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# A Tough Year Ahead

Few people would argue that 2018 wasn't a tough one for Britain's Railways. The May timetable shambles caused colossal disruption for passengers and businesses. Although they were ambitious, the new timetables could have worked if mistakes had been recognised early enough and more heed given to concerns aired by sections of the industry. The latest report from the Office of Rail and Road recommends several changes to ensure the issue never happens again; they need to be acted upon fully. Cooperation is vital if the national network is to run smoothly, but the inherent fragmentation of the current system is a potential barrier to such an outcome. Greater oversight is clearly needed for major projects, and to span several franchises, not only to ensure an on-budget and on-time completion, but also to safeguard a satisfactory service for passengers.

This year has not got off to a good start due to the announcement of an annual fare increase of up to 3.2%. Not surprisingly passenger groups and the national media condemned the rise, particularly for those customers badly affected by last year's timetable fiasco. However, the majority of passengers affected have received financial compensation.

The industry really needs to get its PR act together now to explain how the money is benefitting passengers. Northern was badly hit by the timetable chaos, but at last it is receiving cascaded DMUs from ScotRail and its new DMU/EMU fleets are being delivered. Once the new trains enter traffic and the dreaded Pacers start to disappear passengers will finally begin to see the investment in real 'nuts and bolts'. A gradual reduction in overcrowding should hopefully go hand in hand and Northern must emphasise this properly. Similarly, Govia Thameslink Railway must continue its ramp up of services through the central core to 24 trains per hour and finally establish a reliable service across its network.

But the year is also going to be a challenging

one for many other franchises. It will be early 2020 before the overhead wires are energised for passenger services between Bristol Parkway and Cardiff and GWR can make full use of the potential of its Hitachi IETs into South Wales. However, the need to fit or modify CCTV cameras to its Class 800 and 802 fleets has precluded their use on stopping services between Reading and Bedwyn. This would seem to be a strange oversight, given the length of the project, but hopefully the new trains will be able to run these services soon.

Elsewhere it's going to be a big year for TransPennine Express, with three new fleets of trains due to enter service by 2020. Hopefully when TPE begins introducing them overcrowding will reduce and passengers will recognise the vast improvement in rolling stock. Caledonian Sleeper is also due to introduce its much-vaunted Mk 5 sleeper fleet, providing Anglo-Scottish passengers with a whole new on-board experience. Likewise, Greater Anglia passengers should soon be enjoying the new Stadler Flirt fleets and Bombardier Aventras. The Class 755 bi-modes in particular should make a world of difference on routes previously used to Class 153s.

Things are not so rosy on the Midland Main Line, with East Midlands Trains HSTs' lack of compatibility with the new 'persons of reduced mobility' requirements, meaning they effectively cannot be used after January 1, 2020. The CrossCountry franchise is also in limbo, its renewal being delayed because of the Williams Report due later this year. New rolling stock is urgently needed for the franchise to combat overcrowding on some services, but unfortunately off-lease HSTs cannot be used as they don't have power-operated doors.

Along with infrastructure improvement, the hundreds of new trains now being delivered have the potential to revolutionise passenger services widely, but the industry needs to ensure the roll out goes smoothly and on time – not badly delayed like the Class 710/2s

on the Goblin line in North London. Rolling stock shortages have been known about for months, so why didn't Transport for London use some of its redundant Class 315s as a stop gap instead of sending them for scrap? ScotRail was able to lease ten Class 365s at short notice to overcome a similar problem, so it can be done.

In my humble opinion the industry knows what it needs to do, but constant micro management by the Department for Transport too often thwarts well thought out ideas from real railwaymen. The DfT needs to take a step back and leave the running of the railways to those who really know how.

This month we have a fascinating photo feature by a former Derby Works engineer showcasing some never before published images from the later 1950s, and early 1960s – quite a find! Elsewhere, Alex Fisher's subject for the Britain's Depots series is Saltley in Birmingham, somewhere with quite a controversial reputation. The Vivarail Battery Class 230 also comes under the microscope, while Pip Dunn examines the ever-changing fleet of Colas Rail Freight.

The Tyne Valley line has proved to be a vital diversionary route for Anglo-Scottish services for decades, but its history is much longer, as Graeme Pickering explains. Connectivity in Northern Scotland was badly affected by the collapse of the Ness Viaduct in Inverness in February 1989. Gordon Kirkby tells the story as part of a wider recollection of his years living in the Highland capital.

We also continue our roll out of improved coverage for Fleet Review and Traction Action, and you also have the chance to win £200 worth of railway DVDs and books (see p20). That just leaves me to wish you all a safe, healthy and profitable New Year – hopefully one that is kinder to the railway.



Mark Nicholls  
Editor



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**ABOVE:** Virgin Trains Pendolino 390115 heads south at Docker on November 17, 2018 with the 1118 1M11 Glasgow Central to Euston service. More than half of the Virgin class 390 fleet now wears the latest livery. (Paul Biggs)

**FRONT COVER:** Colas Class 56 56078 passes Grindleford, Derbyshire, on the Hope Valley Line with a York Thrall Europa to Coleham RHTT positioning move on August 31, 2018. (Robert Falconer)



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## GWR delays introduction of IETs between Newbury and Bedwyn

**THE INTRODUCTION** of five-car Class 800 and 802 bi-mode units on Great Western Railway stopping services between Newbury and Bedwyn has been delayed because of the need to modify door CCTV cameras. The sets were due to be introduced to these diagrams in January, coinciding with the completion of electrification as far as Newbury, but it has been confirmed that changes to the cameras are needed so that drivers can see when the doors have been safely closed at unstaffed stations. The stopping services do not have a guard. It's unclear yet when the modifications will be completed, but Class 165 units will continue to be used in the meantime, delaying their cascade to other routes. The use of nine-car units on the route will be unaffected as these sets don't serve the unstaffed stations and have guards on board.

Meanwhile, work to lengthen platforms so they can fully accommodate IETs has taken place on the Cotswold Line. Charlbury, Evesham, Hanborough, Honeybourne, Kingham, Moreton-in-Marsh and Pershore were the stations covered by the work from November 17-25, 2018. Meanwhile, temporary platforms have been built at Eastleigh Yard in preparation for the commissioning of more IET sets.



A 1973 Piccadilly Line tube train, with Driving Trailer 110 leading, enters Eastcote on December 6, 2018 bound for Cockfosters. The re-signalling scheme for the Piccadilly Line has been deferred. (Alan Wallwork)

## Some London Underground upgrades postponed

**TRANSPORT FOR** London is delaying several elements of the London Underground upgrade project due to financial factors. A decline in passenger numbers, government cuts and delays to the opening of Crossrail have meant TfL doesn't have the funds available. It is estimated the delays to Crossrail,

which could now open after August 2019, could cost more than £3bn. Revenues for the next five years are expected to be £2.1bn below the expectations outlined in 2016. This is down to the end of an average £700m annual government grant, the freezing of fares by the London Mayor, and an expected

£600m operating loss from the delayed opening to Crossrail. TfL doesn't now expect to break even until 2023.

Projects to be deferred include the modernisation of the Piccadilly line signalling system and the rebuilding of Camden Town station.



ScotRail HST Power Car 43148 brings up the rear of the 1243 Glasgow Queen Street to Aberdeen service as it passes Gartshore on December 9, 2018. (Steven Fraser)

## ScotRail HSTs into service

**SCOTRAIL INTRODUCED** a single unrefurbished HST set into passenger use on November 26, 2018; the operator having adopted the moniker of 'classic' to market the ex-GWR stock to the public. The first working was the 1A41 0530 Edinburgh-Aberdeen formed of power cars 43033 and 43179 at each end of set HA07 (41010, 42012,

42013, 44004). A round trip between the two cities followed before the set worked 2A64 1619 Aberdeen-Dyce and 1B43 1639 Dyce-Haymarket, finishing the day with another visit to Aberdeen.

The introduction of the new timetable from Sunday December 9 saw the ScotRail HSTs enter squadron service, albeit with

some diagrams still covered by DMUs as crew training has yet to be completed. Six unrefurbished sets were noted in traffic, with 43003+43148, 43026+43136 and 43134+43135 all used between Aberdeen and Glasgow Queen Street. The first revenue-earning service using an HST between Inverness and Aberdeen was by 43036, 42206,

42208, 44011 and 43143 working the 1H27 Aberdeen to Inverness service on December 9, and the 1A52 1233 Inverness-Aberdeen via Elgin return. 43140+43168 were in charge of the 1B44 1333 Inverness-Edinburgh via Perth and Kirkcaldy. Completing matters, 43033+43179 were deployed between Edinburgh and Aberdeen.



# ORR

## National Oversight needed on timetabling



GTR Class 700 700007 calls at Cricklewood on September 26, 2017. The operator is to retain its franchise following the May 2018 timetable chaos, with the DfT saying it would be more disruptive to passengers were the deal to be terminated early. (Wikimedia Commons/XSkIzxDark)

**THE OFFICE** of Rail and Road delivered its final report on the May 2018 timetable fiasco on December 7 and has determined that changes in culture are required within the rail industry to guarantee that the chaos caused doesn't happen again. ORR released its Phase One report in September 2018, detailing the primary causes of the crisis, which impacted Govia Thameslink Railway and Northern services in particular.

The ORR discovered that difficulties endured by passengers were down to poor communication within the industry, a perception that no one was in overall control and a failure to put passengers at the heart of decision-making.

The report highlights Network Rail's creation of a Programme Management Office designed to manage risks to timetables up to December 2019 as an effort to

provide short-term mitigation to disruption. The ORR also asked for the impact on passengers affected by major rail schemes to be determined better during the planning process.

The ORR also remarked that the System Operator function within Network Rail is best placed to review arrangements and that more funding for it in Control Period 6 (2019-24) provides the chance "to review industry collaboration and the use of technology to support the accuracy and efficiency of the timetabling process". As a result, the ORR has asked the System Operator to report by the start of CP6 on April 1 and give details of the progress of strengthening timetable technology capability, and to establish an industry timetabling technology strategy to improve the process.

Additional recommendations

include a clearer scope for industry boards to oversee major changes to the network to ensure greater scrutiny of the interdependencies of new timetables, infrastructure, rolling stock and franchises. Furthermore, independent, system-wide advice and auditing should be rapidly introduced for major network changes, to permit highlighting and solving problems before they affect passengers.

The ORR also recommended actions it could take. These include monitoring the Network Rail System Operator's performance as it delivers CP6 projects and also better monitoring of the risks to future timetables.

ORR and Inquiry Chairman, Professor Stephen Glaister said: "Passengers were let down by the rail industry on May 20, 2018 and the weeks that followed. We found systemic failures that needed to be resolved in order to reduce the

possibility that passengers have to endure these conditions again. Our recommendations will now mean that in every project, impact on passengers will be a central consideration – as it should always be."

On a related note, the Department for Transport has confirmed that GTR will retain the Thameslink Southern Great Northern franchise until September 2021, ending speculation that the franchise could be terminated early as a result of the May 2018 timetable disruption. The Department for Transport added: "A termination of the franchise would cause further and undue disruption for passengers and is not an appropriate course of action." But in addition it confirmed that Govia's profits from the franchise are to be capped, and DfT has instructed it to make a further £15m investment in enhancements for passengers.

## Springburn Works to close

**THE GEMINI** Rail Services works in Springburn, previously the Knorr-Bremse Rail Services depot and best known as BREL Glasgow Works under British Rail, is to close, putting 180 jobs on the line. The news was announced on December 12, 2018 and was immediately condemned by the Unite union.

Formal consultation with the 120 staff and 60 contractors was to begin almost immediately. Gemini blames falling orders, probably led by the transfer away of increasing numbers of older rolling stock as new, more reliable electric units are delivered to ScotRail.

The facility was established

in the 1850s as the St Rollox Locomotive Works by the Caledonian Railway Company and it has been the primary railway works in Scotland for more than 160 years. It could handle any kind of overhaul and repair and dealt with everything from locos to coaches and wagons.

A spokesman for Gemini Rail Services said: "It is with deep regret that Gemini Rail Services has had to announce to employees its proposal to close the Springburn site in Glasgow. We are now entering a consultation period where all options will be explored with a view to avoiding redundancies."



# First electric services introduced to Stirling, Dunblane and Alloa

**THE FIRST** passenger-carrying electric services to Dunblane and Alloa started late on December 8, 2018 ahead of the introduction of the winter timetable the following day. The honour of the first working fell to 365525, which formed 2P31 2233 Edinburgh to Dunblane. It was quickly followed by 365521 with 2P35 2303 Edinburgh-Stirling and 365517 from Glasgow Queen Street on the 2N71 2319 departure to Alloa. Also deployed that night was 385109 on the 2N73 2348 Queen Street-Stirling.

The following day saw a roughly 50/50 split of DMUs and EMUs on the newly electrified route. Those noted in the morning included 365525 forming the 2P82 0905 Stirling-Edinburgh, while 385109 formed the 2N50 0914 Alloa to Glasgow

Queen Street. Meanwhile, 385107 was employed on the 2P47 1135 Edinburgh-Dunblane. This mix of diesel and electric was still evident on December 10, but services on the premier Edinburgh-Glasgow via Falkirk route were reported to be solely in the hands of Class 385s for the first time.

The new Hitachi-built Class 385 EMUs will work alongside existing DMUs until enough of them have been delivered to completely take over the services. Once this happens it will allow the DMUs to be cascaded elsewhere.

On the night of November 27/28, Class 380 380004 with on-board monitoring equipment became the first electric train to work to Stirling, Dunblane and Alloa, completing three full test runs at line speed, the



ScotRail Class 380 380004 stands at Stirling in the early hours of November 28 after arriving with the first electric test train from Shields Road. (Network Rail)

first being the 3T01 2315 Shields Road to Stirling. Class 385 385031 became the first of its class to run to all three destinations the following evening for route validation, which included the checking of accuracy of on-board passenger information

systems, siting of platform stop markers and step distance between the train and platform edges. Class 365, 365517 was also used for testing on the routes, working to Alloa and Dunblane overnight on November 30.

## Uncoupling incident: unit and passengers left behind

**SCOTRAIL HAS** launched what it describes as an 'extensive investigation' after two Class 334 EMUs became uncoupled at Uphall Station on November 26, 2018 while working the 1720 Edinburgh

Waverley to Helensburgh service. The train was a six-car consist with 334035 leading 334009. Staff were apparently unaware the units had become detached until the train set off from Uphall, the front portion

continuing on its journey and leaving 334009 in the station with passengers aboard. The emergency door release was used after those in the rear unit realised they'd been left behind. A driver was

sent to Uphall to take 334009 and passengers forward to Bathgate, where the service was terminated. ScotRail said it had removed the train from service and was working hard to find out the cause.

## New auction venue for southern England



Railwayana Auctions UK founder Neil Booth and a nameplate from Class 55 Deltic 55014 *The Duke of Wellington's Regiment*. Neil is behind the new twice-yearly auction that will start in Alresford on April 20. (Railwayana Auctions UK)

**A NEW** twice-yearly auction of railwayana has been launched, titled Mid-Hants Railwayana Auctions and starting on April 20 at Perins School, Pound Hill, New Alresford, Hampshire SO24 9BS. Railwayana Auctions UK Ltd is behind the venture and already holds successful events in Stafford. It will feature railwayana and other transport related items; the second event for 2019 will be held on October 26 at the same venue. Plenty of car parking space is available.

Following the closure of Solent Railwayana after the death of its organiser Nigel Maddock in June 2017, the south of England has been without a railwayana auction house. The new venue should prove popular, given that Alresford is also home to the Mid-Hants Railway.

Neil Booth, who founded Railwayana Auctions UK Ltd in 2006, said: "There is no regular established railwayana auction house in southern England to satisfy the needs of collectors, meaning collectors and those wishing to sell memorabilia have a huge distance to travel to the North Midlands and beyond."

## First impressions of Class 153 bike-carrying proposals

**DETAILS HAVE** been released describing how Class 153 single-cars could look if modified to create capacity for bicycles, luggage and sports equipment. They could be attached to Class 156 two-car DMUs on the West Highland line to provide extra space. ScotRail says proposals are at an early stage and that the designs, which have been used for presentation to staff and stakeholders, represent an initial concept that is subject to change. Part of the units would potentially offer cycle racks and storage for luggage and ski equipment, with seating, a hot drinks machine and fridge for sandwiches and cold drinks taking up the rest of the vehicle. It's thought five Class 153s would be converted and used on trains from Glasgow Queen Street to Oban, Fort William and Mallaig, with a possibility of use also on Inverness to Kyle of Lochalsh, Wick and Thurso services. The number of vehicles, final design and timescale for refurbishment into service have yet to be confirmed. Consultation and a tendering process will also have to be carried out before a contract for the conversion work is awarded. Several Class 153s are to go off lease shortly, for example those with Greater Anglia.





A Virgin Trains East Coast service, led by DVT 82219, arrives at King's Cross. The third bore of Gasworks Tunnel is to be reopened as part of Network Rail's upgrade, but the project has been delayed. (Wikimedia Commons/David Parry)

# King's Cross upgrade delayed

**NETWORK RAIL** has been forced to put back its planned £237m project to remodel the King's Cross throat. Work was due to take place between December 2019 and March 2020, but Train Operating Companies expressed concerns that the massive disruption caused would be too soon after the recent timetable chaos that affected GTR in particular and would have a further negative effect on passengers. Furthermore, the delay in introducing the full

frequency through the Thameslink core via the Canal Tunnel by GTR has meant more trains continuing to terminate at King's Cross, thus taking up valuable platform space. Once this migrates to the core tunnel section it will free up platforms at King's Cross for long-distance services. As the upgrade will require about half of the station to close for three months while the work is carried out, it is argued that waiting until the core services are running

smoothly makes sense. However, even then some long-distance services might have to terminate at Finsbury Park, or possibly even Peterborough.

Alternative dates are being discussed, meaning the project is likely to be delayed by at least a year, although it cannot be put off indefinitely as much of the track and infrastructure involved is almost life-expired. Not only that, the upgrade is vital to provide increased capacity

and more flexibility of the track layout. This is being achieved primarily by bringing the eastern bore of Gasworks Tunnel back into use, providing six running lines between Belle Isle and the terminus. At the same time, signalling control would move to the York Rail Operating Centre, allowing King's Cross signal box to close. While the main phase of the project has been delayed, essential preparatory work is to continue on some weekends during 2019.

## Regrettable incident at the Llangollen Railway

**ONE OF** the Llangollen Railway 'Santa Special' trains ran into some hounds that had apparently strayed onto the line on December 9, 2018. At least one of the animals is thought to have been killed in the incident, which the railway described as "highly regrettable". No one was hurt in the incident, although several children on-board were distressed.

Liz McGuinness, the line's business manager said: "Our Santa Special was on its way back from Carrog station to Llangollen when the incident occurred at around 1600 near the Deeside loop just after Glyndyfrdwy. From what I understand, members of the local hunt were somewhere in the vicinity of the line when at least one of the hounds ended up

running up the tracks towards the oncoming train that was carrying a large number of passengers, many of them young children, enjoying a festive day out. I understand that the train hit at least one of the dogs. I am not certain at this stage how badly the animal was injured, but members of the hunt turned up to take the animal or animals away from the scene.

"The train eventually made its way back to Llangollen. I sincerely apologise to everyone on the Santa Special for what should have been an enjoyable afternoon ending in this way. Can I make it clear that the hunt does not have permission to be on Llangollen Railway property at any time. A full investigation into the incident will now be carried out by railway management."



## IN BRIEF

➔ Testing of the first of the three Class 230 diesel units being supplied to London Northwestern Railway by Vivarail has begun on the Marston Vale line. 230003 appeared on the route in mid-November 2018. Along with 230004/005, it had been expected to enter service at the beginning of the December timetable. Services will remain in the hands of Class 150 two-car and Class 153 single-car DMUs into the New Year after technical problems experienced in the earlier stages of testing 230003 caused a knock-on effect to progress with the two other Class 230s on order.

➔ On December 5, 2018 London Overground Class 710, 710265 became the first of its class to reach London Liverpool Street on test. The dual-voltage electric unit worked from Willesden to Liverpool Street before heading to Enfield and returning to London.

➔ Tram Train Class 399 399202 was involved in a collision with a car in Sheffield on November 30, 2018 close to Woodburn Road tram stop. It happened at the same road crossing where classmate 399204 had collided with a lorry just over a month earlier. One person from the car was taken to hospital, but it's understood their injuries weren't serious. It is thought 399204 is likely to be out of service for several months for repairs. After the most recent accident, Sheffield City Council has carried out work at the junction to try to improve visibility.

➔ The Great Central Railway has confirmed its Crossing the Canal appeal has reached the £300,000 mark and it is now in discussions with potential contractors to determine the most cost-effective way to complete the work that will link it to the Great Central Railway – Nottingham by bridging the gap between the two lines at Loughborough.

➔ Greater Anglia Class 321 units deputised on two consecutive days for Class 90s and Mk 3 stock in mid-November 2018. On November 22, 321358/433 worked the 1P21 Liverpool Street-Norwich service.

➔ GWR Class 802 units 802001/002 formed the 5Z91 2142 Bristol Temple Meads to Exeter Central via Westbury, Yeovil Pen Mill and Honiton service on November 29/30, 2018. This was the first IET to visit the ex-LSWR route to Exeter and it undertook a gauging exercise to ensure the units can use the diversionary route for Paddington to the West of England services.

## Final Chiltern Paddington service



Class 165 DMU 165038 stands at Paddington's Platform 1 on December 7, 2019 before working the final 2M29 1135 Parliamentary service to High Wycombe. (Brian Creasey)

**CHILTERN RAILWAYS** ran the final 2M29 1135 Parliamentary service to High Wycombe on December 7, 2019. It is reported that there were 192 passengers on this train as far as South Ruislip, which was an additional

stop for travel card and Oyster card users. The new Crossrail timetable was scheduled to start at the weekend, although it has been delayed until late 2019 at least. But as a result Chiltern Railways has lost its paths into and out

of Paddington. In addition, HS2 work at Old Oak Common is also a reason behind the final working. The route between Park Royal sidings and Old Oak Common West Junction will soon close and the junction will be removed.

## Filton Bank track relaying completed

**NETWORK RAIL** completed installation of two additional tracks between Filton Abbey Wood and Bristol Temple Meads on December 3, 2018. The project has doubled the number of tracks on Filton Bank, providing additional capacity for four more

trains per hour in each direction. The £130m project started in 2015 and culminated in a three-week blockade of Filton Bank in the autumn. Ten miles of new plain line track and 12 sets of points and crossing units were installed.

Meanwhile, the latest update

of Network Rail's Enhancements Delivery Plan in September 2018 indicates the date for the electrification between Bristol Parkway and Cardiff Central to go live will be November 2019, with regular passenger train use from January 2020.



## Landore goes quiet

The last HST left Landore on November 18, 2018 and Network Rail is due to assume the lease of the depot from GWR in March. The facility is now very quiet with just 08645 and 08795 to keep each other company, along with a handful of Mk 3 HST coaches. 08765 occupies an otherwise empty shed on November 23. (Spencer Conquest)





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## Tornado works passenger trains again

After its absence since major motion failure in April 2018 and subsequent repair at Wansford, 60163 *Tornado* was run in at the Nene Valley Railway on December 9 on its first passenger trains since the failure. It passes Orton Mere in fine style and is due to return to the main line on February 9. (Peter Foster)



## Ex-Eurostar Waterloo platforms reopen

**SOME FORMER** Eurostar terminal platforms at London Waterloo station reopened permanently on December 10, 2018 welcoming trains for the first time since international

services moved to St Pancras in 2007. The opening is part of the £800m project to increase capacity on the South Western Railway network. Passengers will benefit

from more space at Britain's busiest railway station, with platforms 20 to 22 now in use for regular services to Reading, Windsor and south west London. Platforms 23 and 24 are

set to come into use in May as part of the next timetable change. By December 2020, SWR will have provided a total of 52,000 extra peak time seats into and out of Waterloo.

## Llangollen Class 37 Sold

**BR BLUE** Class 37/0 6940 has surprisingly been sold to Boden Rail, with a refurbishment and a return to the main line on the cards. It left for Eastcroft Depot on December 17, 2018. A statement from the Llangollen Diesel Group said: "Following a comprehensive review of our operations and resources at our AGM [on November 25], the difficult decision has been made to reduce our fleet size. Based on a careful appraisal of locomotive condition, we are reluctantly offering Class 37 6940 for immediate sale where seen lying to any interested party. We appreciate this will be disappointing news to a great many people who have supported 6940 over the years and can

assure you that it is not a decision we are taking lightly.

There is nothing sinister about 6940 being sold. The LDG explained: "Continued problems with the loco's reliability throughout 2018, culminating in a failure of the vacuum system at the September diesel gala have shown us that 6940 is now in need of comprehensive mechanical overhaul. This work needs to include a full power unit and bodywork.

With Class 26 D5310 also facing an expensive and complex traction motor repair and being arguably a more suitable machine for the group and the railway, tackling such an overhaul is beyond our funds, manpower

and facilities. We are hopeful of giving 6940 a better future under new ownership, but bringing the 'Beast of Berwyn's' legendary reign in the Dee Valley to an end is a very sad moment for us.

"Unfortunately, it is not expected to be able to use the loco again on the railway, as repairs to the vacuum system will be expensive and therefore not in the best interests of the group, with the loco likely to be leaving us imminently. With well over 1,000 miles run in 2018, at least 6940 will leave us after providing many happy public miles to its followers.

"The LDG also wishes to stress that this decision is in no way based on our relationship with

the Llangollen Railway, which remains very strong. Indeed, 2019 will see increased diesel running, and another reason for making this decision is to allow us to concentrate our resources on providing two reliable Sulzer-powered locos with a number of common parts and systems, rather than struggling to provide three unreliable machines."

However, with 6940's impending departure, Class 26 D5310 being unavailable for traffic and Class 47 1566's reliability still unproven, discussions had been underway with the LR's Management about arranging for a visiting loco for the 2019 season before the decision to sell 6940 was made. Several options are now being discussed.



