, Prospidnick Farm, Helston, Cornwall
(07875 481380). www.helstonrailway.co.uk/events

ISLE OF WIGHT STEAM RAILWAY

June 5-6, 9-13, 16-20, 22-October 3

The Station, Haven Street PO33 4DS (01983 882204).
www.iwsteamrailway.co.uk Events: June 29 Walk The
Line, July 6-7 The 1940s Experience.

KEIGHLEY & WORTH VALLEY RAILWAY

Daily (until September 8)

Haworth station, Keighley BD22 8NJ (01535 645214).
www.kwvr.co.uk

KEMPTON STEAM RAILWAY

June 9, 15-16, 23, 30, July 7, 14, 21, 28

Kempton Park Pumping Station, Snakey Lane, Middlesex
TW13 6XH (01932 765328).
www.hamptonkemptonrailway.org.uk
Events: June 15-16 Water Works!, July 24 Superheroes Day.

KENT & EAST SUSSEX LIGHT RAILWAY

June 4-6, 8-9, 11-13, 15-16, 18-19, 21-23, 25-27, 29-30, July 6-7, 13-14, 20-21, 27-28

Tenterden TN30 6HE (01580 765155). www.kesr.co.uk.

KIRKLEES LIGHT RAILWAY

June 5-9, 12-16, 19-23, 26

SWORDS TO PLOUGHSHARES

The guns are silent....
The heroes are home..
What happened next?



June 29 and June 30

Apedale Valley Light Railway
Loomer Road, Chesterton, Newcastle-
under-Lyme, Staffordshire
Opens 1030. Last entry 1600.
Adults - £6, Children 5-15 - £3
www.avlr.org.uk

**FOXFIELD
RAILWAY**

Summer Steam Gala

Special Guest

**Barclay 1245
'Carron'**

Featuring the Knotty Heritage Train...



'Dubs' Crane Tank 4101 | 'Whiston' Austerity 3694 | Beyer Peacock 1827 | 'Wimblebury' Austerity 3839

Sat 20th & Sun 21st July

Foxfield Railway | Tel : 01782 396210 | www.foxfieldrailway.co.uk

ROYAL AIR FORCE COSFORD AIR SHOW

Sunday 9th June

Vintage Trains Tickets include entry to Air-Show

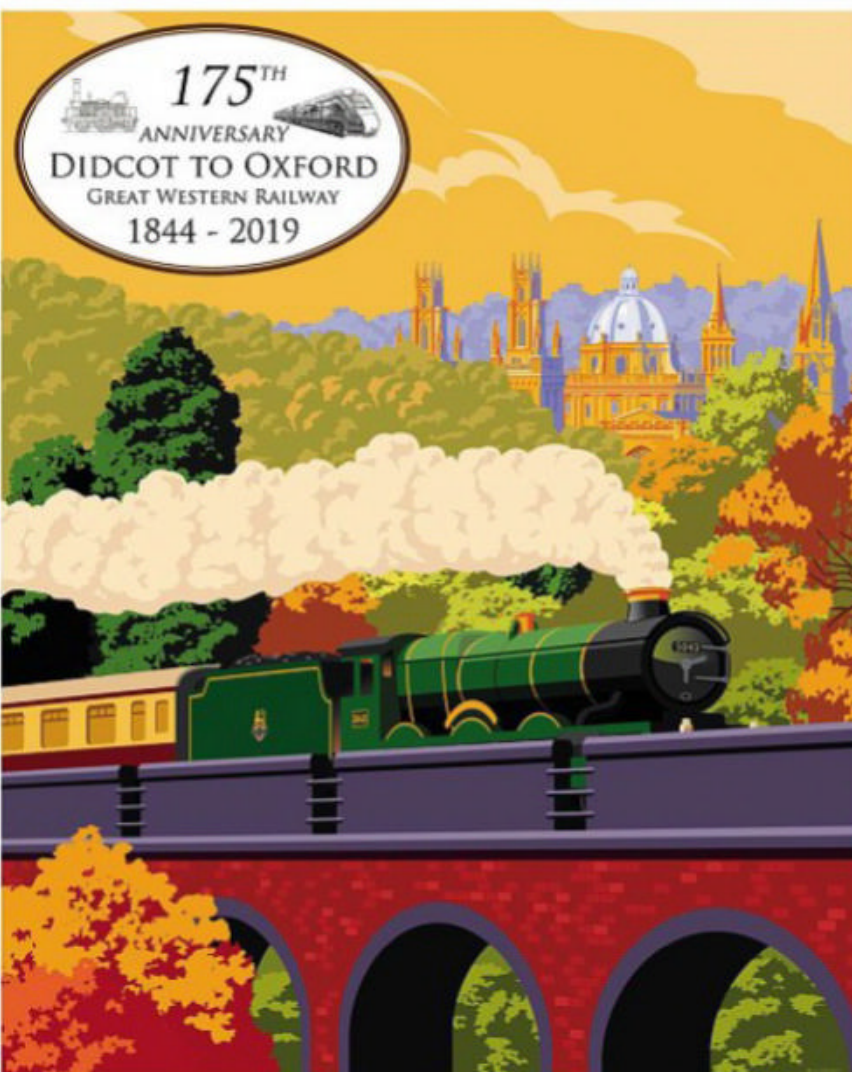
for more information and booking, visit:

www.VintageTrains.co.uk

or by telephone:

0121 708 4960

**TYSELEY LOCOMOTIVE
WORKS OPEN WEEKEND**
SATURDAY 22ND & SUNDAY 23RD JUNE



THAMES VALLEY AND THE CHILTERN

Exclusive 175th Anniversary Steam Excursion

Oxford - Didcot - Reading - High Wycombe - Oxford

15 June 2019

For details and to book www.VintageTrains.co.uk



LAVENDER LINE

June 9, 16, 23, 30, July 7, 14, 21, 28
Isfield station, Uckfield, East Sussex TN22 5XB
(01825 750515). www.lavender-line.co.uk

LEIGHTON BUZZARD RAILWAY

June 8-9, 16, 23, 30, July 6-7, 13-14, 20-21, 27-28
Page's Park station, Billington Rd, Leighton Buzzard
LU7 4TN (01525 373888). www.buzzrail.co.uk

LINCOLNSHIRE WOLDS RAILWAY

June 9, 16, 30, July 7, 14, 21, 28
Ludborough station, Grimsby DN35 5QS (01507 363881).
www.lincolnshirewoldsrailway.co.uk
Events: July 21 Sister Act Sunday.

LITTLEDOWN RAILWAY

**Every Wednesday and Sunday (11.00-15.00 –
weather permitting)**

Bournemouth & District Society of Model Engineers,
Littledown Centre, Castle Lane East, Bournemouth.
3½in-, 5in- & 7¼in-gauge raised track.
www.littledownrailway.co.uk

LLANBERIS LAKE RAILWAY

Daily (until September 6)
Gillfach Ddu, Llanberis, Caernarfon, Gwynedd LL55 4TY
(01286 870549). www.lake-railway.co.uk

LLANGOLLEN RAILWAY

Daily (until October 7)
The Station, Abbey Rd, Llangollen LL20 8SN
(01978 860979). www.llangollen-railway.co.uk
Events: June 15 Real Ale Train, July 6-7 Classic Vehicles.

LOCOMOTION: THE NRM AT SHILDON

Daily (10.00-16.00)
Shildon, Co Durham. Free admission (01388 777999).
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

LONDON TRANSPORT MUSEUM DEPOT

July 13-14
2 Museum Way, 118-120 Gunnersbury Lane, London W3.
Check the website for more open weekends and guided
tours – 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

Daily (until September 26)
Woody Bay station, Parracombe, Devon EX31 4RA
(01598 763487). www.lynton-rail.co.uk

MANGAPPS RAILWAY MUSEUM

**June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21,
27-28**
Southminster Rd, Burnham-on-Crouch, Essex
(01621 784898). www.mangapps.co.uk/

MAUD RAILWAY MUSEUM

Noon-16.00 (Ring to confirm)
Station Rd, Maud, Aberdeenshire AB42 5LY
(01771 622906). Enquiries to bdp@scotmail.net

MIDDLETON RAILWAY

**June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21,
27-28, 31**
The Station, Moor Rd, Hunslet, Leeds LS10 2JQ
(0113 271 0320). www.middletonrailway.org
Events: June 22-23 Mixed Traffic Gala, July 13-14 Model
Railway Exhibition.

MID-HANTS RAILWAY

**June 4-6, 8-9, 11-13, 15-16, 18-20, 22-23, 25-27,
29-30, July 2-4, 6-7, 9-11, 13-14, 16-18, 20-21, 23-25,
27-September 1**
The Station, Alresford, Hants SO24 9JG (01962 733810).
www.watercressline.co.uk
Events: August 3-11 Days Out With Thomas.

MIDLAND RAILWAY-BUTTERLEY

**June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21,
27-28**
Butterley Station, Ripley, Derbyshire (01773 747674).
www.midlandrailway-butterley.co.uk
Events: June 15-16 Diesel Gala.