# Curzon Street HS2 work underway



Initial enabling work for HS2 at Birmingham's Curzon Street station site has begun. This is the view looking south east, with the original Curzon Street station in the foreground and the site of the parcels depot, now being prepared for the building work. To the right are the lines heading out of Birmingham New Street, with a CrossCountry Class 170 just visible. (Alistair Grieve)

## Euro 66 arrives in the UK for attention



The second European-based Class 66 to arrive in the UK for attention at Longport is 66998 (Crossrail PB13). It was hauled from Hull Docks to Longport by Europhoenix/ROG Class 37/6 37611 Perseus on December 11, 2018 and is seen passing Milford. (Steve Bell/Railtec Transfers)

### IN BRIEF

➔ *Bogies for the Siemens Class 374 'Velaro' Eurostar e320 sets will be the first to be overhauled at the company's new Bogie Service Centre in Lincoln. Siemens has invested £8m in the facility, which opened on November 23, 2018. It will also carry out work on bogies from Class 707, 710 and 717 Desiro City EMUs.*

➔ *An empty Great Western Railway Class 387 EMU, 387146 was derailed on November 27 last year after running through catch points at West Ealing. Services were disrupted throughout the day while the unit was recovered.*

➔ *The first GWR Class 387/1s to travel along the newly-electrified Berks and Hants route between Reading and Newbury were 387133/155 on the night of December 6/7, 2018 when they formed the 5Z36 2324 Reading Traincare Depot-Newbury, 5Z37 0104 Newbury-Theale Loop, 5Z38 0200 Theale Loop-Newbury, 5Z39 0315 Newbury-Reading Traincare Depot.*

➔ *Planning approval has been granted for a new temporary train maintenance depot on the Tyne & Wear Metro system. It will be built on a former landfill site at Howdon on North Tyneside and will be used to maintain units from the current Metro-Cammell-built fleet while the Metro's existing depot at South Gosforth is rebuilt for new trains that are due for delivery from the end of 2021. The 84 new sets will also be delivered to the network via the Howdon facility. In total, the contract to build and maintain them is worth around £500m. The winning bidder will be announced at the end of next year.*

➔ *The final GWR HST set to be serviced at Old Oak Common was 43093/43185 and set LA62; 43093 had additional graphics applied to mark the occasion. The celebrity duo worked the 1A10 0729 Exeter to Paddington, 5A10 1057 Paddington to Old Oak Common, 5C24 1645 Old Oak Common to Paddington, 1C24 1730 Paddington to Weston-super-Mare, 1A33 2008 Weston-super-Mare to Paddington and the 1C36 2330 Paddington to Bristol Temple Meads. The GWR lease on Old Oak Common expired at 0159 on December 9.*

➔ *The TfL lease for the six remaining Class 172s used on the GOBLIN line has been extended until March. This means they will not yet transfer to West Midlands Railway in order to be available until the new Class 710/2 EMUs enter traffic.*



# New shed at the Mid-Norfolk

The new locomotive shed at Dereham on the Mid-Norfolk Railway is springing up at a rapid pace, as witnessed in this view taken on December 1, 2018. (Andy Marrison)



## GA and Tfw combat wheel flats

**TRANSPORT FOR** Wales has given details of plans to improve availability of its DMUs. More than a quarter of its train fleet (36 out of 127) were out of service in mid-November 2018, prompting it to issue an apology to passengers. Chief Executive James Price told a meeting of the Welsh Assembly's Economy, Infrastructure and Skills Committee on November 29 that the fleet, inherited from Arriva Trains Wales, has "the lowest level of wheelslip protection in the UK". The

committee was told Tfw plans to install Wheel Slide Protection (WSP) to its existing trains by autumn 2019 and will also fit vibration monitoring equipment to its Class 150, 158 and 175 units to help it better understand rail adhesion issues. WSP establishes if wheels are slowing evenly when the brakes are applied.

Mr Price explained that around 20 trains had been taken out of service during one weekend because of wheel flats. He said Tfw had brought

in experts from the French rail operator SNCF to look at the causes and that there could be "eight or nine reasons" behind the problems. He added that although the experts hadn't yet been able to assess exactly what went wrong, weather conditions had been a factor. Tfw made arrangements to send units to depots with spare wheel lathe capacity in order to ease the backlog of repairs at its Cardiff Canton Depot.

Meanwhile Greater Anglia has

completed fitting of WSP to its five Class 153 single-car units. It follows its installation on the company's Class 156 fleet last year, which it says resulted in its best ever performance for the autumn period. WSP is already fitted to all other types of train in the GA fleet. The company believes it will help it reduce the number of cancellations to services. It said a train can be out of service for up to a week if it requires attention to wheel flats.



## First Class 397 in the UK

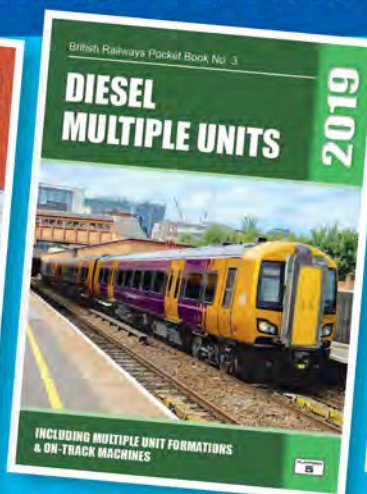
The first Class 397 Civity electric multiple units built by CAF for TransPennine Express has arrived in the UK. 397003 was hauled from Royal Portbury Dock to Crewe on December 4 by ROG's 47812 and 47815, and is seen passing Stafford. Twelve of the five-car units, branded 'Nova 2', are being built for TPE. (Simon Poole)





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# More 37s for Europhoenix

Class 37/0 37207 is prepared for loading onto a road trailer at Barrow Hill on December 10, 2018. It was subsequently taken to Knighton Junction and forwarded to Leicester LIP. (John Majka)



**EUROPHOENIX HAS** purchased Class 37/0s 37146, 37188 and 37207 from Colas. No decision has been made on the future of 37146, but 37188 is to be used for spares recovery and 37207 will

be resurrected for main line use. 37207 arrived at Leicester in mid-December, 2018. The transfer is likely connected with the latest contracts for Network Rail Infrastructure Monitoring trains,

which are to be regionalised and motive power sourced from different operators. It is expected that DB Cargo, West Coast Railways, DRS Freightliner and GBRF could all be involved,

although Colas is likely to retain some work.

Of the Colas 37s currently at Barrow Hill for repairs, those for 37057 and 37421 have not been authorised.

## Stored

70014	DHLL	Freightliner, Leeds Midland Road
-------	------	----------------------------------

## Stored then reinstated

None

## Transfers

08735	WQDA	Arriva, Eastleigh – RSS, Wishaw
56018	UKRS	Castle Donington – UKRL, Leicester
56098	UKRL	Castle Donington – UKRL, Leicester
56104	UKRL	Castle Donington – UKRL, Leicester
92021	GBET	France – Brush Traction, Loughborough
92040	GBET	France – Brush Traction, Loughborough

## Reinstated then returned to store

None

## Reinstated

56312	HTLX	(UKRL, Leicester)
70001	DFGI	(Freightliner, Leeds Midland Road)

## Disposals

None

## Pool Codes

DFGI	Freightliner Intermodal Class 70
GBET	GBRf Class 92
HTLX	BARS/DCR Locomotives
UKRL	UK Rail Leasing Locomotives – Operational / On Lease
UKRS	UK Rail Leasing Locomotives – Stored
WQDA	DB Cargo Stored Locomotives (Group 4)



The name *Capt. Robert Falcon Scott RN CVO Scott of the Antarctic* is now carried at one end of GWR Class 802/0 802011, seen at Exeter St Davids on December 8, 2018 while working the 1C04 0730 Paddington to Penzance. (David Hunt)

## Loco/Stock Names

### Named

Number	Name	Where	Date
60047	<i>Faithful</i>	Doncaster Roberts Road	10/18
60085	<i>Adept</i>	Doncaster Roberts Road	11/18
802011	<i>Capt. Robert Falcon Scott RN CVO Scott of the Antarctic/Sir Joshua Reynolds PRA Celebrating 250 years of the Royal Academy of Arts</i>	Hitachi, North Pole	12/18

### De-named

08823	<i>Libbie</i>	LH Group Services, Barton	09/18
43034	<i>TravelWatch SouthWest</i>	Laira Depot	10/18
159001	<i>City of Exeter</i>	Brush, Loughborough	11/18
390121	<i>Virgin Dream</i>	Alstom, Widnes	11/18
395017	<i>Passchendaele Javelin</i>	Hitachi, Ashford	11/18

## Northern receives more ScotRail DMUs

**EX-SCOTRAIL CLASS** 170 units 170456/457 travelled from Haymarket Depot to Heaton on December 2, 2018 for transfer to Northern, 170454/455 having made the journey from Haymarket to Neville Hill the previous day. This leaves 170453/458 still to make the move from ScotRail to Northern. As cascades of DMUs continue from north of the border, Class 156s, 156449/485 were noted at Glasgow Queen Street without branding on December 5.

On December 10 Class 158s 158782, 158786 and 158868 formed the 0900 Haymarket to Neville Hill as they were transferred to Northern. Two days later they were followed south by 158789, 158869 and 158867, forming the 5Q31 1105 Haymarket-Heaton via ECML.





## SWR livery tweaks

South Western Railway has tweaked its new livery, with the addition of yellow embellishments around the entrance doors to and above the length of the First Class compartments on its Class 159 DMUs, but gone is the blue and grey diagonal striping previously seen along the entire length of each coach on previously refurbished examples. 159010 displays the revised livery on arrival at Axminster on December 4 with the 1L56 1424 Exeter St Davids to Waterloo. (Stephen Ginn)

# Coaching Stock News

## ScotRail

ScotRail put a single unrefurbished HST set into passenger use from November 26, 2018, the operator having adopted the 'classic' moniker to market the ex GWR stock to the public. Two more Mk 3 sets were retrieved from store at Ely Papworth in late November, 43144 and 43147 working north to Haymarket on the 19th with 41135, 42255, 42279, 42280 and 44035. After arrival and with 42255 removed, these trailers became set HA10. November 23 saw ROG's 47815 haul ScotRail-liveried power cars 43150 and 43164 away from Ely along with trailers 41180, 42268, 42263 and 44024 (now HA08). Bound for Dundee, the Type 4 was removed at York with a fuel leak, leaving the HST to go forward after a windscreens wiper repair. After attention at Kilmarnock, HA03 (41104, 42206, 42208, 44066) was returned to Dundee by 43036 and 43143 on November 29, while two days earlier 43134 and 43135 had taken HA04 (42267, 42269, 42325, 42574) from Aberdeen to Glasgow Works.

## Great Western

Late November last year saw GWR form up its second Castle power door set of Mk 3s (GW02) consisting of 49102, 48104, 48131, 48106. A test run took place between Laira and Exeter St Davids late on November 27 with power cars 43016 and 43040, after which a week of training runs to and from Taunton started on December 3. A further set for modification



Two GWR HST power cars, 43190 and 43194, are being coupled together at Long Rock on November 21, 2018 before running light back to Laira as 0277. They had delivered eight Mk 3s to the Penzance depot for storage. (Andrew Triggs)

was dispatched to Doncaster on December 2, with 43154 and 43186 powering 42073, 42271, 42273 and 44033 away from Laira.

Another rake of surplus trailers was sent into store on November 21, this time at Penzance Depot. Departing Laira at 1255, 43190 and 43194 were in charge of Composites (TC) 46006, 46007, 46009, 46013, 46017 and TSMB miniature buffets 40101, 40113, 40116. Potentially for use with Hull Trains, 41018, 40231, 42024, 42026 and 44008 from set OC32 are also now stabled at Long Rock pending the hire going ahead, 43165 and 43190 delivering them on November 23. On December 11 power cars 43030 and 43034 departed Laira with single Mk 3 42023 via Bristol St Philips Marsh as they headed north for ScotRail. Former Greater Anglia Mk 3a RFM 10229 has gone on loan to GWR from sister franchise

TransPennine Express to act as a spare vehicle for the Night Riviera. The coach was initially brought south from Crewe to Reading by 37884 on November 29 before being tagged onto the rear of 1C99 2345 Paddington-Penzance on December 4, powered by 57602. Now stabled at Long Rock, it will be used as required but is not expected to be repainted. Newly refurbished and returned from Wolverton is Mk 3b BSO 17175, with RFM 10225 taking its place.

## Riviera Trains

Another four Mk 2F coaches have arrived at Loram for repainting into BR blue/grey, the Colas duo of 37219 and 37254 powering the 3Z37 1530 Burton-Derby move on November 30, 2018. All previously in Anglia turquoise, the quartet is TSOs 5921, 5950, 5964 and 5985. At Eastleigh Works, the three Mk 2 air-cons acquired from DB

Cargo in 2017 and brought south from Thornton Junction are to be scrapped. The first week of December saw BSO 9522 cut on site by Raxstar with 5632 and 9494 lined-up to follow it.

## Other operators

The early hours of November 27, 2018 saw a fire started in one of West Coast Railways' long stored and heavily vandalised coaches at Southall, Mk 2E TSO 5876 being gutted as a result. Adjacent vehicles 5925 and 6154 were also damaged in the incident.

Arlington Fleet Services' latest pair of translator coaches, converted from GLVs 68501 and 68504, were collected from Eastleigh Works by 37611 on November 27 and taken to Leicester. Their first use came on December 4 when used to move new TPE EMU 397003 from Portbury to Crewe. Powered by 47812 and 47815, the working also included barrier coaches 6330, 6338, 6340 and 6344 for brake force.

Meanwhile, TPE is now storing Mk 5 sets at Crewe South Yard, while they await modifications to their braking system and entry into service. For example, December 3 saw 37884 take set TP05 away from Manchester International Depot; it later returning from Crewe with TP01 in tow.

After almost three months in store at Castle Donington, former Nightstar generator coach 96371 was returned to Leicester on November 19, arriving behind 47812 along with Grids 56018, 56098 and 56104 in tow.



## IN BRIEF

➔ The Crewe Diesel Preservation Group has announced it has signed an 18 month deal with Locomotive Services Limited to return 47712 to the main line. This is a safeguarded deal whereby 47712 will compliment LSL's existing fleet of five Class 47s on fill in work, including such things as route learning and driver training as it will be limited to 75mph.

➔ Work has begun on carrying out modifications to the four East Midlands Trains Class 156 DMUs owned by Angel Trains so that they comply with persons of reduced mobility (PRM) standards for accessibility, which come into force in December 2019. 156497 was the first of the units to move to Long Marston on November 26, 2018 where the work will be carried out by Chrysalis Rail. 156470/473/498 are the other three EMT sets owned by Angel. The last is due to be completed in March. The Porterbrook-owned members of EMT's Class 156 are being modified by Gemini Rail Services at Wolverton Works.

➔ A further three Class 195/1 DMU sets have been ordered from CAF by Northern, taking the number of the units to be built for the operator to 58. Late November saw 195111 delivered and 195110 and 331105 on test on the West Coast Main Line. Introduction of the first of the new units is now expected to take place in the spring.

➔ GWR Class 802/1 802104 was delivered to North Pole depot from Dollands Moor on November 27, 2018. Class 800/3, 800316 was used for an unadvertised express service from Swansea to Cardiff Central and return on December 2.

➔ Class 385, 385118 was hauled north from Hitachi's Newton Aycliffe plant, arriving at Craigentinny in the early hours of December 4. Its arrival brought the total units delivered to ScotRail to 32 of the 70 ordered.

➔ Class 755 Stadler 'Flirt' set 755407 became the second to arrive in the UK, being delivered to Norwich Crown Point on November 29. 755408 arrived in the UK by December 5 and was taken from Dollands Moor to Norwich on December 12/13. It was expected to be followed shortly afterwards by 755406. Previously delivered 755405 made its first UK test run on December 15, 2018.

## National Shunter News

## Locomotive Services

Acquired from DB Cargo in January 2016, 08737 has been returned to service by Locomotive Services, it being noted at work around Crewe Diesel Depot during last November. Still carrying EWS colours, its reactivation eases the workload for the other resident shunter 08631.

## Railway Support Services

Cambridge is once again without a shunter presence after the modification programme on Greater Anglia's Class 317 fleet reached its conclusion during November 2018. Owned by RSS, 08511 had been on hire since February 2017 to shunt one unit at a time into Coldham Lane Depot for attention, before returning it to an electrified siding for collection. The shunter was removed by road on December 8, it being taken to the Arriva Traincare Depot at Eastleigh.

Its arrival on hire allowed 08735 to be removed the following day and taken to RSS' maintenance base at Wishaw, where it is expected to undergo repairs to return it to traffic. Stored back in 2012 and unsuccessfully offered for sale by DB Cargo four years later, the shunter is now confirmed to be the property of Arriva Traincare. Meanwhile, at Wishaw the overhaul of former Euro Cargo Rail example 08738 was nearing completion in early December, including a repaint in RSS grey and red. Fellow French returnee 08939 is also being reactivated, with both it and 08927 noted undergoing repairs in the company's workshop at the same time.

## Wabtec Rail

Not seen away from Doncaster for more than a decade, 08853 undertook a road trip on December 7, heading to Freightliner's Leeds Midland Road Depot to undergo tyre turning.



The autumn of 2018 saw Hunslet Engine Company-owned 08823 undergo repairs at the premises of parent company LH Group Services, culminating in the application of a new blue and orange livery. Previously in Malcolm Rail's blue, yellow and green scheme, the shunter has been out of use since October 2017 when it arrived from Daventry. It stands outside the Barton-under-Needwood workshops on November 27. It remains to be seen if 08823 will be returned to the Northamptonshire rail freight terminal or head elsewhere. (Ken Barnes)

## Livery Changes

**ALL OF** the West Midlands Railway three-car Class 172s now carry orange and purple following the re-livery of 172339. This was the franchise launch unit back in December 2017; its unfavoured purple and silver scheme lasted just 11 months. Meanwhile, just two WMR Class 170s, 170630 and 170631, had still to receive the interim orange and grey scheme in early December.

2018 ended with just three Great Western Class 158s still in traffic in the blue 'dynamic lines' scheme, 158763, 158955 and 158960. The start of December saw 158959 released from refurbishment and a repaint into GWR green at Bristol Barton Hill, with 158958 taking its place.

## Locos

Blue/orange: 08823  
BR blue with small yellow panels: D1015  
DB Cargo: 66107/134  
Railway Support Services: 08738  
ScotRail InterCity: 43130/39

## Units

Greater Anglia 'Renatus': 321327  
GWR green: 158959  
London Overground Revised: 378136  
Northern (Arriva): 150143  
South Western Railway: 159001  
Virgin Trains 'Flowing Silk' 390121/22  
West Midlands Railway orange/grey: 170632/33/35  
West Midlands Railway orange/purple: 172339

## Coaches

BR chocolate/cream: 3123  
GWR green: 41187

## Latest Azuma on test

On its second day out in full LNER livery, Class 800/1 Azuma 800111 passes Eaton Lane Crossing near Retford while working the 5X93 1457 Peterborough to York training run on November 30, 2018. The 'Azuma' branding is only carried on the sides of the driving vehicles on this unit. (Barry Duffin)







# 710/2 Transfer

ROG Class 57 57305 *Northern Princess*, still in Northern Belle colours, hauls Class 710/2 710269 south past Whissendine forming the 5Q20 1216 Old Dalby to Willesden TMD on November 30, 2018. Europhoenix/ROG 37611 was on the rear. (Steve Madden)

## Unit Focus

### Class 156

26/11 - 156497 5V94 0820 Derby Etches Park-Long Marston, reason unknown.

### Class 159

3/12 - 159001 5O86 0948 Brush Loughborough-Salisbury via Leicester, Nuneaton, Kings Norton, Cheltenham, Bristol TM, Exeter SD, and Yeovil - refreshed/repainted.

4/12 - 159012 5M99 1314 Salisbury-Leicester LIP via Yeovil, Exeter SD, Bristol TM, Cheltenham, Water Orton, Sheet Stores, Loughborough.

### Class 170

17/11 - 170478 1010 Crewe CS-Neville Hill, refreshed/repainted.  
27/11 - 170474 1011 Crewe CS-Neville Hill, refreshed/repainted.

1/12 - 170454/455 5Q17 1537 Haymarket-Neville Hill, transfer to Northern.  
2/12 - 170456/457 5Q12 1135 Haymarket-Heaton, transfer to Northern.

### Class 180

28/11 - 180109 5Z80 1630 Wembley-Bounds Green, ex-repairs to two damaged vehicles, still with 55913 from 180113 formed in centre.  
29/11 - 180109 5Z80 1220 Bounds Green-Crofton.

### Class 319

W/c 5/11 - 319449 Long Marston to Crewe Electric by road, first set for GWR.  
16/11 - 37800 + 319002 1110 Wolverton-Brush Loughborough.  
30/11 - 37800 + 319443 1116 Wolverton-Brush Loughborough.  
W/c 26/11 - 319445 Long Marston to Wolverton by road.

### Class 321

16/11 - 37884 + 321418 5Q08 1219 Ilford-Wabtec Kilmarnock via WCML & GSW, for Class 320 conversion.  
16/11 - 321327 5L21 Wabtec Doncaster-Ilford, ex-Renatus refurbishment; away since 14/8.

### Class 331

28/11 - 331105 out on test between Edge Hill and Carnforth, and the following day.

### Class 365

26/11 - 37884 + 365505 5Q42 2348 Ilford-Crewe South Yard.  
27/11 - 37884 + 365507 5Q50 0658 Crewe South Yard-Ilford.  
30/11-1/12 - 365517 5T05 2150 Haymarket-Dunblane via Stirling (spent some 90 minutes checking various platforms) and Alloa, 3T06 0032 Dunblane-Stirling, 3T07 0434 Stirling-Millerhill - first 365 to Stirling/Dunblane/Alloa.

### Class 378

16/11 - 37611 + 378147 5Q89 0917 Ilford-Silwood Sidings (New Cross), refreshed/repainted.  
16/11 - 37611 + 378136 5Q50 1552 New Cross Gate-Ilford.

### Class 385

21/11 - 67012 + 385106 5X09 2102 Merchant Park Sidings-Craighentenny.  
22/11 - 67012 + 385033 5X09 2102 Merchant Park Sidings-Craighentenny.  
23/11 - 67012 + 385111 5X09 2102 Merchant Park Sidings-Craighentenny.  
26/11 - 67012 + 385115 5X09 2030 Merchant Park Sidings-Craighentenny.  
28/11 - 67012 + 385117 5X09 2102 Merchant Park Sidings-Craighentenny.  
3/12 - 67012 + 385118 5X09 2102 Merchant Park Sidings-Craighentenny.  
29/11 - 385031/110 3T05 0014 Millerhill-Dunblane, 3T06 0146 Dunblane-Millerhill - gauge clearance runs, spent more than two hours at Stirling on the return checking various platforms. The first 385s to Stirling and Dunblane.  
29-30/11 - 385015/031 3T05 2322 Edinburgh-Alloa via Stirling, 3T06 0052 return. The first 385s to Alloa.

### Class 455

19/11 - 37800 + 455809 5Q88 1024 Wolverton-Stewarts Lane.

### Class 465

16/11 - 66758 + 465239 5X44 1850 Wabtec Doncaster-Tonbridge West Yard.  
17/11 - 66758 + 465239 5X47 0724 Tonbridge West Yard-Slade Green.  
30/11 - 66752 + 465236 5X44 1850 Wabtec Doncaster-Tonbridge West Yard.  
1/12 - 66752 + 465236 5X47 0724 Tonbridge West Yard-Slade Green.  
1/12 - 66752 + 465249 5X89 1130 Slade Green-Wabtec Doncaster.

### Class 710

20/11 - 57312 + 710103 + 57305 0911 Derby Litchurch Lane-Old Dalby.  
30/11 - 57305 + 710269 + 37611 5Q20 1216 Old Dalby-Willesden TMD via Bedford and Bletchley.

### Class 717

22/11 - 66756 + 717021 6X71 0345 Dollands Moor-Ferne Park  
17/11 - 717004/009 at Bedford Jowett Sidings for graffiti cleaning; vandalised while in store at Cricklewood.  
28/11 - 717011/020 5J30 2000 Cricklewood North End-Dollands Moor via Farringdon, Catford and Tonbridge, for secure store.  
29/11 - 717018/016 5J30 1935 Hornsey-Dollands Moor via Farringdon, Bromley South and Tonbridge, for secure store.  
11/12 - 717019/022 5J17 2352 Hornsey-Dollands Moor via Farringdon, Herne Hill and Maidstone East, for secure store.

### Class 800

16/11 - 800301 5X40 2200 Merchant Park Sidings-Doncaster Carr, delivery run, last GWR Class 800.  
29/11 - 800111 5X90 0843 Doncaster Carr-Peterborough, 5X91 1027 Peterborough-York, 5X92 1225 York-Peterborough, 5X93 1457 Peterborough-York, 5X94 1628 York-Doncaster Carr; believed to be first day out after forming up at Doncaster, did the same diagram the next day.  
22/11 - 800301 5X80 0815 Doncaster Carr-Acton Main Line, 5X82 1154 Acton Main Line-Arriva Traincare Eastleigh, for commissioning.  
29/11 - 800312 5X80 2203 Arriva Traincare Eastleigh-Paddington, 5Z80 0036 (30/11) Paddington-North Pole.

### Class 802

20/11 - 66756 + 802103 6X80 0852 Dollands Moor-North Pole  
27/11 - 66752 + 802104 6X80 0852 Dollands Moor-North Pole  
29/11 - 802001/002 5Z82 1843 Laira-Bristol Temple Meads via Taunton; 5Z91 2142 Bristol Temple Meads-Exeter Central via Bath, Westbury, Yeovil, Honiton; 5Z92 0249 Exeter Central-Stoke Gifford via Honiton, Yeovil, Westbury, Bath. The first IEPs on the former LSWR route, gauge checking for diversions.

## IN BRIEF

➔ The first Class 319 (319449) arrived at Reading by road in two parts on December 11-13 from Crewe Electric to allow GWR crew training to commence prior to the arrival of the tri-mode 319s ordered by the operator.

➔ Hull Trains Class 180 180109 is currently running as a four car unit while repairs to one of its vehicles is underway. This is thought to be the first such occurrence for a class 180.

➔ Southeastern Class 456 EMU 465249 was taken from Slade Green Depot to Doncaster Works on December 1, 2018 for PRM modifications. It's understood to be the only 465/2 to still require the work.

➔ Siemens-built Class 717 units 717001/022 were delivered to Hornsey Depot on November 14, 2018 with 717021 following on November 22 and 717017/023 on December 12. Although Great Northern had originally expected a phased introduction into service from late autumn, this is now expected to take place from the New Year, with withdrawals of Class 313 EMUs anticipated once sufficient Class 717s are in traffic. Meanwhile 717004/007 ventured into new territory for the class on November 17, travelling from Cricklewood to Jowett Sidings in Bedford.