MID-NORFOLK RAILWAY

**June 5, 8-9, 12, 15-16, 19, 23, 26, 28-30, July 1, 7,
10-11, 13-14, 17-18, 20-21, 24-25, 27-28, 31**
Station Rd, Dereham, Norfolk NR19 1DF (01362 690633).
www.mnr.org.uk Events: June 28-30 Summer Steam,
August 3-4 Railway at War.

MID-SUFFOLK LIGHT RAILWAY

June 9, 16, 23, 30, July 7, 14, 21, 28
Brockford station, Wetheringsett, Stowmarket IP14 5PW
(01449 766899). www.msrlr.org.uk
Events: July 7 Land Rover Day.

MUSEUM OF SCIENCE AND INDUSTRY

Daily (10.00-17.00)
Liverpool Rd, Castlefield, Manchester M3 4FP
(0161 832 2244). www.mosi.org.uk Free admission.

NATIONAL RAILWAY MUSEUM

Daily (10.00-18.00)
Leeman Rd, York (0844 8153 139). www.nrm.org.uk
Free admission.

NENE VALLEY RAILWAY

**June 5, 7-9, 12, 15-16, 19, 22-23, 26, 29-30, July 3,
6-7, 10, 13-14, 17, 20-21, 23-25, 27-28, 31**
Wansford station, Stibbington, Peterborough
(01780 784444). www.nvr.org.uk Events: June 15-16,
July 27-28 Thomas Branch Line Weekends.

NORTHAMPTON & LAMPORT RAILWAY

June 9, 16, 23, 30, July 7, 14, 21, 28
Brampton station, Chapel Brampton, Northants NN6 8BA
(01604 820327). www.nlr.org.uk

NORTH NORFOLK RAILWAY

Daily (until October 4)
The Station, Sheringham NR26 8RA (01263 820800).
www.nnrailway.co.uk
Events: July 6 Bus Rally, 7 Vintage Transport Day.

NORTH YORKSHIRE MOORS RAILWAY

Daily (until November 3)
Pickering station, Pickering YO18 7AJ (01751 472508).
www.nymr.co.uk

PEAK RAIL

**June 4-5, 7-9, 11-12, 15-16, 18-19, 22-23, 25-26,
29-30, July 2-3, 6-7, 9-10, 13-14, 16-17, 20-21, 23-24,
27-28, 30-31**
Matlock station, Derbyshire DE4 3NA (01629 580381).
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 .

POPLAR MINIATURE RAILWAY

Daily (until September 2)
Poplar Nurseries, Coggeshall Rd, Marks Tey, Colchester
CO6 1HR (07780 603001). www.poplarminirail.co.uk/

RAVENGLASS & ESKDALE RAILWAY

Daily (until November 2)
Ravenglass, Cumbria CA18 1SW (01229 717171).
www.ravenglass-railway.co.uk
Events: See website for fish & chip and museum specials.

RIBBLE STEAM RAILWAY

June 9, 16, 23, 30, July 6-7, 13-14, 20-21, 27-28
Albert Edward Dock, Riversway Docklands, Preston.
www.ribblesteam.org.uk Events: May 4 Friendly Engines.

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/

ROMNEY, HYTHE & DYMCHURCH RAILWAY

Daily (until October 27)
New Romney station, Kent (01797 362353).
www.rhdr.org.uk

ROMSEY SIGNALBOX

June 2, 15, July 7, 20
Brick Lane, Romsey, Hants SO51 8LG. 11.00-16.00.
www.romseysignalbox.org.uk (01794 500523)

RUSHDEN TRANSPORT MUSEUM AND RAILWAY

**Open Friday & Saturday (14.00-16.00),
Sunday (10.00-16.00)**
Rushden Transport Museum, Rushden station,
Station Approach, Rushden, Northants NN10 0AW
(01933 353111). www.rhts.co.uk

SEVERN VALLEY RAILWAY

Daily (until September 29)
Bewdley, Worcs DY12 1BG (01299 403816). www.svr.co.uk
Events: June 29-30, July 6-7 Step Back to the 40s.

SHIPLEY GLEN TRAMWAY

June 9, 16, 23, 30, July 6-7, 13-14, 20-21, 27-28, 31
Prod Lane, Baildon, West Yorkshire, BD17 5BN
(07773 001250). www.shipleyglentramway.co.uk/
Open 12.00-16.30.

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

June 9, 16, 23, 30, July 6-7, 14, 21, 28
Viaduct station, Sittingbourne, Kent ME10 2XD
(01795 424899). www.sklr.net
Events: July 6-7 Steam & Beer.

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

SOUTH DEVON RAILWAY

Daily (until November 3)
The Station, Buckfastleigh, Devon (0845 345 1420).
www.southdevonrailway.org
Events: July 6-7 1940s Festival, 19-21 Summer Diesel Gala.

SPA VALLEY RAILWAY

**June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21,
27-28**
West Station, Royal Tunbridge Wells, Kent TN2 5QY
(01892 537715). www.spavalleyrailway.co.uk/
Events: See website for Fish & Chip, Dining and Murder
Mystery Trains.

ST ALBANS SOUTH SIGNALBOX

June 9, 23, July 14, 28, August 11, 25
Ridgmont Rd, St Albans AL1 3AJ. 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
Library and archive open Mon-Fri (10.00-16.00) by
appointment only (01793 466607).

STEEPLE GRANGE LIGHT RAILWAY

June 9, 16, 23, 30, July 6-7, 13-14, 20-21, 27-28
Steeplehouse station, Old Porter Lane, Wirksworth,
Derbyshire (DE4 4LS for sat navs) (07769 802587).
www.steeplegrange.co.uk

STEPHENSON RAILWAY MUSEUM

**June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21,
27-28**
North Tyneside Steam Railway Association, Middle Engine
Lane, West Chirton, North Shields NE29 8DX (0191 200
7146). Museum open 11.00-16.00. www.ntsra.org.uk

STRATHSPEY RAILWAY

**June 5-9, 12-16, 19-23, 26-30, July 6-7, 13-14, 20-21,
26-September 1**
Aviemore station, Dalfaber Rd, Aviemore, Inverness-shire
(01479 810725). www.strathspeyrailway.co.uk/

SWANAGE RAILWAY

Daily (until October 13)
Swanage station, Dorset BH19 1HB (01929 425800).
www.swanagerailway.co.uk

SWINDON & CRICKLADE RAILWAY

**June 8-9, 15-16, 22-23, 29-30, July 3, 6-7, 10, 12-14,
17, 20-21, 24, 27-28**
Tadpole Lane, Blunsdon, Swindon SN25 2DA
(01793 771615). www.swindon-cricklade-railway.org/

TALYLLYN RAILWAY

Daily (until November 2)
Wharf station, Tywyn, Gwynedd LL6 9EY (01654 710472).

www.talyllyn.co.uk Events: Museum open 10.00-14.00.

TANFIELD RAILWAY

June 9, 14-16, 23, 30, July 7, 14, 20-21, 25, 27-28
Marley Hill Engine Shed, Old Marley Hill, Gateshead, Tyne
& Wear NE16 5ET (for sat navs) (0845 463 4938).
www.tanfield-railway.co.uk
Events: June 14-16 Legends of Industry.

TEIFI VALLEY RAILWAY

See website for running dates
Henllan station, Henllan, Llandysul SA44 5TD
(01559 371077). www.teifivalleyrailway.wales/

VALE OF RHEIDOL RAILWAY

Daily (until November 1)
Park Ave, Aberystwyth, Ceredigion SY23 1PG
(01970 625819). www.rheidolrailway.co.uk

WELLS TO WALSINGHAM LIGHT RAILWAY

Daily (until October 27)
Wells-next-the-Sea, Norfolk NR23 1QB (01328 711630 -
08.00-17.00). www.wellswalsinghamrailway.co.uk/

WELSH HIGHLAND RAILWAY

June 5-6, 8-13, 15-October 3
Harbour station, Porthmadog, Gwynedd LL49 9NF
(01766 516000). www.festrail.co.uk
(Bookings: Porthmadog 01766 516024,
Caernarfon 01286 677018).

WELSH HIGHLAND HERITAGE RAILWY

**June 4-6, 8-9, 11-13, 15-16, 18-20, 22-23, 25-27,
29-September 1**
The Station, Tremadog Rd, Porthmadog, Gwynedd
LL49 9DY (01766 513402). www.whr.co.uk/

WELSHPOOL & LLANFAIR LIGHT RAILWAY

**June 4-6, 8-9, 11-13, 15-16, 18-20, 22-23, 25-27,
29-30, July 2-4, 6-7, 9-11, 13-14, 16-18, 20-Sept 1**
The Station, Llanfair Caereinion, Welshpool, Powys
SY21 0SF (01938 810441). www.wlrl.org.uk/

WENSLEYDALE RAILWAY

**June 4, 7-9, 11, 14-16, 18, 21-23, 25, 28-30, July 2,
5-7, 9, 12-14, 16, 19-21, 23, 26-28, 30-31**
Leeming Bar station, Leases Rd, Leeming Bar,
Northallerton, North Yorkshire DL7 9AR
(Ticketline 08454 50 54 74). www.wensleydalerrailway.com

WEST SOMERSET RAILWAY

Daily (until September 26)
Railway Station, Minehead TA24 5BG (01643 704996).
www.west-somerset-railway.co.uk Events: June 20-22
Diesels to the Seaside Gala. See website for details of
Festive Trains, Dining Trains and Murder Mystery Specials.