## Unit Deliveries

Class	Number	Operator
195/1	195111	Northern
331/1	331105	Northern
385/0	385033	ScotRail
385/1	385106	ScotRail
385/1	385111	ScotRail
385/1	385115	ScotRail
385/1	385117	ScotRail
385/1	385118	ScotRail
710/1	710101	TfL
710/1	710103	TfL
717	717001	GTR
717	717017	GTR
717	717022	GTR
717	717023	GTR
745	745407	GA
745	745408	GA
800/3	800301	GWR
800/1	800111	LNER
802/1	802103	GWR
802/1	802104	GWR



## Pool Changes - September 2018

Loco	Depot	Pool
<b>Class 37</b>		
37901	HQ-LR	COLS-EPUK
<b>Class 60</b>		
60074	TO	WQAA-WCAT
<b>Class 66</b>		
66003	TO	WBRT-WBAE
66019	TO	WBRT-WBAR
66025	TO	WBAR-WBRT
66037	TO	WBAR-WBRT
66057	TO	WBLE-WBAE
66067	TO	WBAR-WBRT
66092	TO	WQAA-WBAE
66104	TO	WBAR-WBRT
66108	TO	WBBE-WBAE
66110	TO	WBBE-WBRT
	TO	WBRT-WBBE
66120	TO	WBRT-WBAE
66121	TO	WBRT-WBAE
66131	TO	WBAT-WBAE
66133	TO	WBRT-WBAE
	TO	WBAE-WBRT
66137	TO	WBRT-WBAE
66138	TO	WBAR-WQAA
66148	TO	WQAA-WBAE
66152	TO	WBAE-WBRT
66156	TO	WBAE-WBRT
	TO	WBRT-WBAE
66176	TO	WBAR-WBRT
66185	TO	WBAE-WBRT
66200	TO	WBRT-WBAE
66230	TO	WBAE-WQAA
66507	LD	DFHJ-DFHG
66510	LD	DFHJ-DFHG
66519	LD	DFHJ-DFHG
66522	LD	DFHJ-DFHG
66998	HQ	GROG Registered
<b>Class 67</b>		
67014	CE	WAAC-WAWC
67020	CE	WAWC-WAAC



## ScotRail reduces Class 314 diagrams

ScotRail Class 314 314216 forms the 2N17 2048 Neilston to Glasgow Central service on December 9, 2018. From the introduction of the winter timetable the operator has greatly reduced the number of services formed by the class as its phase out continues. (Steven Fraser)

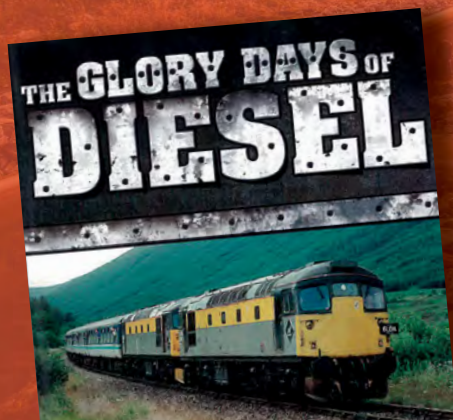
## Grids dominate at Peak Forest



Class 56s are now acting as super shunters at Peak Forest. On November 30, 2018 56301 is resting in the siding and 56312 waits while a rake of wagons is loaded. (Robert Falconer)

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Vintage Steam Rally	10, 11 August
Classic Car Show	1 September
Autumn Diesel Gala	14, 15 September
LT Weekend	27, 28, 29 September
25 Years in the Making	
New Year Steam	1 January 2020



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## PRESERVED SHUNTER NEWS



**Andrew Wilson**  
News Writer

■ At the Ecclesbourne Valley Railway, recent arrival 08605 G R Walker was kept busy hauling passenger trains in November 2018. On November 11 it worked Shottle specials with steam loco Henry Ellison due to engineering work between Duffield and Shottle, and on November 24 it worked the 1350 Shottle to Wirksworth. Unfortunately, the next day 08605 worked the first morning service but failed and was replaced by D9537 for the rest of the day.

■ At Rowsley, the home of the Heritage Shunters Trust, work continues on the fleet of more than 30 shunters. The rewire of Class 02 D2866 is almost complete and the next job will be to fit the engine back in place once the torque convertor has been attached to

it. A marker lamp and conduit has been removed from the cab of Class 06 D2420 and the cab rear painted in yellow undercoat. The stripes will be marked out carefully before the application of yellow with black stripes. Both sides of the front cowling have been marked out and also undercoated in yellow in readiness for the gloss stripes. Some of the windows may require replacing, and new rubber seals will be fitted to all the windows. Class 05 D2587, which ran at the last diesel gala in September 2018, has been sheeted up for the winter. Although there are a few outstanding jobs, they can be done next year. The fault on the fuel pump of Class 04 D2205 has been fixed and after a few test runs seems to be working well. Class 04 D2289 has been examined with a view to getting it up and running, although acquiring spares could be a problem. Class 03 D2199 is now in the maintenance shed for a service and livery change. It will be painted

into dark petrol blue livery as Rockingham Colliery No 1.

■ Class 08 08888, under restoration at the Kent & East Sussex Railway, has been renumbered back to its original D4118 identity and is nearing the end of its cosmetic overhaul. The cab, its doors and shunter steps received their last top coat, leaving just a few areas to be touched up and the radiator grilles replaced before the loco is released to traffic.

■ 08359 moved from the Chasewater Railway to the Telford Steam Railway on November 20, 2018. It is thought to be on loan to support Christmas workings.

■ The South Devon Railway held a diesel gala on November 2-4, 2018. Its resident shunter, Class 09 D3721, was in use on all three days, along with GWR 08483, which had been hired in from Laira Depot for the event; 08483 returned to Laira on November 5.

■ Further work has been performed on 03179 Clive, which is being restored at the Rushden, Higham & Wellingborough Railway. More pipes have been undercoated and glossed and the engine has been painted after its top end overhaul. A match truck, Conflat Type ADB505810, has been acquired from Hornsey, which is the same match truck that Clive used when it was based there. Many Class 03s had match trucks because their short wheel base meant that sometimes track circuits did not detect the small locos when they passed over them.

■ Any groups/individuals wishing to advertise movements/sales/disposals of their preserved diesel shunters for future columns or to announce proposed shunter passenger workings please contact pleg-aw@hotmail.co.uk and the information will be added to future columns or listed on the PLEG website [www.pleg.org.uk](http://www.pleg.org.uk) for proposed shunter workings.

## Prototype HST heads to the North Pole

TO SUPPLEMENT its diesel fleet the Mid-Norfolk Railway hired prototype HST power car 41001 from the Great Central Railway – Nottingham to work its Polar

Express trains, top and tailed with a Class 47. It undertook its first trips to the 'North Pole' on November 25, 2018. Only the week before the power car had

been at the head of the Branch Line Society's 'Screaming Valentas' Railtour when it replaced East Midland Trains HST power car 43467 on a six-car HST rake

(43423 was at the other end) for a tour of the GCR-N. The EMT train had originated at Derby and the power car swap was undertaken at Ruddington.



Prototype HST Power Car 41001 heads the Mid-Norfolk Railway's Polar Express formation at Dereham on December 1, 2018 prior to working the next service to the North Pole at Hardingham; 47596 is on the rear. (Andy Marrison)



# Cavell Van to return home

**THE HARWICH Mayflower** Heritage Centre has confirmed that it has arranged for the nationally important Cavell Van (originally numbered 132) to be displayed in Harwich from July 5-14. The Cavell Van transported the repatriated body of Captain Fryatt to London in 1919 and then on to Dovercourt, where he is buried. The carriage also repatriated the body of Nurse

Edith Cavell to Norwich, and the remains of the Unknown Warrior who is famously interred in Westminster Abbey.

July 8, 2019 marks the 100th anniversary of the repatriation of the remains of Captain Fryatt, following his capture and execution by the Germans in July 1916 for his attempt to ram a U-boat. Captain Fryatt received a state funeral at

St Paul's Cathedral and is buried in All Saints churchyard in Upper Dovercourt. His grave has recently been restored with the support of the Rail Heritage Trust.

The van will be open to visitors at the Mayflower Heritage Centre in George Street, Harwich between July 5 and 14, directly coinciding with the anniversary of Captain Fryatt's burial. The Mayflower

Heritage Centre will be hosting commemorative events while the carriage is present.

The vehicle is the prototype Parcels and Miscellaneous Van (PMV) built by the South Eastern and Chatham Railway in 1919 and was designed by Richard Maunsell. It was restored at the Kent & East Sussex Railway following an appeal launched in 2009.



The Cavell Van will be displayed in Harwich in July. (Via Mayflower Heritage Centre)

## NEW MOVES AND CHANGES



**Alistair Grieve**  
News Writer

■ Agreement has been reached with the Class 20 Loco Society for D8001 to remain at the Epping Ongar Railway for another three years. Additionally, the overhaul of 47635 is almost complete and it is expected to make a return to traffic at the railway's April 27/28 spring diesel gala.

■ While 20007 and 20205 were on RHTT standby at York, 20142 and 20189 moved from the Midland Railway – Butterley to Derby in late November for snowplough duties. On November 27, 2018 the pair was taken by a DRS Class 88 from York to Carlisle Kingmoor, 20007 for exam and 20205 for minor repairs.

■ Another non-standard liveried Class 31, 31289, has also been busy on festive trains working all the start-of-season Santa Specials at the Northampton & Lamport Railway, because 47205 was out of traffic undergoing major work to the brake system. The 31 has covered all the diesel turns so far in late 2018, but it was anticipated the 47 may be back in time to complete a couple of Santa

Special days before season's end.

■ Class 33 D6515 was in action on Sunday November 18 during the Swanage Railway's 'Somerset and Dorset' Gala due to a failed steam loco. In contrast, the original Somerset & Dorset Railway only ever saw diesels on dismantling trains after its closure in 1963.

■ Following its decision to sell Class 37/0 6940 (see main news pages) the Llangollen Railway Diesel Group is retaining its Class 47 D1566 (which still requires some minor work) and Class 26 D5310, which is currently under major overhaul. Ironically, 2019 sees an increase in planned diesel running at the Llangollen Railway and so the group is on the lookout for a visiting engine for a year or two.

■ Since its move from the South Devon Railway, Class 37/0 6975 has seen a lot of use, even on the railway's 'Train of Lights', double heading from Paignton to Kingswear. With a longer than normal train, the 37 provides assistance when required over the banks, but is also used solo on the final stage into Kingswear itself. The train is too long for the platform to enable a run round, so the steam loco is detached just outside the

station and stabled out of the way. The 37 then takes the train into the station and the steam loco is then attached to the rear to lead it back to Paignton.

■ Class 40 40012 *Aureol* returned to the Midland Railway – Butterley on November 22, 2018, taken there from the East Lancs Railway by 40145, the latter then carrying on to Barrow Hill. 40012 has returned so that the life-expired turbos can be replaced during December, while 40145 has moved to Barrow Hill to enable some work on the bogies to be undertaken and new tyres fitted. The wheelsets are being sent to the South Devon Railway to enable the latter to take place.

■ 50007 *Hercules* visited Stratford-upon-Avon on November 16, 2018 as part of a crew training programme for Vintage Trains, as it was used as a standby loco for the Birmingham Moor Street to Tyseley Warwick Road 'Polar Express' trains. The previous day, Vintage Trains' 47773 had been on the same duty, the loco being the planned diesel working top and tail with steam on the trains. On November 24 the 50 was used in a series of trial runs, top and tail with a GWR Hall 4965, from Moor Street to Tyseley as a

prelude to the first Polar Express on the 29th. It was planned for the trains to be top and tail with steam at each end, but with only one main line-passed loco available, a diesel was substituted; 47773 provided for the initial trains on 29/30 November and 1/2 December.

■ The Keighley & Worth Valley Railway has announced that both 50031 *Hood* and 50049 *Defiance* will be visiting the railway for its May 3-6 diesel gala/mixed traction event.

■ 55019 *Royal Highland Fusilier* will be making a return visit to the Severn Valley Railway in May for the line's May 16-19 Spring Diesel gala. It is planned for the loco to arrive earlier in the month and stay for a few weeks, during which time it will also work several passenger services, plus driver footplate experiences.

■ Class 73 E6003 brought the Swindon & Cricklade Railway's normal running season to a close, working the services on the last Sunday of November. The loco was then booked to work all the Christmas Santa Services top and tailed with steam. Unfortunately, during the first Sunday the 73 encountered problems and had to be replaced by 09004 for the remainder of the day.



## MULTIPLE UNIT NOTES



**Evan Green Hughes**  
News & Feature Writer

■ An appeal has been launched by the owners of 4-VOP EMU 3905 for funds to manufacture a number of bogie parts that are missing from one of the vehicles. Motor Brake Second 62364, which was recently re-glazed with funds from a similar crowdfunding appeal, has a number of components missing from its running gear. These are to be manufactured at a cost of approximately £6,000 and the owners are seeking donations to make up half of this. The appeal can be supported online. The vehicle is currently under restoration at Barrow Hill.

■ At the East Somerset Railway work is underway to repair cab corrosion on the line's Class 108 Driving Trailer 56271. Members of the Mendip Traction & Rolling Stock Group are repairing the bottom of the cab bodyframe and the bodywork above the cab windows, both of which are common places for corrosion on Derby-built DMUs.

■ Volunteers working on the rebuilding of former departmental 'Bubble Car' 55029 at the Rushden

Transport Museum are currently undertaking mechanical work, including oil and filter changes. The Class 121 is slowly being rebuilt to passenger configuration after having departmental alterations, including reinstating a number of doors that had been blanked off.

■ Colne Valley Railway-based Class 308 EMU driving vehicle 75881 has been the subject of some attention recently, now that the move from the former Electric Railway Museum has been completed. A team has been sorting out the seating and separating out those that suffered water damage while in storage.

■ Cab repairs have now been completed at the Merseyside Transport Trust's Burscough Museum on Class 502 EMU Driving Motor 28361. The unit, which was built in 1939 by the LMS for services around Liverpool, is undergoing a long-term restoration following its transfer from the National Railway Museum to the Friends of the 502 Group.

■ Former SR 4-TC Trailer Brake 70824, which is under restoration at the Midland Railway – Butterley on behalf of the Swanage Railway, has recently been re-glazed and is being prepared for painting. Interior woodwork is also being refitted.

The coach, intended for use on the line's main line connecting services, will return to Swanage for electrical and mechanical repairs once the bodywork attention has been completed.

■ Repairs are being made to the jumper sockets of Class 110 Driving Motor Composite 51842 at the East Lancashire Railway. Some of the cast housings are broken and the unit has had a number of issues recently when working in multiple with other sets. The broken parts have been removed and replaced, but this involves also removing a multitude of electrical connections and replacing them.

■ Project Commuter, which is restoring the National Railway Museum's 2-HAP EMU at the Locomotion site at Shildon, has begun the task of refitting the seating to Driving Motor Brake 61275. The seats have been refurbished by volunteers working at the NRM and have been transported to Shildon for refitting. 61275 has been comprehensively restored externally and is in NSE livery on one side and BR blue on the other. Once completed, work will start on Driving Trailer 75395.

■ The EMU Preservation Society's 3-CEP Driving Motor coach 61737

has been receiving attention recently. The vehicle has undergone welding work around the cab on the secondman's side as well as around the grab handles on the driver's side. The coach, which is part of set 1198, is based at the Chinnor & Princes Risborough Railway.

■ The restored Brighton Belle EMU is to be fitted with air cooling equipment following the recent hot summer. An appeal to raise the additional £70,000 that will be required has been launched by the Brighton Belle Project and can be accessed from its website [www.brightonbelle.com](http://www.brightonbelle.com). Once completed, the train will be used for luxury charter work on the main line.

■ Progress is being made with the long-term restoration of unique Derby Lightweight Driving Trailer 79612 at the Ecclesbourne Valley Railway in Derbyshire. Insulation is being added throughout, along with additional woodwork to assist supporting the ceiling when it is fitted. Preserved in 1997 after a heavy asbestos strip, the coach and its partner, Driving Motor Brake 79018, are slowly being restored to working order. Built in 1954 they are the oldest first-generation vehicles to survive.

## Second Golden Ochre Class 31

FOR MANY years the Type 1 Locomotive Company's Class 31 D5830 at the Great Central Railway, has been a one-off, carrying the unique golden ochre livery. Now it is no longer unique following the repaint of

31190 at the Weardale Railway into a similar livery, losing the green scheme it carried on the main line prior to withdrawal in 2015. Unlike D5830, it still retains its headlight and TOPS numbers, but has no yellow

warning panel. Wearing its new colours, 31190 has been active on the railway's festive 'The Train to Christmas Town' along with 31459 (Rail Blue) and 31465 (NR yellow), a very colourful consist.



In preparation for the Weardale Railway's 'The Train to Christmas Town' workings in November/December 2018 there was an ECS working on November 14, 2018 featuring three Class 31s, 31190, 31459 and 31465, plus nine Mk 2 coaches and a Mk 1 BG. Resplendent in its new golden ochre livery, 31190 leads the train. (John Askwith)

## First runs for NYMR Class 04

AT THE North Yorkshire Moors Railway, Class 04 D2207 is finally back in traffic after its long but painstaking overhaul (see RI Jan, p23). D2207 completed a loaded test run with a trip up the 1-in-49 gradient from Grosmont and is now back under the custodianship of the Carriage and Wagon department. D2207 was withdrawn from BR service from Crewe Works at the end of 1967, having been purchased by CAEC Howard Ltd of Hemel Hempstead. It was bought from there in 1973, becoming the shed pilot at Grosmont for several years. It also made infrequent trips on light passenger trains around that time, before coming out of traffic to await suitable spares. Overhauled and restored to working order in 1982, the shunter was transferred to New Bridge Permanent Way Depot. Following the release of D2207, 08850 is next in line for attention and in late November had an air vessel exam by the Allianz insurance company, which it passed. This is an intermediate inspection that is repeated every two years.





## Western Champion back in blue

The Diesel Traction Group's Class 52 D1015 *Western Champion* is back in BR blue, this time an early version of the livery with small yellow panels. It is the first time it has worn this livery, which was applied to D1017/30/36/37/43/47/57 in the mid-1960s. The loco receives attention at Kidderminster diesel depot on December 1, 2018. (Bill Pizer)

## Coach notes

■ The Dean Forest Railway has secured a second Mk 2 TSO as part of its appeal for additional rolling stock. Vehicle 5175 moved from the Ecclesbourne Valley Railway to Dean Forest in mid-November 2018. The other Mk 2, 5341, has yet to arrive from Barrow Hill, where it is having vacuum brakes fitted.

■ Allelys was involved in moving ten vehicles from Crewe Diesel Depot to Peak Rail for further store; it is thought these were Locomotive Services' reserve coaches. Three coaches were also expected to move from the West Somerset Railway to the South Devon Railway in early December. If anyone can confirm their identities please contact the editor.

## Llangollen Cravens Progress

**SUBSTANTIAL PROGRESS** is being made at the Llangollen Railway with the restoration of rare Cravens Driving Trailer 56456, with work to fit out the interior well underway. The team from Llangollen Railcars, which is working on the ground-up restoration, has recently completed the internal wood framing that will support the roof and the luggage racks, and has reinstated

the vestibule partitions. Insulation is being added to the First Class area prior to the refitting of the interior wall panels; the new floor is already in the vehicle. Rewiring of the coach is also well advanced, with some of the new jumper sockets fitted and wired in.

This vehicle was withdrawn for corrosion repairs in 2010 following 25 years' service at Llangollen and

previously almost 30 on the main line. Following an asbestos inspection it was left a gutted shell, with the next two years taken up with replacing much of the steel frame and exterior steel bodywork. It is one of only two Cravens-made Driving Trailers to have survived, the other being in service at the East Lancashire Railway.

## Severn Valley in 2019

**THE SEVERN** Valley Railway has announced its events schedule for 2019:

- Spring Steam Gala March 15-17
- Open House Weekend April 6-7
- Spring Diesel Festival May 16-18
- Mixed Traction Day May 19

- Step Back to the 1940s
- Steam on the Road
- Classic Vehicle Day
- On the Buses
- Autumn Steam Gala
- Autumn Diesel Festival

- June 29-30, July 6-7
- August 10-11
- August 31
- September 1
- September 19-22
- October 3-5



# New owner for 4DD Double Deck survivor

**OWNERSHIP OF** one of the two surviving Southern Railway double-deck commuter EMU coaches has passed to the Bulleid 4-DD Double Deck EMU Supporter's Group. Driving Motor Brake Second 13003 from unit 4002 has been stored at a private site on a farm at Sellindge in Kent since May 1999 and has recently been subject to a limited amount of restoration. Its partner 13004 also exists and is currently at the Northamptonshire Ironstone Railway Trust. They were built in 1949 as part of an order for two experimental units that featured two levels of seating, which was an attempt to gain extra capacity without extending the length of a train. Although unsuccessful, both units remained in service until 1971 when the second, 4002, was sold to the Ashford Steam Centre where it stayed until 1984 when a centre car was cut up. The rest of the unit was then split and moved to various temporary homes. Both surviving cars are currently in poor condition.

Following the change of ownership, the new owner has announced it will be commencing a membership drive early in the New Year and will also be introducing a newsletter, with the intention of fundraising for the restoration of the coach.

# Class 117 Centre Car Reprieved

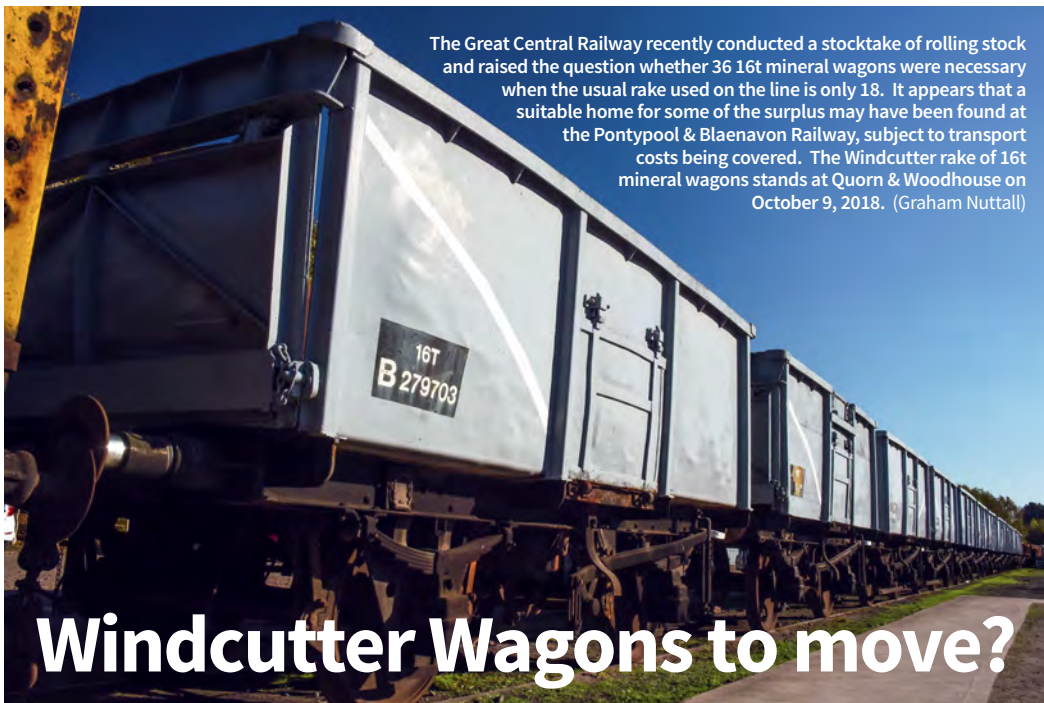
**A CLASS** 117 centre car, which many expected to be broken up following spares recovery, has been saved by the North Somerset Railway, enabling it to make up an authentic three-car set.

Trailer Composite Lavatory 59492 has had a chequered career since being purchased in 2004 with the intention that it would be used for the Swanage Railway's Wareham service. Initially stored at a private site in Dorset, it moved to the

Weardale Railway in 2007 and then for further storage in the Midlands in 2010. After a brief spell at Swanage it moved to Eastleigh Works in 2015 where it was used to provide material for the restoration of sister vehicle 59486, but since then it has been stored as surplus.

It will now be restored and added to the North Somerset's other two vehicles to make a full set once again. The Railway recently announced plans to move the rest

of its Class 117 vehicles to Eastleigh where they are to be restored to main line condition. Driving Motor Brake 51371 and Driving Motor Second 51413 are expected to be completed by next year. The unit is eventually intended for use on the North Somerset Railway project, which aims to reintroduce regular passenger services between Radstock and Frome; and which is currently progressing towards a Transport and Works Order.



The Great Central Railway recently conducted a stocktake of rolling stock and raised the question whether 36 16t mineral wagons were necessary when the usual rake used on the line is only 18. It appears that a suitable home for some of the surplus may have been found at the Pontypool & Blaenavon Railway, subject to transport costs being covered. The Windcutter rake of 16t mineral wagons stands at Quorn & Woodhouse on October 9, 2018. (Graham Nuttall)

## Windcutter Wagons to move?

## Great Central Class 127 for sale

**FOLLOWING THE** collapse of a sale agreement, the Great Central Railway has placed its Class 127 DMU on the market again. The power twin unit, Driving Motor Brakes 51616 and 51622, has been dumped at Quorn in an increasingly dilapidated condition for some time, having last seen service in 2013 and being surplus to the railway's requirements.

Preserved as long ago as 1984, the unit was originally looked after by a group of ex-Cricklewood railwaymen and saw considerable service in its early years at the GCR. However, it was used less and less as time passed, with DMU diagrams at the railway carried out by the fleet of Class 101s.

Along with other 'suburban' styles of DMU, the Class 127 is becoming

an endangered species. Three pairs and a single power car were originally preserved, but one pair at the South Devon Railway was scrapped in 2012 and another is out of service at the Midland Railway – Butterley. The single power car is still working at the Llangollen. Expressions of interest should be made to the railway at its head office.

## DIESEL DAYS AND GALAS



**Alistair Grieve**  
News Writer

■ Sadly, the winter warmer gala at the Llangollen Railway was not to see any diesel loco action in 2018, with only the DMU rostered, plus two steam locos.

■ February is a very quiet month diesel-wise, as most heritage

railways are shut down. The only diesel activity, apart from the East Lancashire Railway's regular ETH diesel diagram, is its February 16 Sulzer Day. All trains will be diesel hauled by Sulzer motive power.