WHITWELL & REEPHAM STATION

**June 8-9, 15-16, 22-23, 29-30, July 6-7, 13-14, 20-21,
27-28**
Whitwell Rd, Reepham, Norfolk NR10 4GA
(01603 871694). 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

June 9, 23, 26, July 3, 6-7, 9, 28, 30
www.yeovilrailway.freesevers.com Static viewing every
Sunday morning. Shop open every Sun (10.00-12.00).
Events: June 9, 23 Steams Days, June 23 Turntable Rides,
26, July 3, 9, Main Line Steam, July 6-7 25th Birthday
Celebrations.

Your event should be listed here.

The Railway Magazine is anxious to learn all about your
rail-related events. Contact Jon Longman, *The Railway
Magazine*, Mortons Media Ltd, Horncastle, Lincs LN9 6JR or
email railway@mortons.co.uk Event organisers – please
ensure that your entry has contact details and let us have
your entries by the deadline (see page 56 for details).
It is advisable to contact the event organiser before setting
out on your journey as we cannot be held responsible for
any inaccuracies or changes in event details.
Please note that many museums' opening times may be
subject to change on public holidays.



-THE GCR- MODEL EVENT

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- 4 LOCOMOTIVES IN STEAM -
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www.southdevonrailway.co.uk

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4 - 6 July 2019



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*Courtesy of Mike Jacobs
**Courtesy of Harry Needle Railroad Company

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0333 320 2830
Bolton Street, Bury BL9 0EY
www.eastlancsrailway.org.uk
Special fares apply, other tickets may not be available.

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SPA VALLEY RAILWAY

Summer Diesel Gala

2nd, 3rd & 4th August

Visiting Locomotives:
Class 27 27001
Class 42 'Warship' D821 'Greyhound'

Home Fleet Locomotives/Units:
2591, D3489, 31430, 33063, 33201, 73140,
DEMU 1317 and 3CIG 1497

WWW.SPAVALLEYRAILWAY.CO.UK

27001 appears courtesy of Class 27 Loco Group & Bo'ness & Kinneil Railway/SRPS
D821 appears courtesy of the Diesel Traction Group/Severn Valley Railway
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The War And Peace Revival

23rd - 27th July 2019

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Kids FREE!

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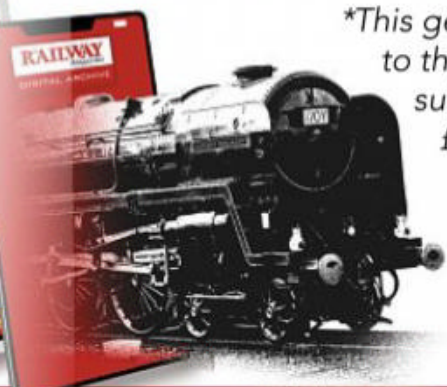
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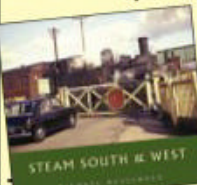
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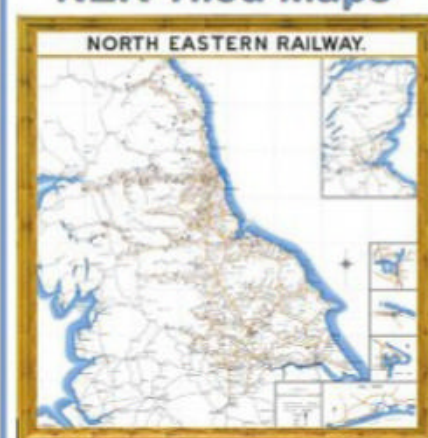
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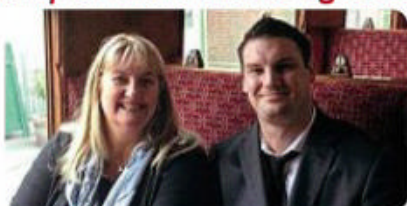
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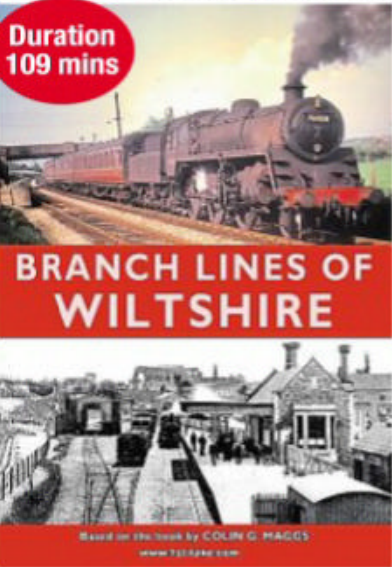
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Prize crossword

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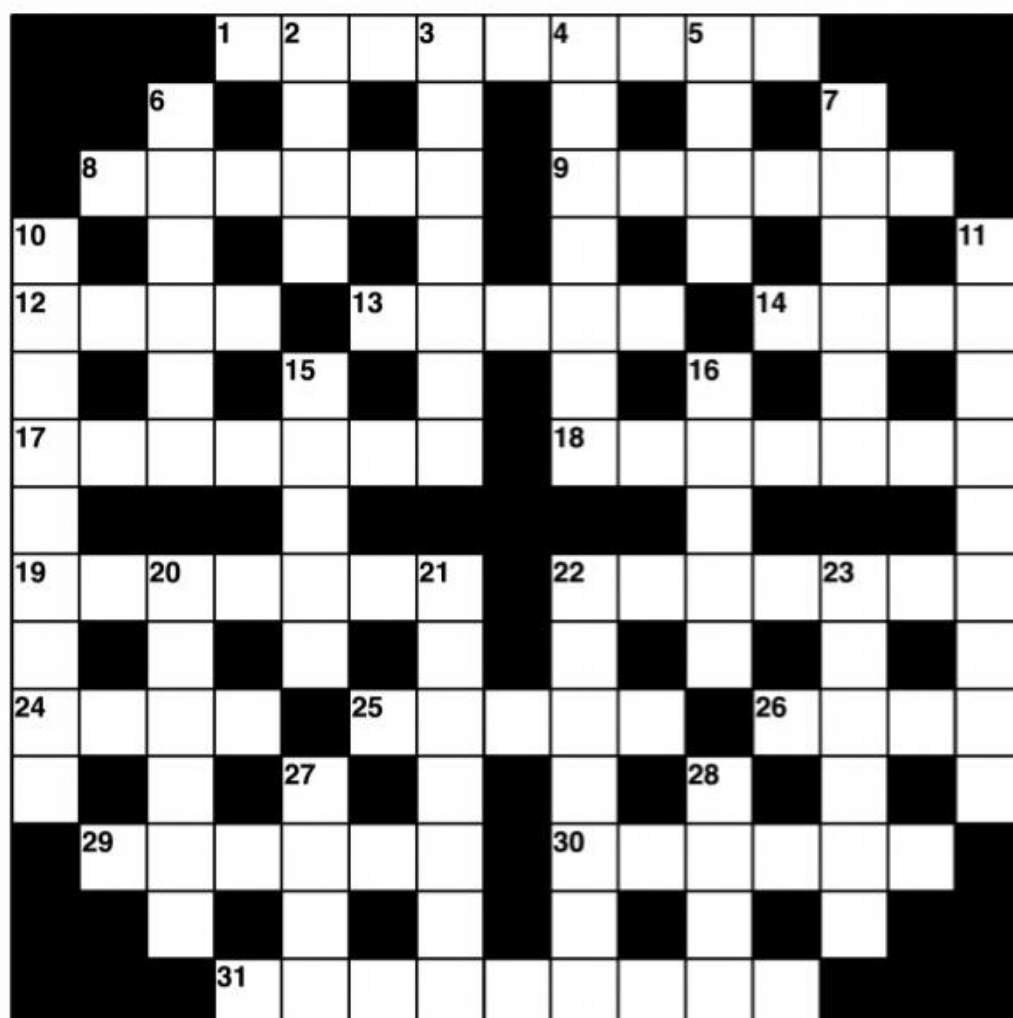
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■ Puzzle compiled by WILL ADAMS

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

Across

- 1 and 8 City terminus opened by the London & Blackwall Railway in 1841 (9,6)
 9 Viscount ____ No. 7000 (6)
 12 ECML Junction for the North Berwick branch (4)
 13 ____ Castle, No. 7012 (5)
 14 North ____ GWR broad-gauge replica (4)
 17 ____ Railway, originally the Oystermouth Railway of 1804 (7)
 18 Nickname of early GNR 2-6-0s, from their American origin (7)
 19 Town with Link and Wells stations (7)
 22 ____ & Wakes Colne, station now home to the East Anglian Railway Museum (7)
 24 Diminutive South Devon Railway 0-4-0VB in the National Collection (4)
 25 H. G. ____, LMS CME, 1945-47 (5)
 26 ____ Cross, Midland Main Line Junction and Tunnel (4)
 29 ____ Ferry, station on the Oban line (6)
 30 13 across ____, South Wales terminus (6)
 31 Preserved 'Peak' No. 44008 (9)