■ The Llangollen Railway has increased the number of diesel running days for 2019. The full list of dates is B timetable running days (3 trips) on May 5/6, 11, 18; June 2, 8, 16,

22, 29; July 13, 21 and September 1. Diesels will also feature on weekend events, including July 6/7 Classic Transport Weekend; August 3/4 1960s Weekend; September 28/29 Diesel Weekend; plus three driver experience days (please contact the LR direct to book a place) on June 9, July 6 and September 7.

■ Work has continued on the overhaul of Class 47/4 47635

Jimmy Milne at the Epping Ongar Railway. It is expected to return to traffic in time for the line's Spring Diesel Gala on April 27/28. The line's thumper DEMU 205205, which suffered a near catastrophic failure of its cam shaft in 2017, is also expected to be ready for the event. The railway's Autumn Diesel Gala will be held on September 14/15.





In a rather unusual turn of events, former Blackpool Corporation tram number 636 stands at Wirksworth on the Ecclesbourne Valley Railway on November 24, 018. The vehicle is being used to test a new propulsion system. (Bill Pizer)

## Strange visitor at Wirksworth



## PEAK PERFORMANCE

Diesel driving course available throughout 2019 including 'Peak'  
 Dates of operation for 2019 include Friday 12th April Monday 24th June  
 The Price £270.00 per person. (1 hour tuition, 1 hour cab)



Starter courses are normally run on days when we have no scheduled passenger service operating. Guests are welcome to join participants to watch, to take photographs and to join the participant for meals but they will not be able to ride on a train.

We occasionally get booking cancellations close to operating dates. If you might be available at short notice and would like to participate please call our office, leave a telephone number where you can be contacted and we will get in touch if such a vacancy occurs.

From time to time guest locomotives visit the NVR. When guest locomotives are available for driving experience days there may be a supplement payable to drive them. Unlike our normal services, advanced booking is essential - for further details please call the number below.

**NENE VALLEY RAILWAY, OLD GREAT NORTH ROAD STIBBINGTON PETERBOROUGH PE3 6LR**  
**01780 784444 WWW.NVR.ORG.UK**



**5081 – Toddington:** The defective triple pump was removed on November 17, 2018, the job being made all the easier by being able to take it out via one of the bodyside grilles. The component was dated 1965 and it has achieved 20 years of use in preservation alone, so it has more than paid for itself.

**D5310 – Llangollen:** The Llangollen Diesel Group is in the process of discussing an opportunity to get D5310 lifted for traction motor repairs. This will be a large and complex job and will most likely need to take place away from the railway, as suitable lifting facilities are not available at Llangollen.

**31271 – Wansford:** The A1A group has been informed that the Trainload Aggregates Class 31 will no longer be required at the Nene Valley Railway and it will leave Wansford, which has been its home for 19 years, after the April 2019 diesel gala. The relationship between the A1A group and the NVR has been a successful one, during which at least one of the group's locos has been onsite and available for traffic.

The group said: "This comes as a huge shock as we have been based at the NVR with one of our locos for 19 years, and largely organised 14 extremely successful diesel galas. The railway is citing a 'lack of interest from the public regards diesel running, resulting in financial losses being incurred.

**D7076 – Bury:** On November 16, 2018 the troublesome cam box from the removed MD870 engine was freed from cylinder heads 1 to 8. Other tasks included the removal of the remaining exhaust manifolds and cylinder heads 9 to 16. The sump has also been removed and a start has been made on cleaning it and three pistons that were also extracted. The MD655 engine from Western D1041, also temporarily used in D7076 a few years back, has had its problematic exhaust manifolds and remaining heads removed. A start has also been made on cleaning the top end of the engine block.

**37003 – Leicester:** Although the loco is at the UKRL depot at Leicester undergoing an overhaul, many smaller jobs that often go unnoticed are being undertaken by Class 37 Group volunteers back at the loco's base at Dereham. On November 17, 2018 volunteers set about stripping down a pair of headcode roller-blinds for overhaul and eventual refitting to the loco, which will emerge as D6703. The next job will be to give some attention to the outer framework before everything is carefully put back together, after which work can begin on the other three headcode boxes.

**37688 – Kidderminster:** Arrangements have been made for work to restore the 37 to full authentic Trainload freight livery,

make a bespoke gear puller (it's normally hand tight). The team have also fitted the air intake and pressure test pipe on No 3 turbo. On December 1, 2018, a working party spent the day cleaning bits from the innards of No 4 turbo. The air compressor impeller and the air inlet diffuser are by no means clean enough yet and will need another scrub. The Napier manual states that the cleaning agent for these parts is petrol, which makes this an outside job due to the fumes. December is therefore not the best time of year to undertake such work.

**50007 – Kidderminster:** *Hercules*, recently hired to Vintage Trains as a back-up loco for its 'Polar Express' trains, also had a trip to Doncaster Roberts Road on December 3, 2018 for tyre turning; it returned on December 7. Looking ahead, the plan is to have some corrosion attended to before the 2019 season, and while this is undertaken a routine exam will be performed as well as a lubricating oil change to ensure the power unit is in prime condition. 50007's first outing in 2019 will be with sister loco 50049 providing motive power for the 'Waverley Re-Union' charter on January 5.

**50021 – Eastleigh:** The team restoring *Rodney* reconvened at Eastleigh Works on November 17, 2018. Lots of jobs were completed, with the generator room pretty



# What's happen

Our monthly round up of preservation projects around the country, compiled by Pip Dunn

The A1A board will be discussing this soon, and more information will be shared once we have some."

**D5830 – Loughborough:** The Type One Locomotive Company, based at the Great Central Railway and the owning group for Class 31 D5830, has set up a JustGiving page ([www.justgiving.com/crowdfunding/d5830](http://www.justgiving.com/crowdfunding/d5830)) to gather donations towards the £5,000 needed for an engine overhaul. Any donations will receive match-funding thanks to a generous benefactor. The match-funding offer expires at the end of April 2019, so the group is asking people to help it to get more coverage for this appeal by liking and sharing its Facebook post.

**31414 – Swanwick:** More bodywork repairs have been undertaken and so far more than £10,000 has being spent on new steelwork.

and the installation of vacuum brakes. Contractors have been engaged for bodywork, painting and the brakes, and the timeframe for the project is expected to be relatively short. The *Great Rocks* nameplates and sector crests have already been delivered. D05 Preservation is grateful to the Severn Valley Railway for its continued support and in particular Roland Bull for his kind assistance on-site and Gus Dunster for his counsel.

**40118 – Tyseley:** The 16SVT group undertaking the thorough, and at times, painstaking, overhaul of 40118 continue to work regularly on the loco. Recently volunteers discovered a badly heat damaged oil seal on No 4 turbo, which was also seized on the shaft. To remove it, it was necessary to

well finished and eagerly awaiting the return of the ETH and auxiliary generators. Volunteers made a good start on the underfloor in No 1 cab and completed the fitting of the new bodyside flap for exhaust No 2. Traction motor No 1 was disconnected so the loco is now ready for lifting so that it can be replaced. New air filter catches have also been fitted.

On November 21 there was a midweek working party. All seven of the small air tanks and brackets have been removed so they can be blast cleaned and powder coated. The brake frame and corridor air pipes were also given a good clean and a coat of white paint. The two new roof panels received a second coat of green primer and the first set of cubicle doors was removed and sanded down ready for spraying in two-pack grey. All jobs

have been completed on B-bank (fuel pipes and the like) and a start has been made to fit the fuel pipe connections on A-bank. There are not many jobs left before work on the power unit is finished.

**50031 – Kidderminster:** After a fantastic 2018 for *Hood*, the loco has had a partial coolant system flush, which took place to ensure that its anti-freeze levels were correct ahead of being put into winter store. Following that, 50031 was 'put to bed' in its 'pyjamas' – an all-over tarpaulin. Over the next few months, prior to the 2019 season, the team will be looking at fitting a new electronic AVR unit, which should increase reliability and the control voltage throughout. Fund raising is still being undertaken for replacement tyres, as these are nearing the end of their life





Class 52s D1015 *Western Champion* and D1013 *Western Ranger* stand inside the Kidderminster Diesel Depot on December 1, 2018. D1013 had arrived from Bridgnorth on November 25 for its overhaul to continue. (All photos Bill Pizer)

# ing to...

and need changing to ensure the longevity of running for *Hood*.

**50033 – Kidderminster:** After a truly fantastic reception at the 50s Golden Jubilee event, it was clear to all that the return of *Glorious* had captured the hearts and minds of many. The loco worked longer than it has done for a considerable time, which allowed the C50A to spend more time with it in action, paying specific attention to the power unit to understand which areas needed further attention. The day after the October 4-6 event, all coolant was drained and the heat exchanger filled with an anti-freeze mix. Following on from this, *Glorious* was placed back inside Kidderminster TMD to allow all air receivers to be inspected, and it was then given a clean bill of health. When 50033 was first started, and throughout the test runs, it had

been highlighted that a gasket leak was apparent on cylinder B5. The solution was simple, the head had to be removed and the gasket changed. Upon removing the head, it was evident that it had been fastened down even tighter to fix the leak in the past, but this clearly hadn't worked. While this was being undertaken the head on A5 cylinder was also removed, revealing signs of previous water damage. The cylinder liner will be removed as a matter of course and replaced. After the oil pump had been changed, following on from the initial start-up concerns, and it had been successfully running with excellent pressure throughout the festival, the C50A team wanted to check all the pumps associated with the auxiliary drive unit. So one of the coolant pumps has been removed to check for correct engagement and to ensure corrosion wasn't apparent on the bevelled drive gear.

Thankfully no further issues were evident and good engagement was present. With the repainting of *Glorious* pencilled in for early in 2019, the team wanted to lift it free from its bogies, allowing access to correctly prepare the tops. This was done on December 1 and it was the first time the 50 has been lifted since the early 1990s at Plymouth Laira. The bogies were set upon with needle guns and the sheer amount of dirt and grime removed was tremendous. While this was being done the top part of the traction motors could be inspected and all the insulators thoroughly cleaned.

The plan is to refit head B5 with a new gasket, ensuring that a correct seal is created. The piston and conrod assembly will be removed from cylinder A5, allowing the cylinder liner to be replaced. The coolant pump will be refitted following its inspection, and the

oil pressure relief valve will be removed and tested to ensure that it is working effectively.

When heads A5 and B5 were removed it was evident that correct atomisation of the fuel wasn't being made; as a result all fuel pumps will be removed and refurbished to ensure effective combustion can be achieved. The recently fabricated roof doors will be fitted in situ prior to the repaint. Fund raising is still taking place for *Glorious* as there is still plenty to do to ensure the future of this fantastic loco; donations can be made through PayPal to 50033@fiftyfund.org.uk.

**50035 – Kidderminster:** After its final run of the season, 50035's coolant system was drained thoroughly of all fluid. This was to facilitate the installation of a new electric pre-heater system, which will be the first of its type on a Class ➔





Class 50 50033 *Glorious* has been lifted from its bogies so that they can receive much needed attention and cleaning. This was the situation on December 1, 2018, the first time the loco has been lifted since the early 1990s by BR at Laira.

50 Alliance loco. The pre-heater itself has already been installed, with all associated electrical and fluid pipework on order. Enabling work has been taking place on the coolant system pipework to allow the installation to take place. The Class 50 Alliance has set a target date for completion and testing of the end of February 2019, ahead of the new season. Fund raising is still being undertaken for replacement tyres as these are nearing the end of their life and, like 50031, are required to ensure the longevity of running for *Ark Royal*.

**50044 – Kidderminster:** After a successful return to traffic late in 2018, and being a star attraction at the SVR's 50 Golden Jubilee festival in October, 50044's power unit was checked over thoroughly. With no leaks apparent or any issues, the water was drained thoroughly from its coolant systems and it was refilled with an anti-freeze mix. *Exeter* undertook several turns on the SVR in the run up to Christmas, after which it was 'winterised' until early 2019. Throughout the winter the C50A aims to refit various panels within both cabs, and

also all engine covers. Additional gauges will be added to enable monitoring of the power unit more thoroughly than before.

**50049 – Kidderminster:** After reviewing 50049's bodywork condition, the decision was made to tend to a few areas of corrosion around both cabs, specifically around the gutters where the UK weather hasn't been kind over the years, and on B-side bodyside around the air intake grill. Along with that, the NRN pods on top of the headcode boxes at both ends were removed and the holes welded, as these are notorious for leaks that can result in water ingress within the cabs. While the bodywork was taking place, 50049 was due a lubricating oil change, which included a full filter replacement and also all cam box gaskets being renewed from the old cork type to a newer, more reliable compressed fibre type. This was undertaken in December, after which a full shakedown was expected before *Defiance* worked a January 5 charter with 50007.

**D1013 – Kidderminster:** *Western Ranger* was shunted into the yard at Bridgnorth and underwent checks in readiness for its trip to Kidderminster on November 17, 2018. This was effected on November 25, with 33108 providing the traction. It is

now in the SVR's Diesel Depot for its overhaul to be completed.

#### 87035 – Crewe Heritage Centre:

Work was undertaken on the sandboxes on November 17, 2018 and the volunteer team also finished painting No 2 end and refitted seals to make them watertight. At No 1 end both of the doors were stripped down and made openable again; they have been primed ready for painting. The internals of the marker lights were also stripped down and repainted and the bulbs swapped for those of the correct wattage, so they are no longer brighter than the main headlight. The headlight on the No 1 end was removed to allow it to be refurbished offsite. Additionally, some minor work has been done to find the location of a small leak in the corridor.

On December 1, the refurbished headlight was permanently refitted and sealed. It was noticed that some parts of the lower bodyside were covered in condensation and after some investigation it was revealed that they were full of water. Drilling a hole in the bottom allowed each to drain out. With the recent work on the roof they shouldn't fill back up. The sandboxes on No 1 end have been painted ready for some new seals. Work has been done on all of the windscreen wipers, so they're attached to the air servos correctly and should hopefully work on the next air test. **RJ**



The superb restoration of Class 46 46010 by Pioneer Diesels at Ruddington on the Great Central Railway – Nottingham is nearing completion, as this view taken on December 8, 2018 illustrates.



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Mel Holley  
News Writer

## Final run for N2

Matched with the North Norfolk Railway's Quad-Arts plus its teak brake, N2 0-6-2T 1744 makes a wonderful period scene as it climbs away from Sheringham on November 21, 2018. Sadly, it failed later in the day with a leaking foundation ring. With its boiler certificate due to expire soon afterwards, this turned out to be its last steaming. (Dave Bowles)



## Former WSR GM returns as recovery plan takes shape

**AS PART** of the West Somerset Railway's turnaround strategy, former Managing Director Mark Smith has re-joined the board as Policy and Business Development

Director. The longest-ever serving WSR MD, he helped to steer the railway with great success for more than 15 years from 1990. A new Acting Chief Mechanical Engineer

will be announced shortly.

Meanwhile, GWR Manor 7828 *Odney Manor* was expected to return to traffic in December 2018, but in the guise of *Norton Manor*

*40 Commando*. It was renamed in 2011 in recognition of, and dedicated to, HM Royal Marines 40 Commando whose base is at nearby Norton Manor camp.

## Original watering point to return



The Ty Dŵr watering point as it was in 1948. (Talyllyn Railway)

**THE TALYLLYN** Railway is fundraising to restore the original locomotive watering point at Ty Dŵr between Abergynolwyn and Nant Gwernol. Before the loco shed and workshop opened at Tywyn Pendre in 1867 the first shed was at Ty Dŵr. A waterfall supplied water to the locos, and after the shed fell out of use they continued to take water when they shunted wagons. The slate pillars were demolished and the

slabs reused to build a retaining wall at the site of a major landslide at Dolgoch in 1955. The railway's Chairman Ian Drummond said: "The involvement of the railway in Gwynedd Council's bid for World Heritage status for the North Wales slate industry has highlighted the need for us to make the most of our heritage assets, and reconstruction at Ty Dŵr is an initial part of these plans."

## Greyhound back in action



Back in traffic after cylinder repairs, the National Railway Museum's T9 4-4-0 30120 is at Townsend Bridge, Swanage Railway on November 14, 2018. (Don Bishop)



# West Coast's quartet delight



The third and penultimate of the West Coast Railway's Sunday-only Lancaster-Carlisle Santa Specials ran in glorious conditions. 35018 *British India Line* strides towards Shap Summit on December 9, 2018. (Karl Heath)

## GCR bans linesiders

**IN A SHOCK** move, the Great Central Railway banned all lineside photography from January 1, citing health and safety and insurance reasons. Existing photograph permit holders have been offered a refund, or the option of donating their fee to the railway. It follows a previous ban on access to the locomotive shed, and the once much-photographed shed front.

With rapidly encroaching house-building south of Loughborough, and more planned north of Leicester, only photography from public areas at stations or the few overbridges is now possible. It means that the line's famed signalling array at Swithland and south of Loughborough is also out of bounds, and can only be briefly glimpsed from passing trains. Ironically, photographers were among the first, and some of the most generous, donors; during the railway's fund-raising campaigns to reinstate the

One of the locations no longer available to photographers is at Woodthorpe, where newly-overhauled Black 5 45303 passes on November 17, 2018. (Robert Falconer)



double track and signals. The GCR says that photographers' charters

can still run as they are under controlled conditions. Separately, the GCR says that

7802 *Bradley Manor* is to visit from the Severn Valley Railway for its January 25-27 Gala.



# Valley goes for GWR and a 'twist'

**ANNOUNCING ITS** major events for 2019, the Severn Valley Railway has outlined plans for its March 15-17 Spring Steam Gala and September 19-22 Autumn Steam Gala – two of the biggest events in the UK enthusiasts' calendar. For March, it plans to bring together four yet to be revealed visiting GWR tank locos to star alongside its home fleet for a branchline-themed event. Its plans include two Autotrains, a short goods train and double-heading. Llangollen Railway-based Collet pannier tank 6430 is the first engine booked; appropriately it was based at Kidderminster when built in 1937, before it moved to South Wales.

With the return of SVR-based BR Standard 4 2-6-0 75069 after overhaul, the Autumn Steam Gala will "hopefully focus on BR Standards with a southern twist" said the SVR, adding that it has at least three visiting engines in the pipeline.



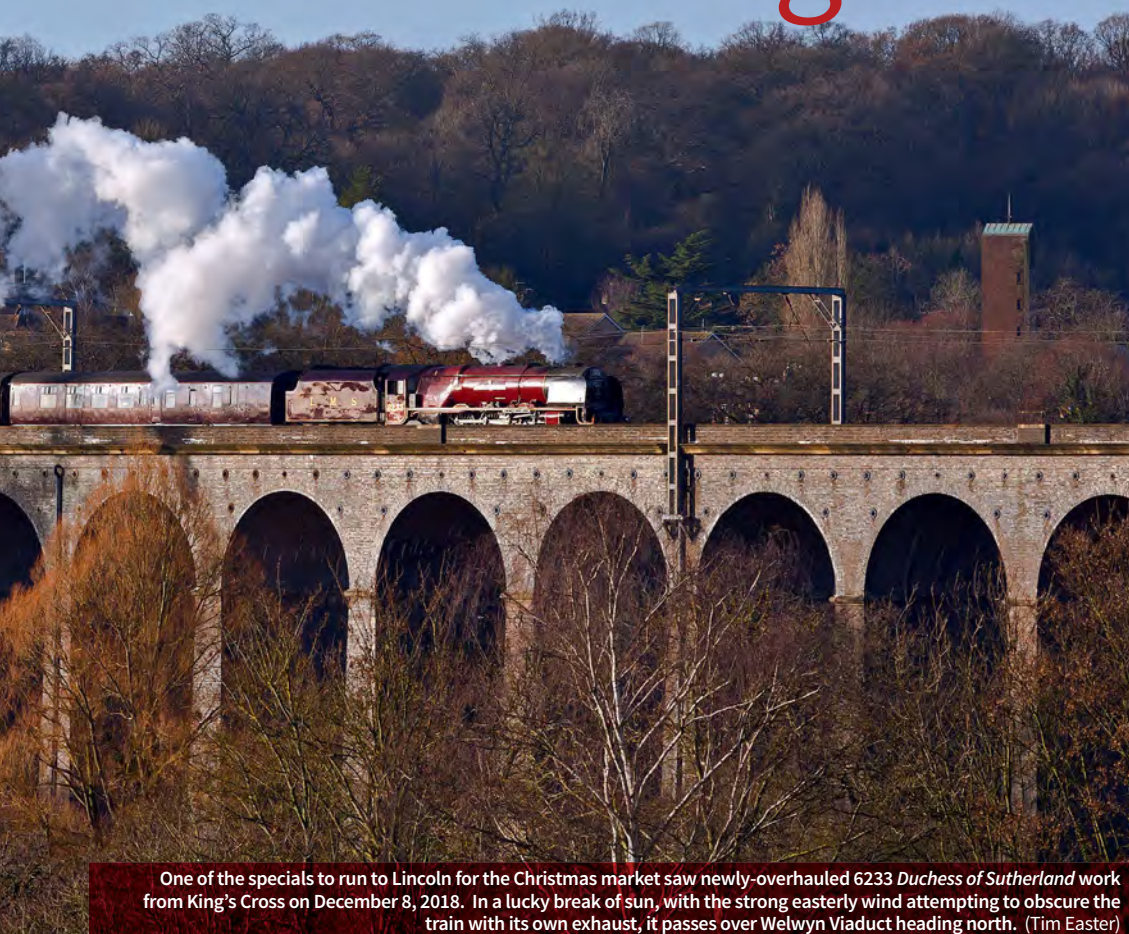
# Fairburn attraction

Bulky Fairburn 2-6-4T 42073 stamps out of Haverthwaite on the Lakeside & Haverthwaite Railway heading for Windermere at the end of the season on November 17, 2018. (Brian Dobbs)





# Duchess at Digswell



One of the specials to run to Lincoln for the Christmas market saw newly-overhauled 6233 *Duchess of Sutherland* work from King's Cross on December 8, 2018. In a lucky break of sun, with the strong easterly wind attempting to obscure the train with its own exhaust, it passes over Welwyn Viaduct heading north. (Tim Easter)

## Military event is Apedale highlight

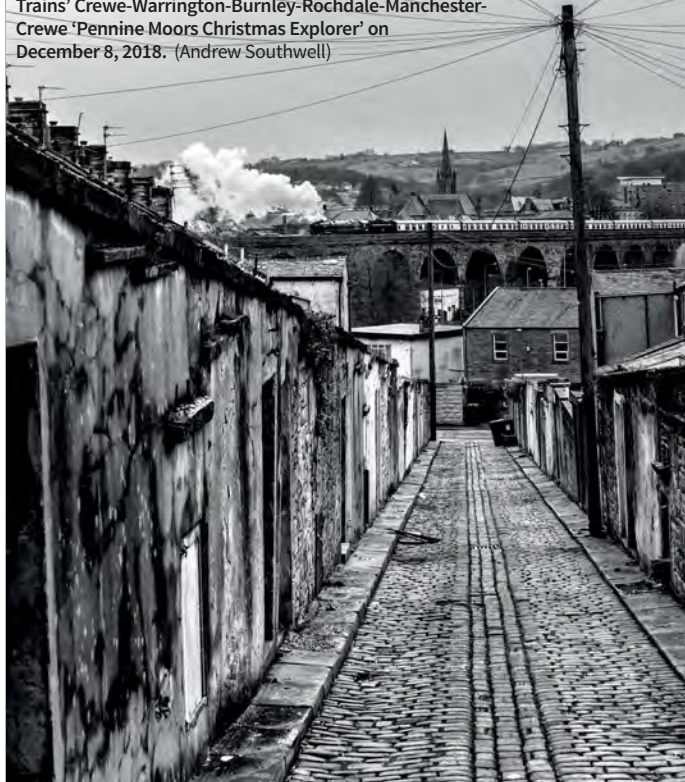
**THE RENOWNED** First World War re-creation, previously run as 'tracks to the trenches', makes a return to the Apedale Valley Light Railway in Newcastle-under-Lyme, Staffordshire this year, as one of the highlights of the railway's calendar.

June 29/30 marks the centenary of the Treaty of Versailles, which officially brought the First World War to an end, and an event will celebrate this anniversary. 'Swords to Ploughshares' will focus on the Moseley Railway Trust's unique operational collection of military railway equipment.

On May 19, it will host a rally of vehicles from the Potteries Omnibus Preservation Society. The railway's normal activities will be every Saturday, Sunday and Bank Holiday Monday from April 6 to October 27. Steam locos will be in use on event days, Bank Holiday weekends and the second complete weekend of each month.

## The back-street boy

Riddles BR 7MT 4-6-2 70000 *Britannia* crosses the viaduct at Accrington as it heads away from the station with Saphos Trains' Crewe-Warrington-Burnley-Rochdale-Manchester-Crewe 'Pennine Moors Christmas Explorer' on December 8, 2018. (Andrew Southwell)



## IN BRIEF

➔ The Bluebell Railway's February 15-17 Branch Line Gala will see the home fleet joined by visiting Beattie well tank 30587, from its previous hire to the Avon Valley Railway, and Adams O2 0-4-4T *Calbourne* from the Isle of Wight. After its appearance at the Bluebell, the well-tank will return to York for use on brake van rides over the summer, before moving back to its custodian home on the Bodmin & Wenford Railway for the autumn.

➔ A proposal to use the currently freight-only stub at the eastern end of the former Woodhead route from Sheffield Victoria to Deepcar and Stocksbridge for steam and commuter services has been mooted by the newly formed South Yorkshire Woodhead Heritage Group, headed by David Breen. A Facebook group has 300 supporters and property investor Mr Breen is in talks to buy two tracts of land by the railway at Stocksbridge.

➔ GWR pannier 9682, currently in a dismantled condition since it last steamed at the Chinnor & Princes Risborough Railway in 2010, has been sold by the Southall-based GWR Preservation Group to an undisclosed buyer. The deal includes the group's Toad brake van, and the proceeds will go towards the overhaul of the group's two remaining steam locos: RSH 0-4-0ST *Birkenhead* at the Elsecar Railway and Peckett 0-4-0ST *William Murdoch* at the Helston Railway.

➔ Having moved under its own steam for the first time in 18 years, BR Standard 2MT 78022 has returned to revenue-earning service on the Keighley & Worth Valley Railway after overhaul.