Down

- 2 ____ Hall, GWR No. 4996 (4)
 3 Former TVR loco shed in Cardiff, coded 88A... (7)
 4 ... and Carlisle shed coded 12A, later 12B (7)
 5 Castle ____, station between Westbury and Taunton (4)
 6 Sun ____, Class 'A2/3' No. 60515 (6)
 7 Roy ____, OBE, entertainer commemorated by Class 47 No. 47786 (6)
 10 ... and the Scottish economist and philosopher commemorated by Class 60 No. 60057 (4,5)
 11 ____ Castle, preserved No. 5051 (9)
 15 W. P. ____, 'A1' No. 60114 (5)
 16 Epping ____ Railway, heritage line (5)
 20 Town once linked to Barnstaple by a 1ft 11½in-gauge line (6)
 21 Rainhill Trials locomotive by Braithwaite and Ericsson (7)
 22 Telegraphic code for a 19-ton ballast wagon (7)
 23 Country whose railways are operated by PKP SA (6)
 27 ____ Castle No. 7034 (4)
 28 ____ Conwy, first station on the Blaenau Ffestiniog branch (4)

June crossword entry form

Name

Address

Postcode

Tel

Email

Send completed form (photocopies are accepted) to: June 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 August 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 April issue.

Across: 1 Bishops 5 Cleeve 9 Islands 10 Tyseley 11 Sea 12 Percy 13 Dead end 14 Bee 15 Rearsby 17 Leek 21 Days 24 Centaur 27 Ash 28 Arundel 29 Moses 30 Ten 31 Elmsall 32 Newland 33 Ottery 34 Roskear

Down: 1 Bridport 2 Silurian 3 Odney 4 Sassaby 5 Citadel 6 Eustace 7 Valley 8 Wylde 16 Bay 18 Eye 19 Garsdale 20 Crusader 22 Aldgate 23 Saltley 24 Chinnor 25 Hawes 26 Summit 29 Mawes

April winner: Mr. G Jolley, Machynlleth

Runners-up: Mr R Stockman, Worcester; Mr Davidge, Bristol

The closing date for this month's crossword is Friday, July 5, 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



LAST month's mystery picture (right) showed Grade II-listed coal drops at Shildon, County Durham. The drops date from the mid-1850s and are around 60 metres long, with a further 50-metres-long inclined section out of shot. Wagons loaded with coal were hauled up the incline and coal dropped into locomotives via wooden chutes. The sandstone-dressed structure is one of several Stockton & Darlington Railway landmarks close to Locomotion Shildon, a few minutes walk from the museum.

Now, this month's teaser may be a little harder, but where is this Class 56 (left)? A clue is it's on the South Coast. Answer next month.



Next month

The July issue will be on sale on July 3, 2019. Thank you for choosing *The Railway Magazine*

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (RRP £109.95) **BARGAIN**...£74.50
32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (RRP £214.95) **BARGAIN**...£168



30-525Loco Class 49xx 'Hall' 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set...£279



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (RRP £189.95) **BARGAIN**...£124.50

Diesel locos

32-790 Class 37/0 37049 "Imperial" in Railfreight Coal Sector triple grey £135.96

Coaches

39-650DC Mk2F "Aircon" FO first open in BR blue and grey - DCC fitted interior lighting (RRP £79.95) **BARGAIN**...£52



39-677DC Mk2F "Aircon" TSO tourist second open in Intercity - DCC fitted interior lighting (RRP £79.95) **BARGAIN**...£52

Dapol - Diesel locos

4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue...£131.71



OLIV003 Class 73/1 73141 "Charlotte" in First GBRf purple - Olivias Trains limited edition (RRP £140) **BARGAIN**...£69

DMUs



4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green **NEW** £123.25
4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag **NEW** £123.25
4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem **NEW** £123.25
4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 Midline West Midlands **NEW** £123.25
4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack coaching stock maroon - Hatton's limited edition (RRP £129.95) **BARGAIN**...£89
4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 Railtrack red and white **NEW** £123.25

Hattons Originals - Wagons



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules...£118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered...£126

Heljan - Steam locos

3911 Class Q2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (RRP £184.95) **BARGAIN**...£84

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

DMUs



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (RRP £119.95) **BARGAIN** £54

Man-made scenic structure - railway-related

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready...£210

Hornby - Steam locos

R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN**...£14.50

R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" BR green late crest...£166.50

R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue...£171

R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem...£171

R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S" BR maroon...£189

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range...£114

R3781 Class A1 Terrier 0-6-0T 5 "Rolvenden" Kent and East Sussex Railway blue...£81



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green **NEW**...£81



R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - as preserved - TTS Sound fitted...£187

R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem...£126



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted £148.50



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted £175.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem...£153



R1183Loco Class P2 2-8-2 2001 "Cock O' The North" in LNER green - Split from Set...£70



R3329 Class S15 4-6-0 30830 in BR black late crest (RRP £134.99) **BARGAIN**...£94

R3615 Class W4 Peckett 0-4-0ST 560 Peckett works leaf green builders lettering...£90

R3420 Drummond Class 700 0-6-0 30346 BR black late crest (RRP £124.99) **BARGAIN**...£59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) **BARGAIN**...£59

R3419 Drummond Class 700 0-6-0 693 Southern Railway black (RRP £124.99) **BARGAIN**...£69



Diesel locos



R3661 Class 31 D5509 in BR green...£153



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (RRP £64.99) **BARGAIN**...£34.50



R3605TTS Class 60 60044 "Dowflow" in DB Schenker red - TTS sound fitted **NEW**...£184.50

HSTs

R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (RRP £289.99) **BARGAIN**...£229

Train sets - digital



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (RRP £210.99) **BARGAIN**...£130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (RRP £329.99) **BARGAIN**...£199

Coaches

R4874A Collect 57 "Bow ended" non-corridor composite (Left-hand) 6626 in GWR chocolate and cream...£44.50

R1177coaches Pack of 3 Pullman parlour coaches - Split from R1177 Set...£45

Oxford Diecast - Buses

760WB014 Bedford OWB - Isle of Man Road Services **NEW**...£15

76LRT009 Leyland Royal Tiger Alexander Bluebird...£15

Cars

76FZ001 Ford Zodiac MkII Shark Blue/Pompadour Blue **NEW**...£5

Military ground vehicles



76WOT002 Ford WOT1 Crash Tender RAF Catterick (Red) **NEW**...£13.50

Oxford Rail - Steam locos

OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey...£87

N Gauge

Dapol - Steam locos

2S-012-010 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest **NEW** £67.96



2S-012-009 Class A1X 'Terrier' 0-6-0T 40 "Brighton" in LB&SCR improved engine green **NEW**...£67.96

2S-012-012 Class A1X 'Terrier' 0-6-0T 734 in London and South Western Railway green **NEW**...£67.96



2S-012-011 Class A1X 'Terrier' 0-6-0T 751 in South Eastern and Chatham Railway green **NEW**...£67.96

HSTs



2D-019-009 Class 43 HST 4-car book set in GWR Green...£160.89

Electric locos



2D-026-004 Class 86/2 86216 "Meteor" in BR blue **NEW**...£93.46



2D-026-002 Class 86/2 86259 "Les Ross/Peter Pan" in BR electric blue - as preserved **NEW**...£93.46



2D-026-001 Class 86/4 86401 "Mons Meg" in Caledonian Sleeper blue **NEW**...£93.46

DMUs

ND116B Class 142 'Pacer' 2 car DMU 142081 in Regional Railways...£115.18

OO9 Narrow Gauge

Heljan - Steam locos



9950 Lynton & Barnstaple 2-6-2T "Yeo" in L&B dark green (RRP £189.95) **BARGAIN**...£134.50

O Gauge (1:43 Scale)

Corgi Collectables - Cars



VA12413 Ford Granada 2.8i Ghia Cosmos Blue **NEW**...£27

Dapol - Coaches

7P-004-003 GWR 597 Auto Coach GWR chocolate and cream shirtbutton...£170

Heljan - Diesel locos



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) **BARGAIN**...£395

5288 Class 52 D1023 "Western Fusler" in BR blue (RRP £599) **BARGAIN** £470

5289 Class 52 D1067 "Western Druid" in BR blue - weathered...£509.15

DMUs



8951 Class 128 parcels DMU 55993 in Royal Mail red (RRP £599) **BARGAIN**...£295



8914 Class 128 parcels DMU W55991 in BR blue - weathered (RRP £599) **BARGAIN**...£295

8911 Class 128 parcels DMU W55993 BR green speed whiskers (RRP £599) **BARGAIN**...£295

Wagons

1043 200xx VBA sliding door van in EWS (RRP £84.95) **BARGAIN** £29.50

5053 Bogie covered IWB Cargowagon 2797589 - "GB-Continent" (RRP £189) **BARGAIN**...£79

Oxford Diecast - Commercial vehicles



43LRL006 Land Rover Lightweight Hard Top - "Fred Dibnah" **NEW**...£14.50