➔ The 6024 Preservation Society Ltd has a new website, dedicated to its locomotive. It has a comprehensive history of the loco's life under the ownership of the GWR, BR, Woodham Brothers, 6024 Locomotive Preservation Society Ltd and latterly The Royal Scot Locomotive & General Trust, including details of all the runs made in preservation. Visit [www.6024.com](http://www.6024.com)

➔ A safe with £14,000 in it was stolen from the Pontypool & Blaenavon Railway after its Halloween event. An appeal to repair the damage and replace funds has so far raised nearly £7,000.



# Winter calm briefly disturbed

Laying a perfect trail of exhaust in the cooling evening air, Hawksworth 0-6-0PT 1501 is backlit by the setting sun as it heads south from Bewdley with the 1445 Bridgnorth-Kidderminster on November 18, 2018. (Alistair Grieve)

## Merchant Navy *Clan Line* works Royal Train

**SOUTHERN RAILWAY** Pacific 35028 *Clan Line* joined the growing list of locos to work a Royal Train when it took HRH The Prince of Wales from Newport to Cardiff Central on December 7, 2018. Appropriately, 35028 celebrates its 70th birthday this year, as does Prince Charles.

On arrival at Cardiff, the Prince

walked to the front of the train where he was presented to the crew, including DB Cargo driver Vince Henderson, before boarding the footplate. It was the start of a day of visits in the Principality's capital. The previous day 35028 worked light from its Stewarts Lane base to East Usk Yard, where it spent the night,

before working the train, comprised of the Wolverton-based Mk 3 stock, over the 11 miles to Cardiff. It then returned to London, ready for use on the following day's Belmond Pullman from Victoria to Oxford.

No stranger to steam, Prince Charles travelled on the footplate of 7029 *Clun Castle* in 1988 from

the then new Snow Hill station to Tyseley to view its exhibition celebrating 150 years of the London-Birmingham Railway. *Clan Line* joins 4472, 6233, 6201, 6024, 60163 and 70000 in hauling a Royal Train. Also, HM The Queen travelled on the Borders Railway opening special in September 2015, hauled by 60009.

## A Splash of colour



Despite high winds and wet weather having stripped the trees of much of their autumn foliage, Ivatt 41241, newly outshopped in KWVR 'heritage red' for the line's 50th anniversary, provides a splash of colour at Mytholmes while working a train for Oxenhope on November 18, 2018. (Steve Sienkiewicz)



## Warley wonders!

Eschewing standard-gauge exhibits, this year's Warley model railway show at the NEC Birmingham had narrow gauge locos on display, including LNER Pacific-based 18in-gauge *Northern Chief* from the Romney, Hythe & Dymchurch Railway. Also on display were RHDR 4-8-2 No 6 *Samson*, saddle tanks No 303 and *Alpha*, plus a 'shark face' liveried blade from a Network Rail Beilhack snowplough. (Tim Easter)

## Epping sets out Silver Jubilee plans

**THE EPPING** Ongar Railway has confirmed that the Metropolitan Railway E Class 0-4-4T 'Met No 1', will be staying for another year. The loco will feature in a number of special events throughout the year, including the annual Steam Gala on June 7-9, which is being planned. Discussions with a number of loco owners are

underway. Previous galas have featured 9F 92214, US Army S160 5197 and Ivatt Tank 2MT 41312. The main season will conclude on September 27-29 with an event marking the 25 years of the Epping Ongar Railway since its inception in 1994. The event will feature Met 1 and it is hoped to bring in a range of other traction.

### STEAM EVENTS DIARY

Heritage Railway Events			
Date	Railway	Event	
January			
25-29	GCR	Winter Gala	
February			
15-17	BR	Branch Line Weekend	
Heritage Railways			
BR	Bluebell Railway	01825 720800	<a href="http://www.bluebell-railway.co.uk">www.bluebell-railway.co.uk</a>
GCR	Great Central Railway	01509 632323	<a href="http://www.gcrailway.co.uk">www.gcrailway.co.uk</a>



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# Batteries at Bo'ness

**Garry Wilson speaks to Vivarail's Alice Gillman during the demonstration of its Class 230 battery unit on the Bo'ness & Kinneil Railway in October 2018.**

**RIGHT:** Vivarail demonstrator battery unit 230002 stands at Bo'ness on October 12, 2018 before heading to Manuel on another public demonstration run.

(Paul Gerrard)

A significant day for the future of Scotland's railways could best describe October 9, 2018. While ScotRail was showcasing its newly refurbished InterCity HST to the press, at the Bo'ness & Kinneil Railway another advance in rail technology and innovation was being showcased. The Vivarail Class 230 battery demonstrator was being shown to industry partners and the public, with free rides along the line to Manuel and back.

## Enthusiasm

*Railways Illustrated* spoke to Alice Gillman, Vivarail's head of marketing, on a beautiful autumn day before sampling a trip on the Class 230. It was clear immediately how enthusiastic and excited Alice was to be given the chance to showcase the train and its green credentials in Scotland. The demonstration was mainly to carry passengers and show that battery trains are a reality. She revealed that the trials were originally supposed to have taken place between Stirling and Alloa, but ongoing upgrade work ahead of the December 2018 introduction of electric services along the line put paid to that proposal.

However, Vivarail Chairman Adrian Shooter has many connections through his long railway career and a deal was brokered to use the heritage line when the Alloa idea could not go ahead. Alice thanked Transport for Scotland and ScotRail for helping bring the train to Scotland, plus Network Rail, which was keen for the Alloa branch to be used. Of course, thanks also went to the Bo'ness & Kinneil Railway for all its assistance, and it was noted that many of its volunteers came out to support the trial. A guard decked out in his old style uniform and hat working a battery powered converted D78 London Underground train was not a concept that the preserved railway had ever envisaged!

## Concept

Standing on the Bo'ness platform we looked down to the headshunt, where the two-car ex-London Underground train was undergoing a charge from a Vivarail generator loaded on the back of a lorry trailer. There was one heavy-duty cable plugged into the train, with another normal extension cable feeding into the cab, from which the engineers presumably had laptops charging. It's a simple system, but Alice

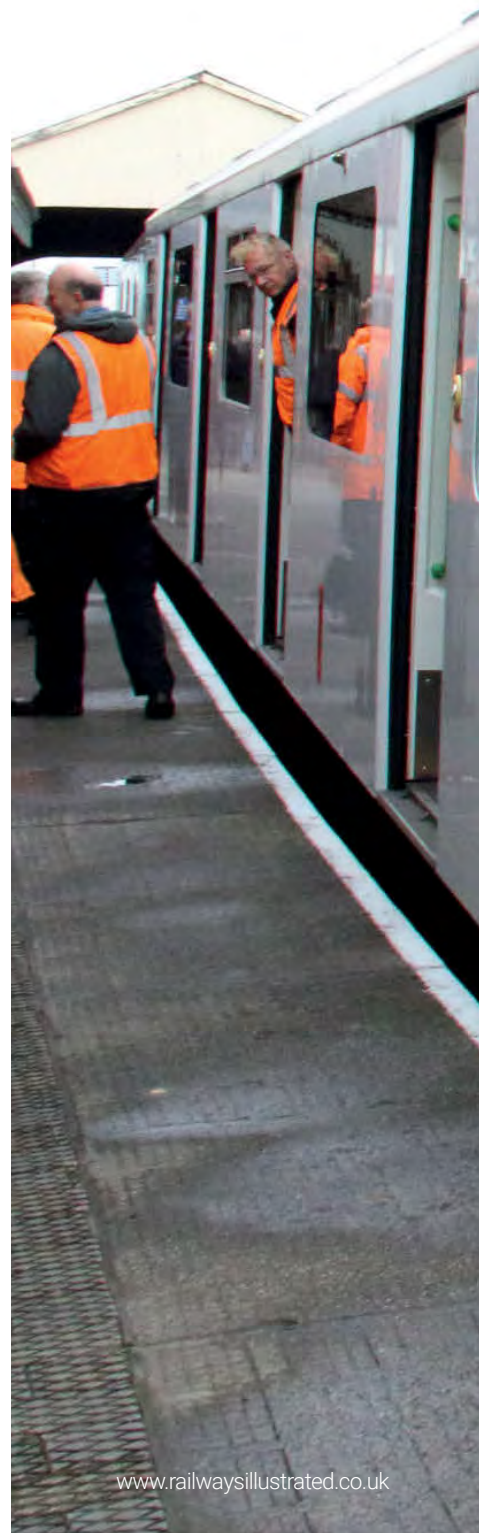
explained that in service the proposal is for a pure battery Class 230 running a shuttle service to come into contact automatically with a fourth rail at one or both ends of its journey and commence charging the batteries while the train is stationary.

When the train departs there is an automatic disconnection from the charging system. Alice explained that a four-minute charge is all that's needed at each end to keep the batteries at an acceptable level for a full day's diagram. It opens up an array of opportunities for some shuttle services and branch lines where a dedicated DMU or EMU could be replaced, allowing it to be used elsewhere on the operator's network to better effect. With a Class 230 battery train, you don't need to return to a depot each evening for fuel or maintenance. The train stays on the branch, on charge overnight, ready for the next day's running. It seems like an ideal fit for some aspects of the current rail network. And as Alice explained, you can in effect have a micro fleet that doesn't require a return to a main depot for up to nine months, with exams done where the Class 230 is working.

## Other opportunities

*RI* asked Alice where in Scotland she sees the potential for this concept. She smiled guardedly and said: "Everyone mentions Anniesland as a possibility and we feel this concept would be a great fit there." The Glasgow Queen Street to Anniesland shuttle runs through the northern Glasgow suburbs utilising a DMU. The maximum speed is no more than 60mph and the total journey time averages 15 minutes, well within the 40 mile maximum range of a Class 230 without a recharge. Alice is keen to promote Vivarail's vision of bringing 'green travel to urban areas'. This type of route fits that bill perfectly.

The train and its battery technology could fit into many current franchises, both in Scotland and the UK. The long talked about return of services around the Edinburgh suburban line was discussed and the word Thurso slips out of Alice's mouth with a wry smile. It is unlikely this particular battery version would be right, and even the diesel gen set variant may not be right for the full journey on the far north line, but could there have been talks to have an electric shuttle between Wick and Thurso, with passengers from Inverness changing ➔











**ABOVE:** Class 230 230002 stands at Manuel on October 10, 2018 after arriving from Bo'ness. The popularity of the runs is apparent. (Garry Wilson)

**LEFT:** The cab of the 230 has received considerable strengthening to improve crashworthiness. (Garry Wilson)

at Georgemas Junction? It's a credible application of the green technology. Other potential routes are local services between Dundee and Arbroath, the Looe branch, Exeter to Oakhampton, and perhaps the line to Whitby. The concept surely must be viable for TOCs constantly under financial pressure and needing to release DMUs to strengthen other services.

My mind wanders to the subject of the reopening of old lines, and Scotland has been very proactive in this, the most noticeable, of course, being the hugely successful Borders railway reopening. For me the Class 230, and the various powered options, would seem an ideal solution for some of the proposed reopenings, with the costs being kept down by having refurbished trains rather than new build. I am thinking in particular about St Andrews. Two Class 230s in electric mode with four-minute charging at each end of the shuttle service may well be suited. This could, perhaps, also be considered for the Levenmouth branch. The distances certainly work, as per Alice's briefing. Well within the 40-mile limit between a charge. This is fine if it's a shuttle service being considered to the main line, with Leuchars and Kirkcaldy being the options for those two lines. The Class 230, in my opinion, is perfect for this. If, however, there was an intention to provide a direct service to Edinburgh, the Class 230 concept may not be right. So, it's identifying where the train fits in to the future railway. Certainly, some of the lines that Dr Beeching closed could make a case

for reopening, but money will always be a major factor. The Class 230 option might just make some of those financial hurdles slightly more achievable!

### Green credentials

The latest challenge for rail transport is to find new and cleaner ways to provide a service. The electric battery pack option

is but one offered by Vivarail, which also has a bi-mode Class 230, and an option for a traditional pantograph pick up on the cards. The conversation with Alice moved on to hydrogen and it was no surprise to hear that Vivarail is ready to trial this form of propulsion as well. Alice advised that there is an issue with roof-mounted hydrogen tanks, as they would breach the UK loading gauge. She added that they had looked at internal storage, but that would reduce seating capacity. The obvious place is underfloor, and there is space beneath the train, especially when you don't have to fit a diesel gen pack. It will be interesting to see where this development leads; this is a train that certainly has the capacity to be adapted to various configurations of traction.

How has the Class 230 performed so far? Alice said it had performed without a hitch. But how will the train cope during the leaf fall season? Alice was keen for more leaves to fall, as the Class 230 had coped well with the rail head conditions so far.

### On board experience

We stepped aboard the 230 as it arrived into the platform after its charging period. A modern feel was evident right away; it is very airy, with a great deal of space. Vivarail can configure a Class 230 to whatever the TOC requires. In this particular demonstrator the seating was a traditional lengthways, Underground style, with some face-to-face double seats. The windows let in loads of natural light, making the train feel bright







The converted London Underground D78 stock unit manoeuvres around the yard at Bo'ness on October 12, 2018. (Paul Gerrard)



and welcoming as you stepped on. There were individual USB charging points under some arm rests, additional handrails fitted throughout the vehicle, and a corridor connection had been added between the two cars. Interestingly, the intermediate door still had a London Underground sticker on the window!

There were ceiling-mounted scrolling passenger information screens throughout the carriages, and the guard made announcements on the PA, which was crystal clear. The doors closed and we were off with hardly a whisper, the take-off was very smooth and there was just a slight hum from the traction motors. The train effortlessly got up to 25mph, with the acceleration being very impressive. The seating layout may be acceptable for Anniesland passengers if the train ever works there. Passengers commented on how the train seemed much bigger inside than it appeared from the outside (will the nickname 'Tardis' be applied?), probably because the Class 230 is much smaller than a Class 156. Two members of the public noted that they were surprised the train didn't have an "electricity catcher on the roof". It was impressive that they noticed

the lack of a pantograph, which seems to be how most of the public perceive electric traction for trains.

Like the editor, I am also a former driver, and cab safety is one of my primary concerns. However, Vivarail has met all current crash worthiness tests and has strengthened the Class 230 accordingly. The layout and controls look like any other multiple unit-style cab. Alice explained that the Class 230 can be configured up to a nine-car train, or can couple up to another two or three cars to expand the seating capacity at peak times.

### Costs

RI asked about costs and leasing and learnt that the West Midlands franchise is taking three two-car units and Transport For Wales five three-car trains, all under lease. They work out at approximately two thirds of the cost of a newly built DMU or EMU. Consequently, there are considerable savings to be made by TOCs that can identify where this train would fit in with, and meet, the needs of their franchises. Alice also advised that it may be a more financially prudent choice to buy the train outright when compared to leasing costs for some long-term franchise awards.

Finally RI touched upon the well-publicised fire that Vivarail suffered when one of the gen sets caught light on the prototype Class 230 at Kenilworth on December 30, 2016. It was refreshing that Alice was honest in her answer. Vivarail worked quickly to establish the cause and put in place a remedy. It published all the facts about the incident and was open and honest, and keen to share the findings to promote the safety of the concept and ensure the facts were published against some of the sensationalist comments that seem to accompany any incident on the railway.

RI enjoyed its short trip on the Class 230, and it's good to see innovation. The future is bright for green energy on the rail network with forward thinking solutions like this. There were a lot of industry spectators interested in the train and there was a lot of support and congratulations on what Vivarail has achieved. If you get a chance, try a Class 230 out and you will be pleasantly surprised. The team at Vivarail is proud of its achievements and RI hopes it can secure further orders for the train; it's definitely a game changer for some lines and services in the UK. [RI](#)


**TOP LEFT:** During the Class 230's stay at Bo'ness it was recharged using a road trailer-mounted generator. (Garry Wilson)

**TOP RIGHT:** Vivarail Class 230 230002 stands at Manuel during one of the demonstration runs on October 12, 2018. (Paul Gerrard)

### Acknowledgements

*Railway Illustrated* would like to thank Alice Gillman, Head of Marketing at Vivarail, for her assistance in compiling this feature.





# Tyne Valley Line

**Graeme Pickering** traces the history and fortunes of the vital east-west route between Carlisle and Newcastle.

The Tyne Valley route is often used as a weekend diversionary route for ECML services. DB Cargo's 67010 hauls LNER Class 91 91125 and the 1E06 Glasgow to King's Cross at Broomhaugh between Carlisle and Newcastle on September 29, 2018. (Ian Robinson)

**T**he 60-mile Tyne Valley Line is the most northerly east-west rail link in England. Skirting the upper edge of the Pennines, the journey between Newcastle-upon-Tyne and Carlisle runs mainly through open countryside. The area's historical links and idyllic scenery are even promoted through the route's branding by operator Northern as the Hadrian's Wall Country Line. But its first ten miles from Newcastle, through the more densely populated areas along the banks of the Tyne, have seen many changes over the course of

the last 50 years. The rise and fall of local industries, infrastructure costs and even social changes have all had a major impact on redefining this stretch of route.

## History, additions and changes

The railway we know as the Tyne Valley Line was built by the Newcastle and Carlisle Railway. Having been completed and brought into use in piecemeal stages, it was formally opened between Carlisle London Road station and Redheugh in Gateshead on June 18, 1838. It wasn't until the following year that

trains reached Newcastle. A timber bridge over the Tyne was built between Blaydon and Scotswood to allow trains to cross to the north (Newcastle) side and a station was built on the city's Railway Street, close to what is now Newcastle Arena. This station saw regular trains from October 21, 1839, until its replacement by Forth station, half a mile to the east, on March 1, 1847. Not to be confused with Forth Goods, the remains of which can still be seen to the west of King Edward VII Bridge, the site of Forth passenger station was absorbed into the current Newcastle Central,





which Tyne Valley services began to use from January 1, 1851.

By 1848, an intermediate station had been added at Scotswood (later there would also be one at Elswick). An extension of the line on the north bank of the river was opened in 1876. It left the original route at Scotswood and formed a loop that re-joined it on the south bank of the river by way of a distinctive wrought iron rib-arched bridge and a junction just over half a mile west of Wylam station. Stations were built at Lemington, Newburn, Heddon-on-the-

Wall and North Wylam. The latter was fewer than 300 yards away from Wylam station on the main Newcastle to Carlisle line, the stations being situated virtually parallel to each other on opposite sides of the river. Perhaps unsurprisingly, after publication in 1963 of *The Reshaping of British Railways* (more commonly known as the Beeching Report), questions were raised as to whether a village with a population at the time of fewer than 1,500 warranted two stations. North Wylam was on the same side of the river as most of the village and

the report recommended that this line be retained, although the two intermediate stations at Scotswood and Elswick would close. It was intended that the main route east of West Wylam Junction (where the two lines connected), along with Wylam and Blaydon stations, would close to passenger traffic. BR initially appeared to favour this option and even cited some advantages of diverting freight via North Wylam too, but the plan was rejected and instead it was the loop that closed to passengers on March 11, 1968, with the route south of the river ➡





**ABOVE:** Q6 0-8-0 63387 comes off the Scotswood Bridge at Blaydon with a coal train on September 25, 1962. (Rail Photoprints/John Chalcraft)

being reprieved. The track between West Wylam Junction through North Wylam and as far as Newburn was removed in 1972.

Ironically, one of the reasons against retaining the very stretch of line that was kept open was to rear its head again a decade later – the cost of maintaining Scotswood Railway Bridge. Built in 1871, it was the fourth bridge on the site, the original (which had carried the first Newcastle-bound train)

and first two replacements having had a combined lifespan of just 32 years. British Rail concluded that it was more financially viable to divert trains along the south bank of the river via Derwenthaugh and Dunston than to keep the bridge and the route via Scotswood open to passenger traffic. It cited the cost of repairs to the structure, along with that of replacing points at Blaydon and Newcastle West Junction, where the line ran

**RIGHT:** As part of its current diagrams, Northern hires in a ScotRail unit each day, which arrives via workings from Dumfries and Carlisle before returning to Scotland in the evening. ScotRail's 156439 calls at Dunston with a Northern Nunthorpe to Hexham service on June 13, 2018. (Graeme Pickering)



**BELOW:** Part of the Dunston Staiths, with some NCB wagons visible, during the Gateshead Garden Festival on August 4, 1990. (Wikimedia Commons/AlasdairW)



into Central station.

From October 4, 1982 the bridge was closed, although the line between Newcastle, Scotswood and Newburn remained in use for freight traffic. The new Tyne Valley route utilised a section of the old Newcastle and Carlisle Railway and the 1904 diversion, from Derwenthaugh to Dunston, as well as the link to the East Coast Main Line just south of the King Edward VII Bridge that had originally been built to allow through running to Newcastle in 1907. Having been a freight route for many years, these lines were upgraded for passenger use and the station at Dunston (originally opened in 1909 and closed just 17 years later), was reopened on October 1, 1984.

## Coal and coke traffic

The mining of coal shaped the development of communities along this section of the Tyne, and the role of the railway in its transportation continued into the early 1990s. This included transfer of coal from collieries for onward shipment from Dunston Staiths, and supplies of coal for coke production and power generation. The Staiths, which is now a scheduled monument owned by the Tyne & Wear Building Preservation Trust, was built by the North Eastern Railway in 1893 and used for trains to unload their cargo onto waiting ships. By the 1970s, coal traffic to it had dwindled from 140,000 tons a week to just 3,000 and it was finally closed in 1980. The Staiths and its vast sidings were linked to the current Tyne Valley line at Norwood as well as being connected by rail to the colliery network south of Gateshead via an incline to the Tanfield Branch, part of which is now preserved as the Tanfield Railway.

These types of rail links to industrial branches, and interconnections with the main route, were a common feature heading west along the Tyne Valley to Wylam. The Tanfield Branch was also linked, along with the Pelaw Main Collieries Railway, to the nearby Norwood Coke Works, the products of which were also shipped from the Staiths. The works, which had a coal washery and tar distillery, also employed its own fleet of saddle tanks and later diesel shunters. Like the Staiths, it too remained active until 1980, although stocks of coke from other plants were kept there until 1985, when the rails were removed.

Coke production in the area continued until 1986 at the Derwenthaugh Works, three miles further west. There, the current Tyne Valley Line connected with a route that ran alongside the River Derwent to the works and an extensive network of lines and sidings that, as the Chopwell and Garesfield Railway, had once served collieries further up the Derwent Valley. By the time the works closed, the line terminated just a mile away at Winlaton Mill. The Derwenthaugh Works had its own motive power depot and as coke and coal activities began to decline elsewhere, both it and Norwood became known for acquiring locos from other National Coal Board sites.

The works received coal and sent coke via exchange sidings that were to the north east of the site. For most of its life, the bulk of the coal destined for Derwenthaugh came via the colliery rail network from local mines, but following the closure of nearby Marley Hill in 1983 (the last pit in the Gateshead





area), deliveries required considerably longer journeys via the main rail network; the nearest sources of coking coal were some of the remaining mines along the Durham Coast. Lasting into the 1980s, there were regular coke train workings from the sidings at Derwenthaugh to Wakefield, from where the cargo would be transported onwards to industrial customers. Until 1960 the line from the works to the exchange sidings had also been used to transport coke to the

plant's own staithe less than a mile away on the Tyne, along with other products resulting from the coke-making process, such as tar and creosote.

To the east of the Derwenthaugh Coke Works site ran the Derwent Valley Line to Blackhill and Consett. By the time of its closure in 1963 it was a freight-only route. It diverged from the then Tyne Valley route on a curve from the south side of Scotswood Bridge. It too was an important industrial

artery, transporting coal, timber and bricks to Tyneside and iron ore in the opposite direction to the steelworks at Consett.

Electricity generation remained another coal hungry industry for the railways to supply at the eastern end of the Tyne Valley. In the space of just four miles there were no fewer than four coal-fired power stations, three of which generated power into the late 20th century. On its way from Derwenthaugh to Redheugh, ➔

**ABOVE:** A Class 101 DMU passes under the NER signal box at Wylam with the 1010 Hexham to Newcastle service on June 6, 1979. (Rail Photoprints/Hugh Ballantyne)

The current Tyne Valley Line was used to transport coke from the Derwenthaugh Coke Works between Dunston and Blaydon. The works, seen here on August, 31, 1986 after closure, had its own locomotive fleet and depot, as well as being part of a once-extensive colliery rail network. (Wikimedia Commons/MaltaGC)

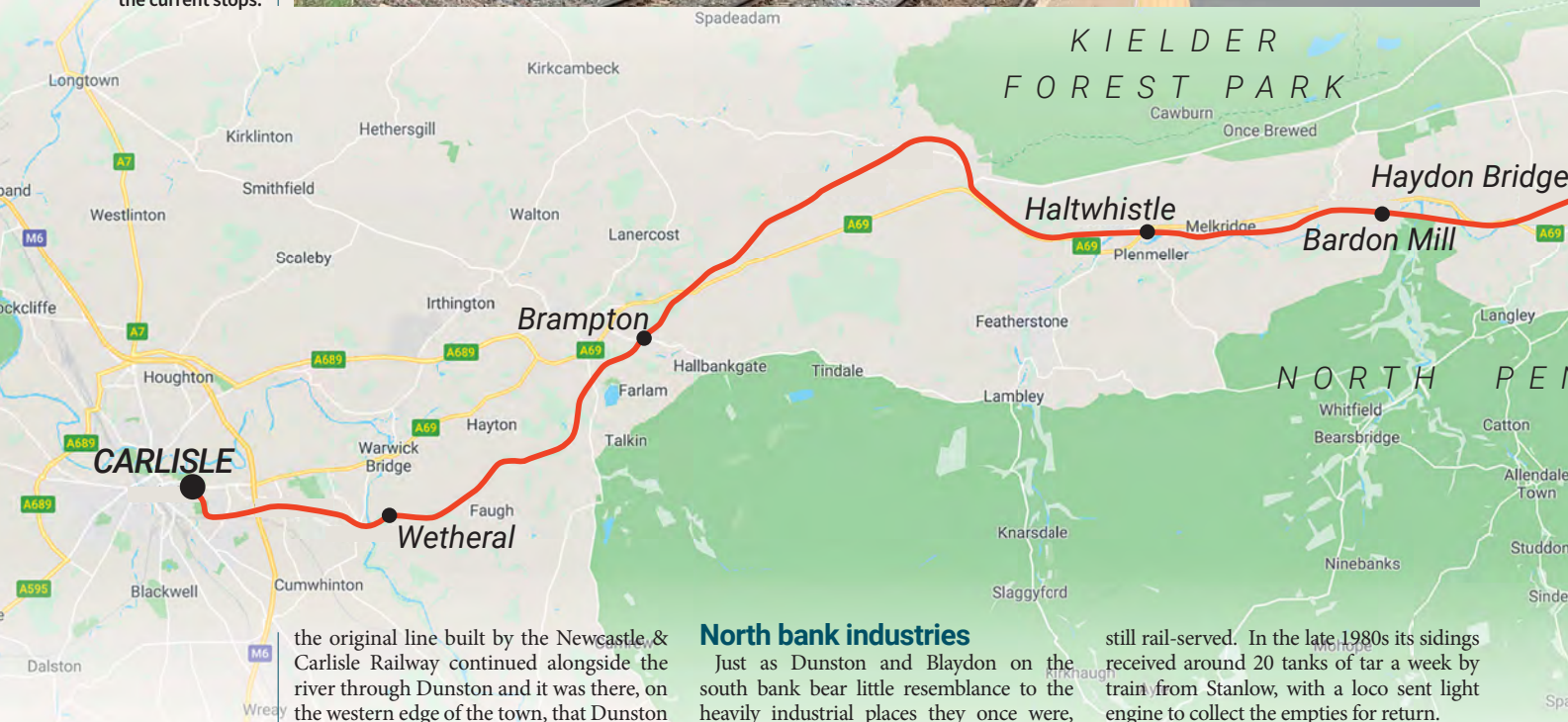




**RIGHT:** Freightliner Class 66/5 66514 approaches Haltwhistle with the 4S60 1026 (TuThO) York Holgate Sidings to Ravenstruther. The NER signal box is Grade II listed and was closed on May 30, 1993. (Wikimedia Commons/Ingy The Wingy)



**BELOW:** The full Tyne Valley Line with all the current stops.



the original line built by the Newcastle & Carlisle Railway continued alongside the river through Dunston and it was there, on the western edge of the town, that Dunston A and B power stations were sited. The A station, opened in 1910, was gradually replaced by the larger B plant, which continued to function until 1981, although latterly it was only used at times of peak demand. Coal was supplied via the main line rail network and part of the original line that ran off the current Newcastle to Carlisle route. The power station's own steam locos included Newcastle-built Hawthorn Leslie and Robert Stephenson and Hawthorn saddle tanks Central Electricity Generating Board No 13 (now based on the Tanfield Railway) and No 15 (now named *Eustace Forth* and preserved on the Foxfield Railway), both of which ran into the 1970s.

Further west, just beyond Blaydon, were Stella North and Stella South power stations, adjacent to each other, but on opposite banks of the river. Extensive sidings close to Stella South survived into the 1980s and the stations continued to receive coal supplies by train until their closure in 1991.

### North bank industries

Just as Dunston and Blaydon on the south bank bear little resemblance to the heavily industrial places they once were, the same can be said of Elswick, Scotswood, Lemington and Newburn, all linked by the line on the north bank. Among the largest industries were the Scotswood Works of WG Armstrong & Co, later to become Sir WG Armstrong Whitworth & Co (later still Vickers-Armstrong, which became part of BAE Systems). The firm's engineering involvement was prolific, building everything from armaments and military vehicles to ships, bridge parts, aircraft, cars and, very notably, locomotives. The hundreds produced included no fewer than 327 Stanier 4-6-0 Black Fives for the London, Midland and Scottish Railway, the largest number of any of the works that manufactured them. For a time, the works even had its own railway halt for workers.

After the demise of Stella North, what remained of the line on that side of the river was pruned even further, its new western limit being 200 yards beyond the former site of Elswick station. At that time, the nearby Jobling Purser road surfacing works was

still rail-served. In the late 1980s its sidings received around 20 tanks of tar a week by train from Stanlow, with a loco sent light engine to collect the empties for return.

Today known as the Paradise Branch, the line stretches just a mile from Newcastle Central, a short distance beyond where the original station stood when the Newcastle & Carlisle Railway first reached the city. Although it sees daily use, this is largely confined to empty coaching stock movements, most significantly the 5M76 CrossCountry working, generally a single Voyager set. It arrives at Newcastle at 1832 as part of a pair forming the 1S49 Plymouth to Dundee. It is detached before working forward to Forth Banks, later returning to be coupled with the unit off the 1E48 from Reading, which terminates at Newcastle. The pair return south as 1M76 to Birmingham New Street. Also used notionally for stabling engineering plant, the branch came into its own in January 2018 when Network Rail carried out an £8.6m scheme to renew switches and crossings at the southern end of Newcastle station. Weight and gauge restrictions on the ECML approaching the



work site meant it was more practical to transport the new track sections by road and they were loaded onto rail wagons next to Newcastle Arena before being moved along the branch to Central Station.

### Freight today and the east-west connection

In a stark contrast to the past, with the exception of those between Carlisle and Tyne Yard, none of the freight workings that travel along the Tyne Valley Line today have any immediate local significance and make use of the line as a through east-west corridor.

There are currently no scheduled freight workings throughout the week, and as many run either 'as required' or 'as determined by traffic demand' they can be few and far between. Although in theory there can be between ten and 13 on a given weekday, a typical week in July saw just two to three a day, Monday to Friday. Three were notionally scheduled for both Saturday and Sunday.

The line still sees coal workings that travel to mining facilities in Ayrshire via Carlisle. They work from Tyne Coal Terminal and York Holgate Sidings to Greenburn, and from Doncaster Decoy Yard to Killoch Colliery. A GBRF working from Greenburn also uses the line to transport coal to Cottam Power Station in Nottinghamshire. These trains join (or leave) the Tyne Valley Line at Norwood Jn, a third of a mile east of Dunston station. There, a single-track route leads to a connection with the East Coast Main Line a mile and a half away at Low Fell.

Traffic for the nuclear industry also benefits from the coast-to-coast connection. Nuclear flask services to and from the power stations at Hartlepool (on the Durham Coast Route) and Torness (on the ECML near Dunbar) are provided by Direct Rail Services. Currently in the hands of a pair of Class 68s or 88s, these trains have also been worked in the past by Class 66s, 57s, 47s, 37s and even Class 20s, with two different types sometimes being used together.

The line's direct connection between the East and West Coast Main Lines sees it used as a diversionary route for Anglo-Scottish passenger traffic if the ECML is closed north of Morpeth. High Speed Trains making their own way along the Tyne Valley route, along with Class 91s and Mk 4 stock being 'dragged', have become a familiar sight during autumn weekend engineering work on the ECML. Engineering trains are also regularly scheduled between Tyne Yard and Abington sidings on the WCML.

### Passenger traffic

Although first generation DMUs, including the ubiquitous Metro-Cammell Class 101s, were used on the Tyne Valley Line from the early 1960s, some services remained loco-hauled into the early 1980s, sometimes being placed in the hands of Deltics towards the end of their careers. Many other diesel types made an appearance too, including occasional Class 25s on the Carlisle to Edinburgh via

**BOTTOM:** The view to the west at Hexham as a Northern Class 142 Pacer departs beneath the NER signal box on November 21, 2015. (Wikimedia Commons/Sadgrovem)







**ABOVE:** Until 1982 the rather lowly Paradise Branch, which curves off to the west at the southern end of Newcastle Central station, was part of the Tyne Valley Line and saw an abundance of freight and passenger traffic. Now just a mile in length, it is used for stabling engineering plant and empty coaching stock. CrossCounty Voyager 220028 waits to return to the station where it will form part of the 1M76 working to Birmingham New Street on May, 10, 2018. (Graeme Pickering)

**RIGHT:** Nuclear flask traffic runs on the Tyne Valley Line on an as-required basis, using the route on journeys to and from Hartlepool and Torness Nuclear power stations. DRS Class 68 68033 leads a Hartlepool Power Station (Seaton-on-Tees) to Sellafield train at speed through Blaydon on June 13, 2018. (Graeme Pickering)

Newcastle diagram.

With the exception of the occasional use of Class 158s during their time based in the North East, the Tyne Valley line has been an exclusive stronghold of Pacers and Class 156s since they usurped older DMUs in the mid- to late-1980s. For a time, the line became the preserve of the Class 143s. The entire fleet was based at Heaton in Newcastle (they would later move south to be replaced by Class 142s), although gearbox issues in 1987 and 1988 meant the 143s had to be substituted with first generation DMUs, many the worse for wear, that were drafted back into the area, along with loco-hauled workings including Class 47/4s and Class 31s.

As part of the launch of British Rail's Provincial sector Express network, October 1988 saw the introduction of Class 156 Sprinters on a series of inter-regional services using the Tyne Valley

line. These included named trains from Newcastle such as 'The Borderer' to Glasgow Central departing 0820 Monday to Saturday, the 'Galloway Enterprise' to Stranraer Harbour (dep 1254) and the 'Ayrshire Trader' to Girvan (dep 1708), the two latter services being the return workings of the 'Tyne Trader' and 'Tyne Enterprise'. All of these trains had a buffet trolley service and the facility to reserve seats. By the winter 1990 timetable, Class 156s were also used for the 0630 Newcastle to Glasgow Central express service (the first passenger service of the day on the Tyne Valley line), a 2020 all-stations trip to Hexham and a return working from Glasgow, which formed the penultimate train of the day, arriving in Newcastle at 2141. The destinations were eventually scaled down to Glasgow Central and Dumfries and the buffet trolley and seat

reservations became a thing of the past.

Following privatisation, ScotRail units were generally used for these services, a practice that continues today, with a crew change (Northern to ScotRail or vice-versa) taking place at Carlisle. Since the beginning of the May 2018 timetable, the 0630 from Newcastle to Glasgow Central has become the only cross-border departure from Newcastle via the Tyne Valley route, with a corresponding evening return service. There are also two arrivals each day from Dumfries, at 0838 and 0948 (although those two are now normally provided by Northern units). Since the start of the summer 2018 timetable, Northern has also used a ScotRail unit on some of its diagrams during the day. It works south from Dumfries to Carlisle before working via the Tyne Valley to Nunthorpe, then returning as far as Hexham. After working back to Newcastle and on to Morpeth, it begins its journey back to Scotland with a Morpeth to Carlisle service and then onwards to Glasgow.

The construction of the Metrocentre, at the time Europe's largest shopping and leisure complex, on land adjacent to the railway, and the subsequent opening of a station to serve it in 1987, has also had an impact on the Tyne Valley Line, with shoppers travelling from across the North East and beyond. By the winter 1990 timetable it was served by all but four westbound and five eastbound weekday services, and trains bound for Hexham and Carlisle were augmented off-peak by shuttle services at roughly half-hourly intervals to/from Sunderland and Newcastle (in later years these were revised to originate and







terminate at Newcastle and run hourly).

For the line as a whole in this timetable, there were 35 Monday to Friday passenger workings in both directions, with 34 on Saturdays and only eight on Sundays. Wylam was served by all trains to and from Hexham and Carlisle (which run alternately on a half-hourly basis), with Hexham services also stopping at Dunston and Blaydon, giving them an hourly service in both directions for most of the day.

Low passenger numbers led to services being reduced to just three a day serving Dunston and just four for Blaydon, but more frequent trains were reintroduced as part of the December 2013 timetable and both stations now have an hourly service throughout the day, with additional early morning and evening trains.

### Looking ahead

With effect from the current timetable, the Tyne Valley Line has 47 passenger

services in each direction from Monday to Saturday and 35 on a Sunday. The timetable has seen the reintroduction of daily services from the Tyne Valley to points right across the North East and North Yorkshire for the first time in several years.

From December 2019, the route will be part of Northern's Connect network, featuring upgraded express services from Middlesbrough to Carlisle, which will use refurbished Class 158s. The Metrocentre will be one of the 36 designated Connect Stations across the Northern network, which it promises will have 'consistent, higher standards'.

The once industrial surroundings of the Tyne Valley Line's first few miles west of the centres of Newcastle and Gateshead have been changed beyond recognition. The development of the Metrocentre into a main shopping destination provided a new reason for people to travel to and

from the area by train, so could the more recent redevelopment work and building of new homes in Dunston and Blaydon do the same? With both stations seeing modest rises in usage between 2015 and 2017, and the latest timetable offering more services, the situation looks hopeful. It is undoubtedly far too early, though, to say whether this could ultimately have a significant impact on passenger numbers. However, with its strategic importance as a route between the east and west coasts, there is every likelihood that the line will see new freight flows and it will be interesting to see how its traffic changes over the course of the next 50 years. [RI](#)

**ABOVE:** Northern Class 142 Pacer 142084 departs the Metrocentre platform for the reversing siding while working a shuttle service to and from Newcastle Central on July 12, 2014. (Wikimedia Commons/mattbuck)

**BELOW:** A view of Blaydon signalbox and station looking west towards Hexham on March 27, 1989. (Wikimedia Commons/Ben Brooksbank)





ScotRail Class 380 380106 crosses the Queens Viaduct at Irvine on October 27, 2018 while working the 2Y12 1450 Ayr to North Berwick service. Electrification has transformed services across the Central Belt in recent months and will continue to do so as more route miles are wired and Class 385 deliveries are completed.  
(Rob France)











Under a very threatening sky, DB Cargo Class 60 60054 heads the 6E97 1044 Newbiggin to Tees Dock gypsum empties between Cononley and Crosshills on November 13, 2018. (Neil Harvey)



Arguably one of the strangest looking locos to ever run on the national network preserved Brown Boveri gas turbine-powered 18000 remains one of the fascinating quirks of UK railway development. It basks in some glorious autumn sunshine at the Didcot Railway Centre on November 17, 2018. (John Stretton)



As this issue closed for press the days of the DRS Class 37/4-hauled Cumbrian Coast services were nearing the end. 37403 *Isle of Mull* heads what might well have been one of its last trains on the route on October 22, 2018. (Tom McAtee)



A busy scene on the approach to Clapham Junction on November 30, 2018 with all four lines of the South West Main Line from Waterloo via Wimbledon occupied by various SWR EMUs. (Mark V Pike)



# British Railways Narrow Gauge



Bob Darvill  
News Writer



RH 404967 working on the internal narrow gauge system at the Eastern Region's Central Materials Depot, Chesterton Junction on September 27, 1982. (Ken Scanes)

**MANY PEOPLE** will not realise that British Railways had a number of narrow gauge railways and locomotives, and most of the regions also had their own.

The London Midland Region had a number of systems, probably the best known of which were the internal systems at Crewe Works and Horwich Works. Both had an

18 inch gauge railway used by small steam locos. *PET*, that was at Crewe, was withdrawn in April 1929 but was saved for preservation, and in 1964 was handed over to the Museum of British Transport at Clapham; it is now on display at the National Railway Museum at York.

The railway system at Horwich continued to be used until the

closure of the main part of the works in 1965. In 1957 it was decided to modernise the system and a brand new small 4wDM loco was ordered by the British Transport Commission for use at Horwich. The order went to Ruston & Hornsby of Lincoln, which supplied Type LAT loco RH 416214, and it was given the running number ZM 32. When the works closed the

loco was destined for export to Honduras, but this fell through and it remained in store until purchased by Rich Morris in 1971 for display at Gloddfa Ganol in North Wales. In 1997 the stock at Gloddfa Ganol was sold off and it was purchased by the Steeple Grange Light Railway in Derbyshire; it is still there in full working order. The last steam loco used was at Horwich – *WREN*. It was also preserved and is now on display at York along with *PET*.

The LMR Engineers Department also had a number of 2ft gauge locos, a mixture of Motor Rail and Ruston & Hornsby designs, and they were used on various contracts throughout the region. Possibly the most interesting use was the contract to fill in the old Clifton Hall (Black Harry) Tunnel that collapsed in 1953 at Swinton, Lancashire.

The LMR also ran the Beeston Creosote Works at Nottingham, where a 3ft gauge internal rail system was used. Until 1958, the working loco there was a 1911-built Bagnall steam engine, WB 1889, but later Ruston & Hornsby Type 48DS RH 411322 replaced it. The works closed in 1965 and the RH loco was sold to Thos W Ward Ltd. It was later re-sold in May 1966 to the Cleveland Bridge and Engineering Co and was used in the construction of the Tinsley Viaduct in Sheffield. It had a couple more industrial outings before being acquired for preservation. It can now be found at the Irchester Narrow Gauge Railway in Northamptonshire.

The Eastern Region was another to use a narrow gauge railway and it had a number of systems. There were two sleeper depots, one at Boston, Lincolnshire, and another at Lowestoft. The Boston depot was closed after a serious fire in 1959, but the 3ft gauge example at Lowestoft continued in use until the closure of the works in 1964. In 1944 a new Ruston & Hornsby Type 48DL was purchased, RH 224337, and when the works closed it was bought for further use by the Lynlite Concrete Works at Ramsey, Cambridgeshire. It was eventually acquired for preservation and can now be found at a private site in Leeds.

In the early 1950s a brand new Central Materials Depot was set up at Chesterton Junction, Cambridge, and a 2ft narrow gauge system was used to move reclaimed track fittings around the yard. Locos were introduced in the mid-1950s when two small 4wDM Type LBTs were acquired from Ruston & Hornsby – RH 393325 in 1956, running number 85049, and RH 404967 in 1957, running number 85051. The system was closed in 1986 and both engines were acquired for preservation. Both can currently be found at the Ashover Light Railway's base at the Peak Rail's site at Rowsley, Derbyshire.

## News and Moves



AB 660 EMILY at the Cleveland Potash Tees Dock Terminal. Hunslet Engine has now re-acquired the contract to supply locos to this facility. (Bob Darvill collection)

**HUNSLET ENGINE** has completed the engine repairs to Steelman TH 325V, and in the middle of November 2018 it was returned to DIRFT Crick. The opportunity was taken to move the second of the ex-

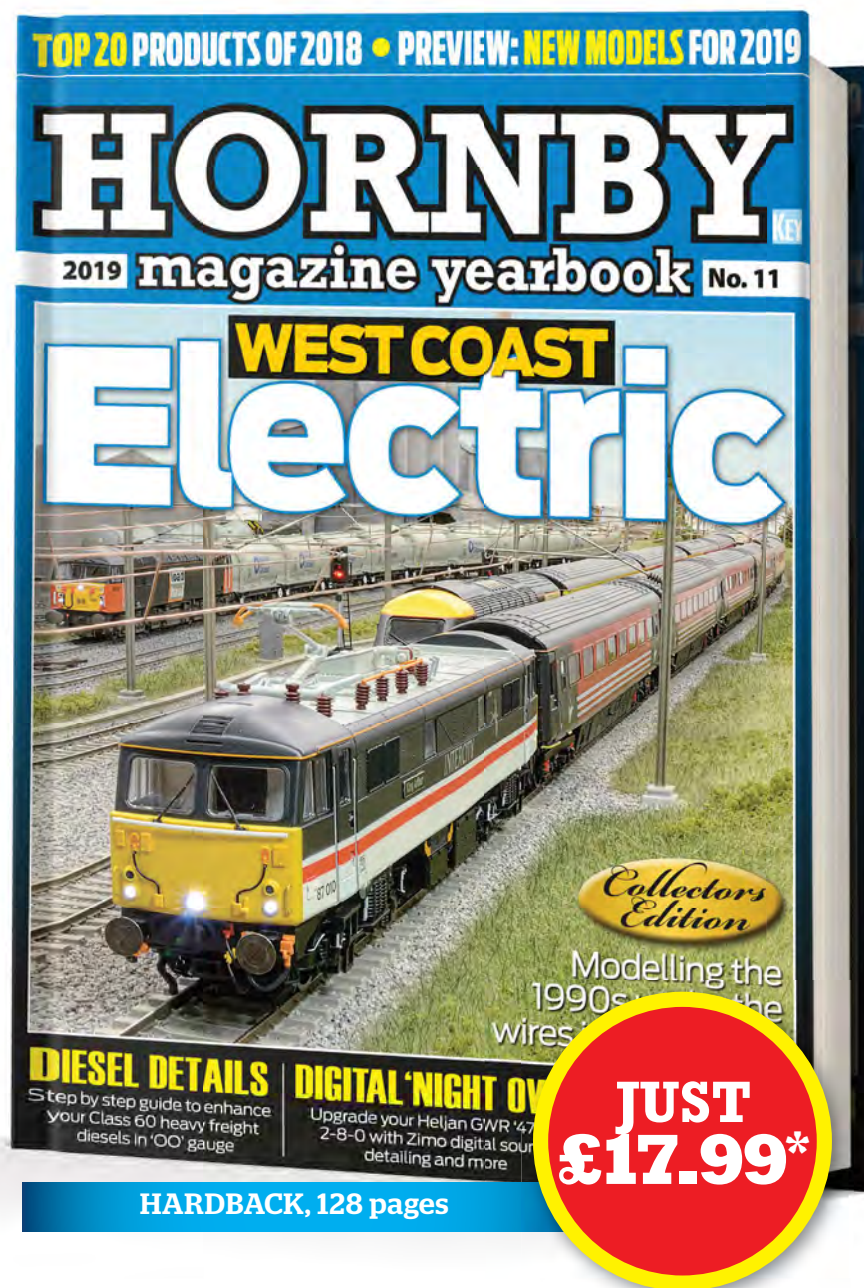
Fawley locos, HE 8998, from Crick to Barton-under-Needwood where it will also be converted from air start to electric start.

Ed Murray has also been busy with various moves. Following a

complete overhaul and repaint, 277 GECT 5475 was moved from the Chasewater Railway at the end of November 2018 to go on hire to Aggregate Industries' Merehead Quarry. TH 150C from DT Warehousing, Ely, was moved to Chasewater in early December 2018 where it will receive a full overhaul before going out to another location. The works number has been suffixed by the letter 'C' to indicate it was rebuilt from another loco. Its main frames came from a six-coupled Sentinel fireless loco that had originally been delivered to Dorman Long, Lackenby Works in 1957 – one of the last steam/fireless examples built by Sentinel. It is thought to have been Sentinel 9650. Another Thos Hill conversion, TH 111C, has also been moved to Chasewater from the Foxfield Railway, and there an engine change will take place. It was rebuilt using the frames of a Sentinel four-wheeled vertical boiler type, but the original identity is not known.



# HORNBY MAGAZINE YEARBOOK 2019 NO.11



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# Derby Man *at heart*

A former Derby Works-based railway engineer was in the perfect place to capture some of the early diesel activity in the first two years of his career.



**ABOVE:** John (holding the rather large spanner), with fellow Graduate Engineers Robin Stables (who became Works Manager at Litchurch Lane) and Roger Benbow, pose for the camera with BR/Sulzer Type 2 D5020 on July 28, 1959.

**BELOW:** The first Peak (later Class 44) – BR/Sulzer Type 4 D1 Scafell Pike on April 20, 1959. This is John's version of the official press photo, as he was standing shoulder to shoulder with the official press photographer. (All photos John Tidmarsh)

John Tidmarsh began his railway career at Derby Works in 1958 as a Graduate Engineer. He retired in 1995 having completed the task of project managing the design and build of the Class 92s electric locos; he was also responsible for project managing the Class 60. It was John's love of classical music that led to the original names of the Class 92 fleet.

The two-year period that John was at Derby was a time of great change on the railways, with the effects of the 1955 Modernisation Plan beginning to be felt. The transition from steam into diesel was well underway, with the pilot scheme locomotives being built at Derby Works and the older classes of steam locos being rapidly scrapped.

Although John's main railway passion was, and still is, steam, he was able to capture much of the new order in those earliest

days. When he started his apprenticeship in 1958 he had the freedom of the works, as BR didn't know what to make of Graduate Engineers, and there were only four in total during John's time there. The apprentices would be allocated to each shop for one month, and would have responsibility for making their own programme for the time they were there. The only way that management could tell if they were learning anything was through the 'homework' that they were required to submit to each shop manager monthly in the form of a written report stating what they had found out about the particular shop.

With John's love of photography as well as railways, his camera was always under his overalls to provide illustrations for his reports. He soon worked out who the enthusiasts were and managed to get the necessary information about anything special coming in and, most importantly, the time and place. The photographs found on these pages were taken

on John's first proper camera, a folding bellows Agfa Isolette III, 2 ¼ square film camera with a fixed lens and range finder, but no light meter. ➔







**LEFT:** English Electric Type 1 D8014 stands outside the test house at Derby Works on February 27, 1959.

**BELOW LEFT:** The third BR/Sulzer Type 4, D3 Skiddaw, is suspended during construction at Derby Works on June 23, 1959 as the shop foreman looks on.

**BELOW:** A Midland Pullman set comes into Derby Works from the station on March 7, 1960 to be prepared for an official run with the top brass.



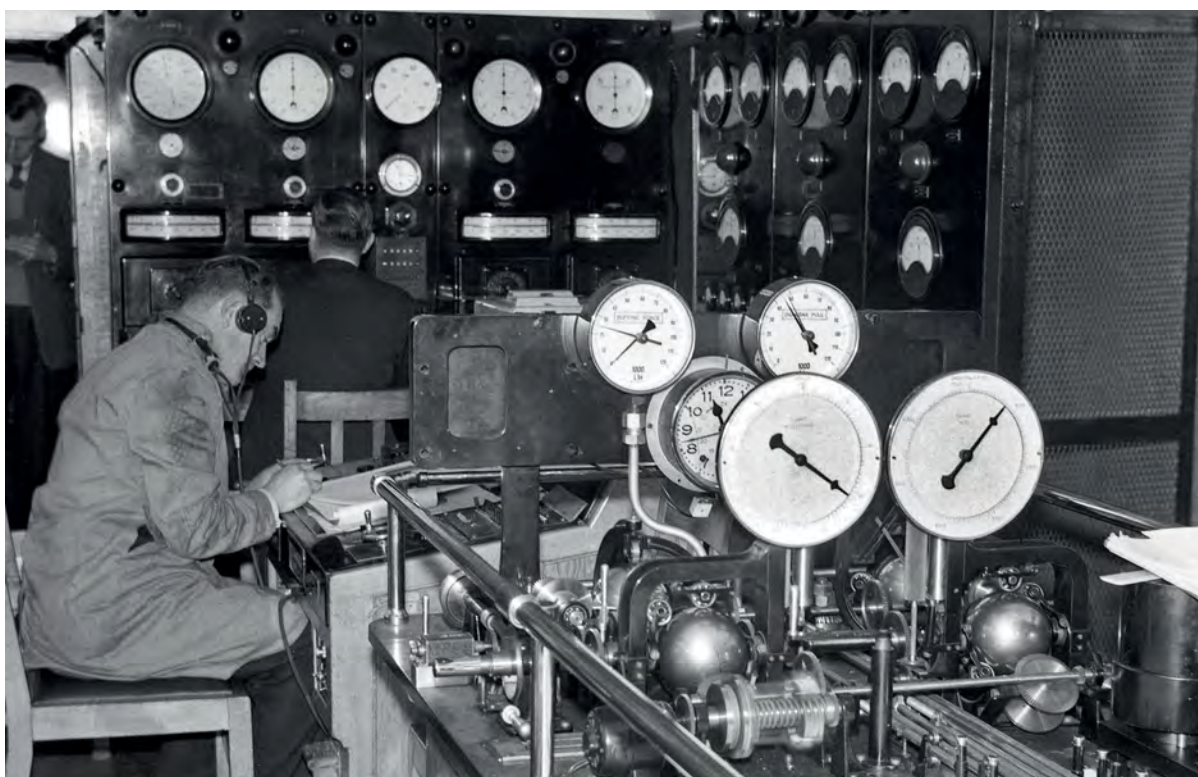
**LEFT:** A truly historic image. John was informed that these three locos – 10000, 10800 and Fell 10100 – would be arriving on shed on September 17, 1959 for a short visit and as he ‘happened’ to have his camera with him, he made sure that he was around to get the shot!



**RIGHT:** Douglas Jinks and his merry men sweating away on top of Metro Vick Co-Bo D5712 on March 3, 1960; note the lack of Health and Safety precautions in those days. John spent three months in No 4 Shed (the depot), including a month in the offices, a month with the running foreman and a month on the footplate.



**RIGHT:** Sid Cowley, Chief Test Engineer, sits at the control desk in the dynamometer car during a test run, with the Amsler recording table in the foreground, on March 8, 1960.







**LEFT:** BR/Sulzer Type 2 D5018 near Wavertree on June 10, 1959 with a 15-coach test train after breaking down. It was quickly revived and made its way safely back to Derby for painting.



**BELOW LEFT:** Two brand new diesel shunters (D3937 and D3938) and one for overhaul (D12098) stand outside the works on March 3, 1960.



**ABOVE:** A freshly completed Derby lightweight DMU stands in the works yard before going out on a test run up the Wirksworth Branch on June 22, 1960.



**ABOVE:** A 'foreigner' on shed at Derby on May 27, 1959 in the shape of English Electric Type 4 D211. The loco was brand new and destined for an initial allocation to Willesden shed. It would remain a West Coast Main Line loco for its entire career until withdrawn on October 5, 1980.

**BELOW:** Peaks D5 Cross Fell, D2 Helvellyn and D4 Great Gable stand in the works yard at Derby on October 28, 1959.







Pip Dunn  
News Writer

# How long for m

It looks like the derogation for the continued use of Mk 1 rolling stock for main line charter trains is set to be extended, and whilst this is good news it will come with a number of caveats. For a start, we all know controlled emission toilets (CET) will have to be fitted. These will stop toilets flushing their contents directly onto the track, and that has to be a good thing. The good news is that this requirement is coming in under a 'Network Change', meaning Network Rail will have to stump up the cost of conversion. Network Change is an alteration to how the railway operates, such as the introduction of GSMR and OTMR, which NR introduces at its behest and so has to absorb the cost.

It remains to be seen which vehicles will be upgraded with CETs, but presumably all those in current use with West Coast Railways, Riviera Trains, Locomotive Services Limited, the Scottish Railway Preservation Society and other providers of Mk 1 and 2 coaches will be treated to this modification. There also needs to be suitable facilities to empty the CET tanks, and charter operators need access to them.

But there are other requirements for the continued use of Mk 1 stock. Central Door Locking (CDL) with internal opening catches that prevent people opening a train door when it is moving, or when it has stopped at a place where passengers are not allowed to alight, is also on NR's agenda. This too is a good feature. The current secondary door locking on Mk 1 coaches – a catch on the inside of the door – is borderline farcical and offers only limited benefits. But CDL on Mk 1s, which as the Hastings DEMU proves, is possible and worthwhile, again, providing it is financed. The introduction of CDL will mean the end of Mk 1 coach doors needing opening droplight windows, as passengers will no longer have to reach out to open a door using the outside handle. It's not clear if this will mean a total sealing up of those windows, or if they will remain openable but only for a few inches.

The scourge of people – well, enthusiasts in the main – sticking their bodies out of the window, sometimes inexplicably flailing their arms at the same time, has been curtailed quite effectively by

promoters, but it has not been totally eradicated. Travel on any Mk 1/2 train and the chances are, during the journey you'll see someone poking themselves out of the window with a video camera. It seems that despite repeated warnings it still happens. My stance on heads out of the window hasn't changed, but if NR can eliminate it, full stop, then I will be happy. And if it allows Mk 1s to stay on the main line – something that is very important, especially for steam charters – then it could be a price worth paying.

*"The scourge of people – well, enthusiasts in the main – sticking their bodies out of the window"*

However, there are other requirements in order to allow these vehicles, which date from the 1950s, to be used. Improved crashworthiness on their corners is being demanded. This needs to be a good fix and not a sticking plaster, box-ticking exercise, and it will be interesting to see how this modification is undertaken. This could be something NR won't foot the bill for, and the cost could dictate how long the derogation is extended for.

The Mk 1 fleet is, understandably, very tired now and corrosion remains a big

bugbear. Refurbishing a Mk 1 coach is costly and, for an owner to take it on, it has to be done so that there is a good rate of return on the investment made. In other words, a long derogation extension would be needed to make it worthwhile.

Then there is the looming glut of Mk 3s becoming available. While enthusiasts might not like the 'air-con' Mk 2/3 coaches, the travelling public do, and not only are they newer, they have better crashworthiness, and overall offer a better travel experience. Many also already have CETs, which is another massive plus-point. With several loco-hauled Mk 3 sets and HSTs becoming available in the coming years, and possibly on the market at knock-down prices, could charter promoters simply bite the bullet and move away from Mk 1s and upgrade their stock?

Of course, some Mk 1s need to stay on the main line simply because they are Mk 1s and, as I have said before for steam excursions, they are undeniably the most appropriate coaches. Attempting to recreate the bygone days of steam travel in the 21<sup>st</sup> century is hardly worth it with a set of Mk 3 coaches! Then, of course, you have the likes of the kitchen, restaurant and buffet cars to consider for refreshments.

The next few years could be intriguing on the coaching stock front for charter promoters and operators, but nothing lasts forever and the end of the Mk 1 in the next decade could be a real possibility. ➔

The future for the Mk 1 on the main line could be in doubt unless several modifications and safety improvements are made. BR 7P 70000 *Britannia* passes through Wellington on December 2, 2018 at the head of Saphos Trains' 1Z70 1134 *Crewe to Telford 'Welsh Borders Explorer'* railtour. (Graham Nuttall)



# ain line Mk 1s?







Steam heat Class 50? Not quite, 50007 *Hercules* waits to take the 5219 ECS back to Tyseley from Birmingham Moor Street on November 11, 2018 after a practice run for the forthcoming Polar Express workings. The steam is being supplied by GWR Hall 4965 at the rear. (Ian Nightingale)

### Deltic mileage from Pathfinder

May 11 is the date identified by Pathfinder for a high-mileage Deltic tour taking along plenty of classic Class 55 routes they ran on in their short BR careers. The train, operated by DRS, will start at Willington with the Deltic Preservation Society's D9009 *Alycidon* in charge and will run via Sheffield to York before taking in a trip around the Harrogate Circle to Leeds. Class 55s were regularly used on the Harrogate to Leeds section of this route. Then it will be a fast dash via Doncaster to King's Cross, again a line that regularly saw Class 55s in action in the 1960s and 1970s.

After a sensible break in the capital, with time for a meal or a drink, and with the stock serviced, the return trip will set off from the ECML terminus. It will take the first 120 miles of the East Coast Main Line to Newark, which will allow D9009 to really show its ability to perform at high speed. At Newark Northgate, the train will turn right and take the secondary cross-country route via Lincoln and Barnetby to Cleethorpes for another short break and a chance to grab a snap.

Cleethorpes was another destination for Class 55s in their later years, albeit not a booked duty. The last Class 55 in the Lincolnshire town in BR days was on October 2, 1981 when 55011 *The*

*Royal Northumberland Fusiliers* arrived on the 1D03 1305 from King's Cross and returned to the capital with the 1A32 1745 from Cleethorpes. Interestingly, earlier the same day had seen 55021 *Argyll & Sutherland Highlander* work the 1D01 0830 King's Cross-Cleethorpes and 1A21 1320 return. In the second era of main line Deltic running, D9000 *Royal Scots Grey* visited Cleethorpes in April 2001, also with Pathfinder, and the loco worked one or two Steamy Affairs tours out of Cleethorpes too. 9016 *Gordon Highlander* also hauled a Steamy Affairs charter from Cleethorpes to Edinburgh in its purple days.

Anyway, I digress! After the break, the train will then leave Cleethorpes hauled by a DRS Class 68, which will work the short distance to Ulceby where the train will reverse for D9009 to be back in charge to work back to Willington. A few weeks later, on June 29, D9009 will be back in action with Pathfinder working a straight out and back day excursion from Tame Bridge Parkway to Penzance and back for the annual Mazey day outing. This will afford more than 600 miles of Deltic haulage in one hit.

### First electric to Penzance

Pathfinder is also planning to visit Penzance on April 13 with a day excursion from Banbury using a DRS Class 68 and Class 88 electro-diesel combination, which will be the first ever electric loco to visit Cornwall. It's a very tenuous link indeed, given the 88 will only be running off its small Caterpillar diesel engine, but still, you can't argue with the facts – it will be a first electric loco to reach the Royal Duchy and work through to the end of the line, unless anyone knows better.

Other provisional dates worth keeping





Steam Charter Train Diary				
Date	Route	Promoter	Operator	Traction
January				
11	King's Cross-York	UKR	DBC	60103
26	Manchester-Carlisle	RTC	WCR	TBA
February				
2	Victoria-Shalford	BEL	DBC	TBA
2	Carnforth-Carlisle	RTC	WCR	TBA
9	Doncaster-Carlisle	UKR	DBC	60163
9	Oxenhope-Carlisle	KWVR	WCR	45596

Promoters			
BEL	Belmond	0845 0772222	www.belmond.com
BLS	Branch Line Society	07785 112044	www.branchline.org.uk
KWVR	Keighley & Worth Valley Railway	01535 645214	www.kwvr.co.uk
NT	Nenta Traintours	01692 406152	www.nentatrains.co.uk
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk
RR	Retro Railtours	0161 3309055	www.retrorailtours.co.uk
RTC	Railway Touring Company	01553 661500	www.railwaytouring.net
SD	Steam Dreams	01483 209888	www.steamdreams.com
SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk
SR	Statesman Rail	0345 3102458	www.statesmanrail.com
UKR	UK Railtours	01438 715050	www.ukrailtours.com
VT	Vintage Trains	0121 7084960	www.vintagetrains.co.uk
WCR	West Coast Railways	01524 732100	www.westcoastrailways.co.uk

Operators/stock providers	
DBC	DB Cargo
DRS	Direct Rail Services
GBRF	GB Railfreight
LSL	Locomotive Services Limited
ROG	Rail Operations Group
VT	Vintage Trains
WCR	West Coast Railways

Former Colas Class 47/7 47749 *City of Truro* stands at the blocks at King's Cross on November 24, 2018 at the rear of a return GBRf charter; Class 66/7 66766 was on the other end. (Richard Lillie)



in mind for Pathfinder charters are May 18, earmarked for a freight line tour in the North West, although the TOC and traction are still to be confirmed, and May 25, which is pencilled in for another Class 50 tour. July 20 should be a trip from Didcot to Carlisle for the annual DRS open day, so it is likely to run with DRS traction, while a very provisional date of July 27 is worth blocking off for 'something in the north' using unusual traction.

### TC tour to Imber

UK Railtours is planning a series of charter trains using a 4-TC set and GBRf as train operator, with its Class 73s and possibly privately owned Class 33 D6515 *Lt Jenny Lewis RN*. So far one train, set for March 30, has been advertised. It sold out rapidly as the train can only accommodate about 200 passengers, but more trains are planned. One date for the diary is August 17, which will see the set used from 'the London area' to Warminster for a visit to the military village of Imber, where there will be one of its infrequent 'open days' featuring a rally of old buses, mostly Routemasters. Other 4-TC trips are in the planning stages between GBRf and UKR – more details when we get them.

### Nenta – first three trains announced

Nenta Traintours has announced its first three main line charter trains of the year. All should be operated by DRS using Class 68s top-and-tailing on Riviera Trains Mk 2 coaches. The first train is set for May 4 from Norwich to Holyhead with set-down options at Chester, Llandudno Junction and Bangor. There are off-train options that include visits to either the Llangollen Railway, Llandudno town or the Llanberis

Lake Railway narrow gauge line.

June 22 is the date for a trip from Norwich to Edinburgh, with set-downs available at York, Durham and Berwick. There are off-train options to the Beamish Museum and the Holy Island of Lindisfarne. The third train will be on September 7 from Norwich to Carlisle, running out via the S&C and returning via the Cumbrian Coast line. This train will feature the option of alighting at Appleby and joining a coach tour, which will firstly take you to Lake Windermere for a cruise and then connect with a steam-hauled train on the Lakeside & Haverthwaite Railway. Then there will be a coach back to Grange-over-Sands to re-join the train for the return trip to East Anglia.

### 565 trips 'in limbo'

Occasional promoter 565 Charters had hoped to run two charter trains in the first half of 2019 – on April 13 and June 22 – but it has been forced to re-evaluate its plans following its preferred TOC, West Coast Railways, informing that it has insufficient resources to run the trains on those days.

Meanwhile, the Branch Line Society is looking at the feasibility of a March 23 trip from Crewe to Weymouth via the Welsh Marches with a pair of WCR Class 33s, but as we closed for press this was nothing more than a provisional. However, as I always say, don't book any weddings, funerals or bar mitzvahs for that day if Class 33s are your chosen tippie.

### WCR's in-house trips for 2019 announced

West Coast Railways is once again promoting a series of summer trains of its own, and they include several repeat itinerary trips and a number of day

excursions. As always, key to its annual programme are three steam-hauled charters – the popular 'Jacobite' from Fort William to Mallaig, the 'Scarborough Spa Express', and the 'Dalesman' trips over the scenic Settle to Carlisle line.

The summer season sees the return of the popular Thursdays-only 'Scarborough Spa Express' trains from the North West, which are diesel-hauled to York Holgate sidings where a swap to steam traction is undertaken. The trains have proved popular in the last couple of years after WCR opted to try and use some of its ex-BR heritage diesel where possible on the legs to York, with Class 33s, 37s and 47s all being used instead of 57s. It has also used other 'exotic' traction such as 40145 and Colas Class 56s or 70s. The trains will start at Carnforth and this season's trips will commence on June 20 and alternate between running via Skipton and Preston on various pick-ups.

The trains running via Skipton ➔

**OPPOSITE:** Black 5 44871 heads the Victoria-Eastbourne-Hastings-Victoria 'Sussex Christmas Belle' near Eastbourne on a particularly soggy November 27, 2018. (David Ireland)

Modern Traction Diary				
Date	Route	Promoter	Operator	Traction
January				
5	Birmingham NS-Tweedbank	PF	DBC	50007/049
February				
2	Lancaster-Bristol TM+	BLS	WCR	47
3	Bristol TM-Looe	BLS	WCR	47x2
9	Newport-Blackpool North	PF	DRS	37x2, 57, 66, 68, 88
13	Llandudno Junction-Glasgow Central	WCR	WCR	47/57
15	Eastleigh-Paddington	PF	DRS	37x2
16	Paddington-Henley-on-Thames	PF	DRS	37x2
16	Paddington-Brighton	PF	DRS	37x2



will be on June 27, July 18, August 1/22 and September 5, and will pick up at Carnforth, Hellifield, Skipton, Keighley, Shipley, and Woodlesford, while those running via Preston and Wakefield are set for June 20, July 11/25 and August 8/29, with pick ups at Lancaster, Preston, Blackburn, Hebden Bridge, Brighouse and Wakefield Kirkgate. Unlike previous years they will not call at Leeds. There are only ten trains running this year compared with 18 last year, and there are no May trains planned. Passengers can also use the trains for a day in York as opposed to going to the seaside.

WCR has also confirmed its plan for the Jacobite steam-hauled trains between Fort William and Mallaig in the Scottish West Highlands. WCR has been running the service for more than two decades and has slowly expanded activities, both in terms of the length of the season and introducing an additional afternoon train in the high summer. The Easter service will run from April 19 to 21. The following day, April 22, the morning service will start and run until October 25, initially on a Monday to Friday only basis, but also on Saturdays and Sundays from May 4 to September 29. The afternoon trains will start on May 13 and run until September 13, again initially on a Monday to Friday basis with Saturday and Sunday trains running from June 15

to September 1.

The morning trains will leave Fort William at 1015 and arrive at Mallaig at 1225, returning at 1410 and arriving back into Fort William at 1600. The afternoon trains will leave at 1430, passing the other train at Glenfinnan, and will arrive at Mallaig at 1629. The return is timetabled to leave at 1838 and be back at Fort William at 2031. A return Standard Class fare is £37.75 for an adult or £59.95 for First Class travel. Single tickets are also available at £31.75, but only in Standard Class. The locos expected to be used are the usual machines: ex-LNER K1 62005 and Black Fives 45231 or 45407. But other locos could be used if necessary, if there are any failures.

The 2019 'Dalesman' programme runs on Tuesdays only from April 30 to September 10. All trains will run to Carlisle and will be diesel-hauled as far as Hellifield where steam haulage will take over. Locos expected to be used on both the 'Dalesman' and 'SSE' trips include 35018 *British India Line*, 8F 48151 and Jubilees 45690 *Leander* and 45699 *Galatea*, subject to availability. Trains will start at York on April 30, May 14, June 11, July 9/23/30, August 20 and September 3. They will call at Normanton, Wakefield Kirkgate, Wakefield Westgate, Leeds and Skipton.

The other trains will run from Chester,

picking up at Frodsham, Warrington Bank Quay, Wigan and Leyland, and will run on May 28, June 25, July 16, August 6/13/27 and September 10. 'Dalesman' trips are £69, while, SSE trips start at £59. Like the SSE trips there is a tendency for WCR to use its Class 37s and 47s on the diesel-hauled legs. However, if the company has increased use on Infrastructure Monitoring trains, the 37s could be in demand for these duties.

## 'Spirit of the Lakes' trips start

WCR has also announced the first few trains of its summer programme of mostly diesel-hauled day excursions under the 'Spirit of the Lakes' banner. The 'Glasgow Flyer' will run from Llandudno Junction to Glasgow Central on February 13 and pick up at Colwyn Bay, Flint, Chester, Frodsham and Warrington Bank Quay before taking the WCML directly to Glasgow Central.

On March 13 the 'Scenic Carlisle Express' is scheduled to run from Chesterfield to Carlisle, picking up passengers at Sheffield and Huddersfield on the way, before a trip over the S&C via Dent. This train will effectively run again a week later, albeit starting at Kidderminster and picking up passengers at Stourbridge Junction, Rowley Regis, Tame Bridge Parkway, Walsall, Cannock, Rugeley Town, Stafford and Crewe.

Still going strong as it works out the final few months of its boiler ticket, A4 60009 *Union of South Africa* passes Burn with RTC's Norwich-York leg of the 'York Yuletide Express' on December 6, 2018. The loco has a high-mileage charter planned for March 16. (Andrew Southwell)

"Pathfinder has a high-mileage trip with ex-LNER A4 60009 *Union of South Africa* planned for March 16"







Merchant Navy Class 35028 *Clan Line* heads south on the down main past Wandsworth Road at the start of a circuitous route with the 1Z20 1130 Victoria to Oxford Parkway British Pullman dining service on December 8, 2018. (Graham Nuttall)

The 'Salopian Express 1' is pencilled in for March 27 and will start at Barrow-in-Furness and then pick up at Ulverston, Grange-over-Sands, Carnforth, Lancaster, Preston, Leyland, Wigan North Western and Warrington Bank Quay. The train will be diesel-hauled to Crewe where there will be a swap to one of WCR's home fleet of steam locos, which will then work forward to Shrewsbury and back. This train will run again on April 17, but will start at Dumfries and travel via WCML pick-ups to Preston before continuing to Shrewsbury.

There are three diesel-hauled trains to Stratford-upon-Avon, running on May 8 from Southport with pick-ups to Wigan, on May 16 from Newcastle via ECML stations to York, and, finally, on May 22 from Scarborough and stations to Pontefract. On May 30, WCR will run the 'Jorvik & Scarborough Spa' special from Dumfries and stations on the Tyne Valley to York and then Scarborough. Other trains will be added to the 'SotL' programme, which runs throughout the year.

### Long Drag run for A4

Pathfinder has a high-mileage trip with ex-LNER A4 60009 *Union of South Africa* planned for March 16, taking the Pacific over the Settle to Carlisle line. The 'Cumbrian Mountaineer' charter will start at Cardiff with a DB Cargo Class 67, with pick-ups on the Welsh Marches line and then on via the WCML to Carlisle via Shap. The A4 will haul the return leg via Dent and Clitheroe to Crewe where the 67 will again take charge for the run back to South Wales. **RI**





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**64152**

Hedge End

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Saltley Depot was busy around the clock. Class 45/0 45022 and Class 47/4 47620 stand in the servicing shed on December 12, 1985. (Colour Rail/I Warland)

**S**altley men were famed for their route knowledge and the ability to take a train to some of the most unlikely places, so much so that the old joke goes that when Neil Armstrong landed on the moon there was a Saltley man there to relieve him. To detail all the places, far and wide, to which its drivers travelled would be an article in itself. Thus, these pages concentrate on the depot's history, along with a flavour of its locos and workings.

### Saltley's steam sheds

Saltley sheds have a lengthy history stretching back to the Birmingham and Derby Junction Railway Company, which opened a two-track shed with a pitched roof at Lawley Street in 1842. This shed was soon outgrown and after the Midland Railway's formation in 1844, it purchased land in Saltley in 1851 with a view to building new engine sheds. Construction work began in 1855 and the railway opened a 24-road

roundhouse with a 39ft diameter turntable. The structure was soon enlarged, but it, too, was rapidly outgrown. In 1868 a new, larger roundhouse on the opposite side of the main line was opened. It was coded as No 3 and in 1877 the MR opened a second roundhouse along with a fitting shop.

However, such was the growth of Birmingham's railways that the MR opened a third roundhouse in 1900. By May 1933 the shed had an allocation





# Saltley and its Seagulls

Among drivers Saltley had quite a reputation, albeit not a very good one. But, as **Alex Fisher** reveals, it was a vitally important and strategically crucial depot in the West Midlands.

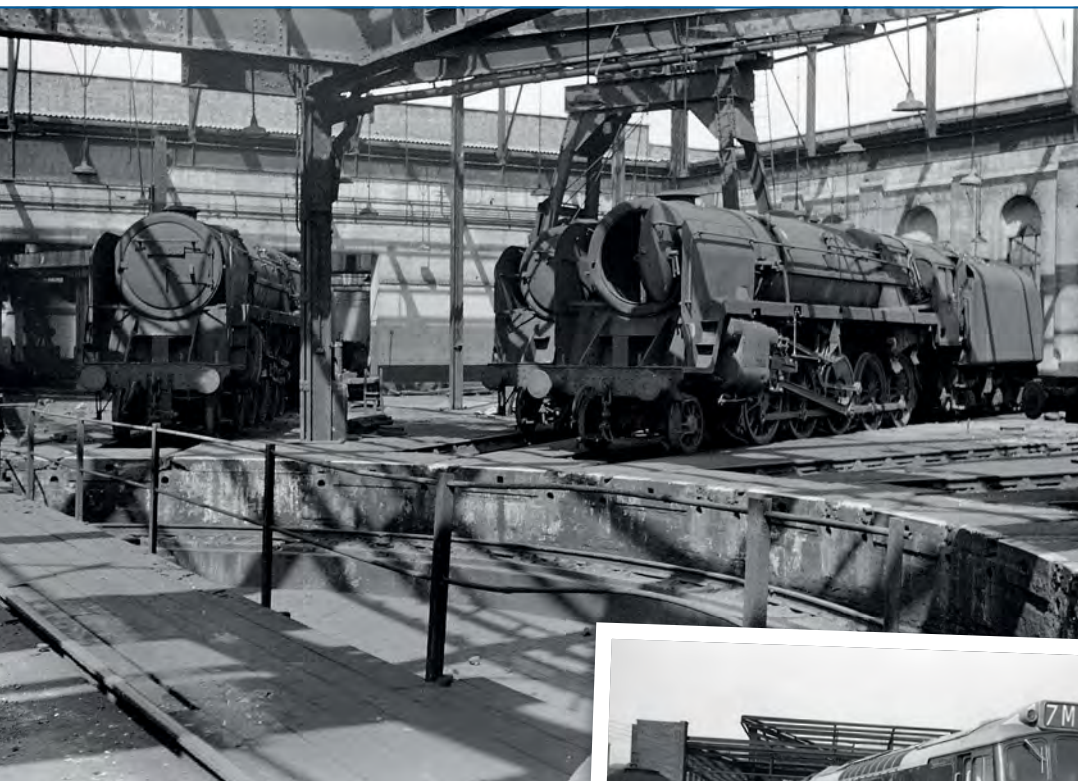
of 177 engines and the whole complex became 21A under the LMS's 1935 reorganisation. After nationalisation, in 1948, the London Midland Region re-roofed with concrete roundhouses No 1 and No 2. 4Fs dominated Saltley's steam allocation at the time and in 1950 it had 61 of the class out of a total of 180 resident steam engines. The LMR re-roofed No 3 roundhouse the following year and at the end of the decade, in 1959, its

allocation stood at 174, which included a large number of 8Fs and 9Fs alongside its diesel shunters. At its height, the shed was perhaps second only to Stratford and employed more than 1000 staff to look after a resident fleet of around 200 locos. However, Saltley's position in the hierarchy of the West Midland engine sheds changed from September 1963 when it was re-coded to 2E, with Tyseley taking the mantle of 'top shed' as 2A.

## Saltley's shunters

Saltley had an allocation of LMS 0-6-0 diesel shunters, later classified as Class 11, from just after World War Two when 7126 arrived brand new from Derby Works in August 1947. Over the following three months 7127-9 were also delivered to the shed and they all bore LMS on their sides, with 7129 being the last diesel loco to be built for the company. When 7130/1 were delivered in February and March 1948 ➔





**ABOVE:** Standard 9F 92156 and two sister locos rest inside the old roundhouse at Saltley in 1966. (Rail Photoprints/Brian Robbins)

**RIGHT:** BR/Sulzer Type 2 D7602, three classmates and two Brush Type 4s in front of the old roundhouse at Saltley in February 1966. (Colour Rail/R Mabey)

**BELOW:** Awaiting re-numbering at Saltley shed in February 1952 are LMS Derby-built shunters 7126 (12039), 7127 (12040) and 7129 (12042). They were all designated Class 11s under TOPS, but all were withdrawn and scrapped before the new numbers were applied. (Rail Photoprints/Ranwell Collection)



they were post-nationalisation and carried the wording 'British Railways' and an M under their numbers to denote the Midlands Division to which they were allocated.

These early diesel shunters were used at Washwood Heath, Lawley Street and Camp Hill yards on continuous turns that began on a Monday morning. They were employed for the full week, save for re-fuelling, through to around 0600 on the following Sunday morning. With very little preparation and disposal work compared to a steam loco, the diesels were popular with crews.

In late 1949 and into 1950 eight more examples bolstered Saltley's fleet, and on March 28, 1954 Saltley had 131 locos on shed, including diesel shunters 12039-42/59/61/2/74/5/7. Its fleet was increased even further when BR standard 350hp 0-6-0s (later Class 08) 13082/6 were added in September and October 1954 respectively. Another visit to the shed on July 10, 1955 recorded 138 locos, 12 of which were 0-6-0 diesel shunters.

### Main line fleet

The first main line loco allocated to Saltley was BR/Sulzer Type 4 D6 between June and July 1962; it was followed by BRCW Type 3 D6546 in January 1963. These brief

allocations were part of crew and fitter training as Saltley began to dieselise. Derby-based BR/Sulzer Type 4s D53/99 were noted on shed on July 14, 1963. With the BRCW Type 2s (later Class 27) allocated to Cricklewood and Leicester, D5390 spent September to November 1963 at Saltley, again for driver and fitter training.

The depot's largest allocation came from January 1964 when BR/Sulzer Type 2 D5187 was transferred in from Toton and by mid-1964 the depot had a dozen of the type on its books. This meant that out of the approximately 100 locos residing at Saltley each weekend, more than a dozen were diesel shunters, supported by several Type 2s and Type 4s. The first half of 1965 brought Peaks D43/67/9/134 between March and May 1965, another 19 BR/Sulzer Type 2s, several Brush Type 2s and Brush Type 4s D1813-5/34. By that time the steam allocation had dropped to just 49, with the split of the 100 or so stabled locos at weekends being roughly half diesel and half steam.

Thirteen different Brush Type 2s each spent a couple of months at the depot, with the last (D5827) lost in October 1965. In April 1966 Saltley's 28 BR/Sulzer Type 2s were transferred to the LMR's D02 Birmingham Division, while its four Brush Type 4s went to the Line Power Controller, Derby pool of locos, leaving Saltley devoid of a main line allocation. With the commencement of full electric working in the Birmingham area from March 6, 1967 and with 300-400 diesel-hauled trains a day passing through nearby Birmingham New Street station, and a heavy freight network, for some time afterwards diesels continued

to stable around the roundhouse turntable roads. This lasted until the building's deteriorating condition meant BR had to demolish them.

### Frugal facilities

For a depot that often welcomed more than 100 steam engines at a time in the early 1960s, and had more than 300 drivers, its diesel era provision was quite paltry. An LMR standard three-track diesel depot was opened in 1965 and, being open at both ends, was built for a high level of throughput rather than a high level of maintenance. Fuelling, a basic running check and A- and B-exams were all that most diesels had time for. However, Saltley fitters were famed for their ability to change break blocks in record time on engines sent from New Street in between duties.

The staff accommodation block was rebuilt in 1958 and the new structure included the usual office and stores facilities along with a building known as the 'The Checker's Hut' where all locos arriving on and departing off shed were recorded. The shed foreman would also issue orders to arriving locos as to where they were to be positioned and what work was required.

The real hub of any large engine shed was the mess room and canteen, which at a depot like Saltley was the scene of all manner of high jinks and tomfoolery. Guards, drivers and firemen, many of whom later became secondmen with the introduction of diesels, would often spend hours at a time awaiting their train at Landor Street, or for orders if they were on a spare turn. They would pass the time with cards, dominos, friendly (and sometimes not so friendly) banter, especially with men from other depots. If railwaymen weren't on the job or in the mess room, their second home was often the local BRSA, and Saltley's local was on Inkerman Street. On a more serious note, like many depots across BR, Saltley had a very active mutual improvement class and staff would enter the rules competitions that BR organised between depots. For example, on January 29, 1964 Saltley was up against Bletchley and Stourbridge at a venue in Crewe.

### Saltley Seagulls

During the 1960s the shed built up its fleet of BR 350hp shunters of its older LMS hand downs, the last of which was Darlington-built 12112, which was withdrawn on October 30, 1969 and subsequently scrapped by September 1970 at C F Booth, Rotherham. Despite it being almost bereft of proper maintenance facilities, a visit to the shed in April 1971 found 54 locos, including: ten Class 08s, four Class 20s, 19 Class 25s, nine Class 45s, one Class 46 and 11 Class 47s.

For a period between June 1973 and March 1974, Class 37s D6773/8/820/7 each spent a couple of months allocated to Saltley, no doubt to train its drivers on the type. At the time it had 17 Class 08s on its allocation, and while that number subsequently dropped, it still had over a dozen shunter duties in 1979. They included two at



Nuneaton, one in Abbey Street Yard and one as station pilot, which worked the parcels bay and Civil Engineer's sidings at the north end of the station; both would usually stable at that north end. Coventry Freight Depot had a continuous Class 08 duty, but it was the Birmingham area where the bulk of Saltley's locos were to be found. New Street station had a continuous duty for an air-brake 08, as did Duddeston and Tyseley Carriage Sidings. Two each were based at Curzon Street Parcels Depot and Washwood Heath Yard. Finally, Bordesley Freight, Dorridge Car Sidings and Kings Norton Car Distribution Centre all required a shunter; most of these turns would return to Saltley for weekend stabling.

The small depot at Kingsbury was closed on August 13, 1979 and its work was transferred to Saltley. However, only two positions were created at Saltley and the rest of the men had to apply for positions off the all-line vacancy list. Saltley's work at that time was spread across six or so Driver links. There was the usual 'green card' shed link, for men with health limitations that prevented them working on the main line. There was the 'trip link', which included the bank engine job (usually a Class 25 and latterly a Class 31) for banking coal trains up Camphill Bank. Subsequent links involved local diagrams to Longbridge, Bordesley, Bescot, Kingsbury, Round Oak and Kingswinford, etc. After the opening of Didcot Power Station in 1968, its cavernous appetite for coal brought MGR trains with men from Worksop, Toton and Coalville to Landor Street where they would be relieved. Coal was also taken to Toton, while Baddesley and Daw Mill collieries supplied Didcot and Drakelow power stations. The latter was particularly lucrative for Saltley



**ABOVE:** Toton-based Class 20s 20174 and 20164 stand in front of the offices at Saltley on June 12, 1982. (Rail Photoprints/John Chalcraft)

men. While Coalville men were often keen for an early finish, some Saltley men would happily give up their unloading slot in order to make a 12-hour pay day.

At that time the odd Saltley man even signed the Class 44s, and when one driver took a train to Toton he was told there was only 'a one to ten' available for his service back to Gloucester. As he wasn't familiar with the type, a Traction Inspector, who was expecting to work it forward with a route conductor, accompanied him back to Landor Street where, much to his displeasure, he was relieved by a driver who'd been trained on the 44s, who told him to promptly catch a train back to wherever it was he'd come from. Other workings took them as far afield as Basingstoke, Kensington Olympia, Stansted, Cardiff, Bristol, York, Crewe, Carlisle, Marylebone and Paddington, to name just a few places. Similarly, Saltley men could often be found holed up waiting to relieve a train at Gloucester South, Bromsgrove, Burton, Leicester and Derby. Having been designated SY under TOPS, its men were familiar with a wide range of traction, including Classes 08, 11, 20, 25, 31, 45, 46, 47 and later 50, 54

and 58s. Coupled with an extensive route knowledge they proudly earned themselves the nickname of 'The Saltley Seagulls' because 'they went everywhere and s\*\*\* on everyone' – a reference to the birds' digestive products...

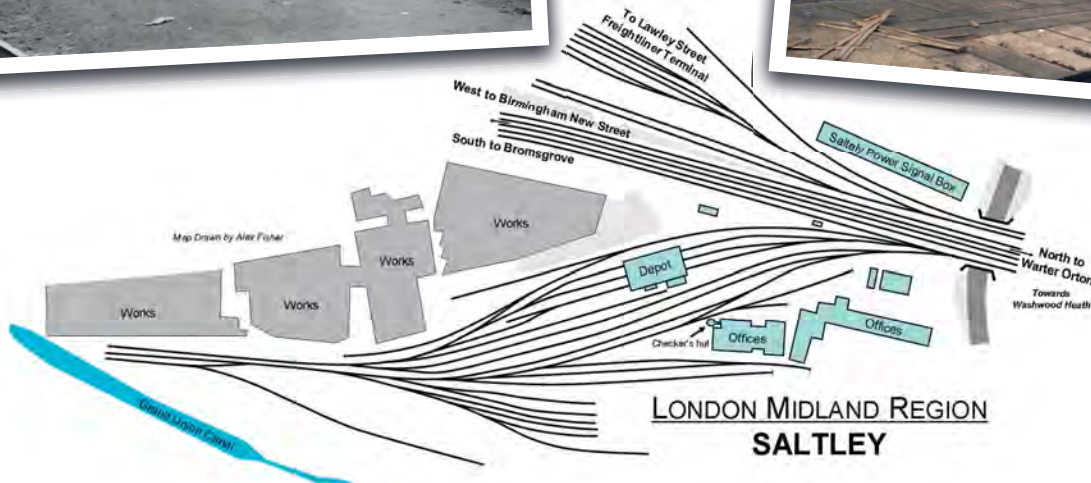
### Never a dull moment

Life as a Saltley driver was incredibly varied and could include working a freightliner from Lawley Street to Holyhead as far as Crewe, followed the next day by an express passenger train ex-Plymouth from Birmingham to York as far as Chesterfield, where they'd relieve a cement train from the Buxton area for Cardiff, which they'd work as far as Landor Street, only for another Saltley man to take it forward. Other jobs included heading light engine from Saltley to Washwood Heath in order to work a car train to Acton and return. The more mundane duties included the constant shuttling of light engines ➔



**ABOVE:** Illustrating the wide variety of classes that frequented Saltley is Class 37/0 37242 on February 23, 1986. (Lewis Bevan)

**ABOVE LEFT:** Toton-based BR/Sulzer Type 4 D9 Snowdon surrounded by the old and rundown buildings at Saltley on September 2, 1965. (Rail Photoprints/Mike Jefferies)



Saltley depot in 1975. (Alex Fisher)



**RIGHT:** The depot remained active into the privatisation era under EWS. Class 66/0 66099 receives attention on May 14, 1999. (Colour Rail)

from Birmingham New Street to Saltley Holding Sidings in order for them to be fuelled and watered before being taken back to New Street. The turn might also include a five-minute passenger trip from Duddeston to New Street if there wasn't a loco to take.

In preparation for HST use on the North East-south West Cross Country route, 43153/6 ran back to back from Derby to Saltley as part of crew training and familiarisation ready for their introduction on May 17, 1982 when the type started taking over services from locos and stock. Two years later two daily workings to Manchester and Liverpool were added, followed by services to Penzance, Exeter and Plymouth.

Class 58 freight loco 58002 was nominally out-based from Toton at Saltley in mid-1984 for driver training and, in an admirable display of 'Saltley Seagulls' at work, it managed to pilot the late running 1210 Liverpool to Penzance HST all the way from Birmingham to Plymouth on September 1, 1984.

While the depot still retained 14 Class 08s in June 1982, it lost its shunter allocation in July 1983 when they were mainly transferred to Tyseley. With no shunters of its own, the depot welcomed an increasingly colourful collection of main line locos. BR Blue and Railfreight Class 20s and 31s stood alongside Class 47s of varied liveries, Class 50s in Network SouthEast colours, Large Logo Class 56s, Railfreight Class 58s, and later Trainload and InterCity liveried engines. The reduction in loco-hauled passenger trains continued, with Class 156 DMUs taking over the Harwich to New Street services from May 16, 1988, and this meant a corresponding reduction in locos coming to Saltley.

On November 5, 1988, Class 45/1 45106 worked Pathfinder Tours' 'The Wessex Adventurer' railtour from Manchester Piccadilly to Bournemouth via Birmingham New Street. After working the train back to Manchester, the Peak made its way to Saltley and became the last of its class on shed on a foggy November 6 morning. Later that afternoon, Geoff Morris and Gary Rainbow took the loco light engine to Derby.

Saltley drivers increased their route card in the spring of 1991 when Provincial Railways (later Regional Railways) introduced a Birmingham New Street to Stansted Airport service via Peterborough and Cambridge in June 1991 and Saltley drivers used the route learning 'Bubble Car', which was stabled overnight at Tyseley. Other unusual turns included using a spare Class 50 to take a



freightliner from Lawley Street to Beeston Freightliner Terminal in Nottingham. The weekend Nuneaton 'drags', due to engineering works, often used the spare Class 58s from Saltley.

### Saltley's sectorisation split

As part of the system to categorise every depot from Level 1 to Level 6, Saltley became a Level 1 establishment from spring 1986. Officially at least, this meant the depot was only supposed to fuel, water and oil locos; however, in reality it conducted A- and B-exams. It was also under the sector sponsorship of Railfreight, but as a mixed traffic establishment supplied drivers for its own freight services as well as Provincial and InterCity. For several years the depot continued to provide drivers to the other sectors on a contract basis, and even saw the odd Class 153 DMU on shed during driver training duties. However, pressures of privatisation meant that Provincial and InterCity were keen to take their men in-house and under their direct employment.

As Railfreight had become Trainload Freight, Saltley was part of West Midlands Freight under area manager L E McDowell, who was based at Bescot. Saltley had an establishment of over 300 men at the time, including 282 drivers and 30-40 trainmen, a considerable number of mixed traffic guards, four or five van drivers for taking men to or from their relieving points, and several salaried staff. The main split in the drivers' establishment took place on October 4, 1993 when they were dispersed across several depots. The InterCity men were the easiest to deal with as they were offered positions at the Birmingham New Street traincrew depot. Seventy-four went to Provincial, and while most went to New Street, others went to Nottingham, Leamington and Worcester, leaving just 93

men at Saltley Freight Depot.

Into the mid-1990s the vast majority of locos on Saltley shed were RfD light engine movements from Washwood Heath, and when they required heavier servicing several would be lashed up and taken to Tinsley as a convoy. Other locos included Class 08s and 09s crewed by Saltley men, Virgin Trains' operated and crewed Class 47s, and EWS-owned Class 60s on trains from Kingsbury with Bescot drivers. Cross Country Class 47/8s were also common visitors to the depot, but as EWS took over RfD and later gained the contract for the maintenance of Virgin CrossCountry Class 47s, EWS was in a position to assess its depot needs in the Birmingham area.

With Bescot relatively nearby, and Toton able to undertake larger exams on the Class 47s, EWS was able to close the diesel depot on April 24, 2005. EWS, later DB Schenker and now DB Cargo, retained a traincrew depot near to the former shed site and its 30-40 drivers now book on in a few portable cabins. Several stored and withdrawn locos remained on site, the final one to leave being RES liveried 47791, which departed by road in early 2007. The tracks were lifted and the depot building was demolished in 2008, apart from one short siding used by DBS to stable a loco or two.

For me personally, memories of Saltley depot include its Virgin Trains Class 47s, as well as Class 60s on shed as I tried to capture a passing shot from a HST travelling between Chesterfield and Birmingham on my way back to university in Stafford after a weekend at home in the early 2000s. While the actual depot might be no more, and the Saltley Seagulls no longer soar high and wide, at least a small band of men are ensuring there's still a flutter at what was once one of Britain's most vibrant and infamous depots. [R](#)

**BELOW:** A typical busy view of Saltley on March 29, 1980. (Rail Photoprints/ John Chalcraft)





### ISSUE 234

Focus on Class 70s. While not the most attractive, the Class 70 is an interesting modern loco, providing a refreshing change to other UK designs.

#### Featuring:

General Electric Class 70s

Class 70 'Walkaround'

Colas Rail Freight Class 70s

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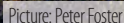
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Although it is a relatively new player, Colas Rail Freight has used a varied fleet of locomotives, and while it has trimmed its assets of late, many classes have sported the company's distinctive orange and yellow livery.

**Pip Dunn** looks at the 64 locos used by the company.



# THE COL



Currently the Colas fleet comprises Class 37s, 56s, 66s, 67s and 70s, but during its short life as a UK Freight Operating Company it has also used Class 47s, 60s, 86s and even Class 50s. Most of the locos it owns or leases are secondhand, most are ex-British Rail, but it also acquired a fleet of 17 new Class 70s from General Electric. The company has a wide portfolio of traffic, and its Infrastructure Monitoring trains attract great interest as they are usually hauled by Class 37s, often to places that rarely see locos otherwise.

### Class 37

When Colas took over the provision of Network Rail's Infrastructure Monitoring (IM) trains from DB Cargo, it needed Class 37s to

power the trains. These had previously been DRS 37s hired by DBC, but Colas acquired its own examples, mostly by buying them from preservationists and heritage lines.

It currently has seven of its own – six Class 37/0s and one 37/4 – in traffic, with three more in store, supplemented by three on hire from preservationists and three ex-DRS Class 37/6s on spot hire from HNRC.

**37025:** This is not owned by Colas, but is on long-term hire from the Scottish Class 37 Group. It was withdrawn by EWS on February 26, 1999 and offered for sale the following December. Bought by the S37G, it was moved to the Bo'ness & Kinneil Railway, overhauled and returned to traffic in September 2007 before returning to the main line in June 2009 and going immediately on hire to Colas.

**37057:** Withdrawn by EWS on December 13, 2004, it was offered for sale in August 2007 and sold to Shaun Wright for restoration. It was returned to original BR green livery, complete with

an isolated steam heat boiler, but was then acquired by Colas in August 2015 and returned to the main line. It remains green.

**37099:** This 37/0 was withdrawn on March 17, 1996 just three weeks after EWS took over the three Trainload Freight companies. It was one of a handful sold by the new company before it suspended sales. It was bought by Steve Beniston and spent spells at several preserved railways, running as 37324, before being sold to Colas and returned to main line traffic in March 2016.

**37116:** Another ex-EWS loco sold for preservation, it was withdrawn on December 22, 2001 but not offered for sale until January 2007. It had a spell at the Chinnor & Princes Risborough Railway, returning to use that June before being sold to Colas in January 2014 and returning to traffic in October 2015.

**37146:** Withdrawn on October 6, 2000, it was sold in early 2007 and taken first to Kirkby Stephen in April that year before arriving at Leeming Bar in Wensleydale in May 2014. When Colas won the IM

**BELOW:** The Colas Class 56 fleet is used on a variety of duties, but in the autumn of 2018 it was heavily used on RHTT workings. 56078 passes underneath the rusty footbridge near Ashchurch on November 30, 2018 with the 3S32 2237 Gloucester Horton Road to Cheltenham Lansdown Loop diagram; Class 70 70806 was on the rear. (Martin Loader)



# AS FLEET





**ABOVE:** Class 56 56094 approaches Cardiff Central on its journey from Chirk to Baglan Bay with a rake of empty timber carriers on June 19, 2013. (Wikimedia Commons/Gareth James)

**BELOW:** One of the original Colas Class 66s (66843) wearing the new 66744 number it acquired after its sale to GB Railfreight in 2011 but still in Colas livery, passes through Ipswich on March 7, 2012. (Wikimedia Commons/Joshua Brown)



contract it was one of several Class 37/0s bought from preservationists, but it was moved to Studley for store in the summer of 2017. Its overhaul was cancelled when better Class 37s became available and has just been sold to Europhoenix.

**37175:** Its withdrawal by EWS was on June 25, 1999 but it was April 2006 before it was offered for sale. Matt Stoddon bought it and took it to Bo'ness where it was restored. It was sold to Colas in January 2014 and returned to traffic the following September.

**37188:** Another early EWS withdrawal, which occurred on March 31, 1996. It was offered for sale in May 1999 but did not sell, and so was offered again in October 2001. It was sold for restoration at Peak Rail, but Colas bought it. A start was made on its overhaul but was soon suspended, and has

been sold to Europhoenix.

**37207:** Withdrawn on September 27, 1996, it was offered for sale three years later and bought by Dave Elbrow for restoration, who moved it to the Plym Valley Railway, a stone's throw away from Plymouth Laira Depot where it was based for many years in the early 1980s. It, too, was snapped up by Colas in August 2015. Its overhaul was started but was suspended when 37/6s became available. It has just been sold to Europhoenix.

**37219:** Another preserved loco acquired by Colas, but it was a runner when purchased. It was dispensed with by EWS on January 5, 2001 but was not offered for sale until July 2005. It was taken to the Chinnor & Princes Risborough Railway and restored in Mainline Freight livery and named *Shirley Ann Smith*. It is currently in service and has recently been modified to

accommodate video recording equipment fitted to its nose ends.

**37254:** Withdrawn by EWS on November 12, 1998, it was less than a year before it was offered for sale. Taken to a site in Sellindge in Kent, it was duly restored and once that was done it was moved to the Spa Valley Railway, returning to use in March 2008. It was repainted into InterCity colours and named *Driver Robin Prince MBE*. Another active loco, it returned to use with Colas in the summer of 2016, initially still in IC colours (but unnamed); it is now in Colas livery and named *Cardiff Canton*.

**37418:** Like 37025, this 37/4 is not owned by Colas, and at the time of writing it had yet to enter traffic with the company. Owned by Steve Beniston, it is due to go on hire to Colas very shortly. It undertook a main line test run on November 15, 2018 and was not far from returning to use. It was withdrawn by EWS on April 1, 2005 and offered for sale in November 2007; it was taken to the East Lancashire Railway where it was returned to traffic. It did have a lengthy spell on the sidelines awaiting a replacement engine, but it returned to traffic again in March 2015. It moved to Barrow Hill in July 2017 where it was restored to main line condition and painted in 'Large logo' livery.

**37421:** One of the few preserved Class 37/4s and one that actually worked some trains while at the Pontypool & Blaenavon Railway, albeit not too many. It was withdrawn on the same day as fellow ex-Inverness classmate 37418. It was October 2008 when it was offered for sale and January 2014 when it was acquired by its new owners. It returned to main line use in June 2015, in Colas livery.

**37521:** Withdrawn by EWS in January 2005 but not offered for sale until September 2010, it was acquired by EMR but soon sold on to HNRC in January 2011. It was sold to DRS in October 2013 and was then advertised for sale in 2016 and acquired by Shaun Wright with a view to restoration. Instead he has hired it to Colas on a long-term deal and it now sports its livery.

**37607:** One of three ex-Eurostar Class 37/6s bought by DRS in 1997. The Carlisle company offered it for sale in November 2016 and it was snapped up by HNRC, which has since returned it to main line condition and hired it to Colas. It is in unbranded DRS blue.

**37610:** Like 37607 it was sold by DRS in November 2016 and bought by Locomotive Services, which started a plan to return it to use. However, in July 2018 it was swapped with HNRC for 47853, which moved to Crewe. 37610 moved to Barrow Hill and was returned to use and hired to Colas. It is in BR blue with yellow cabs, a livery carried by 37111/112 in 1981.

**37612:** This ex-Eurostar/DRS loco followed the same path as 37607 – it is now owned by HNRC but on long-term hire to Colas.

**37901:** Another example secured from preservation and something of an oddball, given it is the only surviving Mirrieles-powered Class 37. It was withdrawn by Transrail way back on February 7, 1995, only to be offered for sale some seven years later in July 2002. After being bought by Steve Beniston and resurrected, and becoming a popular visitor at heritage railways, it was acquired by Colas in March 2016. It has since



been sold to Europhoenix in October 2018 and a belated return to the main line looms.

### Class 47

Colas bought its first Class 47s in early 2007, but some never worked for the company as deals were cancelled and trades undertaken.

**47635:** This loco, which EWS had repainted into retro 'large logo' livery in 2003, was an unusual choice for Colas as it had a single fuel tank. Straight after its acquisition it was decided to sell it to preservation in order to acquire 47749. It is now at the Epping Ongar Railway after spells at Swanage and Peak Rail.

**47727:** Advertised in January 2007, it was bought directly from EWS by Colas and returned to traffic in the September named *Rebecca*. It was sold to GB Railfreight in December 2017.

**47739:** This 47 followed the same pattern of purchase as 47727, but initially was in reserve and not returned to traffic until October 2008. It is now owned by GBRf.

**47749:** Having decided 47635 was not suitable for its business, Colas sold it to buy 47749 from EMR at Kingsbury as a replacement. Like 47727, it returned to traffic in September 2007 after overhaul at Arlington Fleet Services at Eastleigh. It was named *Demelza*. It was stored for a period but later returned to traffic and was reunited with its original *City of Truro* name. It has



**LEFT:** Colas currently has two ex-DB Cargo Class 67s in its fleet, primarily for use on the 100mph Infrastructure Monitoring trains it runs for Network Rail. The pair, 67027 *Charlotte* leading with 67023 *Stella* on the rear, approach Hanborough on March 21, 2018 with the 1222 0814 Tyseley to Bristol High Level Siding working. (Martin Loader)

also been sold to GBRf.

**47783:** The 47 was understood to have been purchased by Colas, but the sale did not proceed and it was duly sold to Ron Hull and scrapped in October 2007.

**47784:** Like 47783, its purchase also did not proceed and it was scrapped in December 2007, also by Ron Hull at Rotherham.

**47791:** The final 47 of the first quartet bought by Colas, having been withdrawn by EWS on January 19, 2004, was acquired

in February 2007. However, it sustained damaged fuel tanks while being transported to Eastleigh so the option to buy it was not exercised. It was sold to HNRC in May 2008 and then resold to DRS in January 2009, although it remained at Barrow Hill until sold to CF Booth in February 2013 and scrapped in May of that year.

### Class 50

Not owned by Colas, but by one of its main maintenance suppliers, Neil ➔

**BELOW:** One of the latest Colas Class 37s to enter traffic is 37521, following an extensive overhaul. It stands at Didcot Parkway on November 29, 2018 while working the 146A Bristol High Level Sidings to Tyseley IM train. (Spencer Conquest)







Class 47/7 47739 *Robin of Templecombe*, with 66847 dead in train, passes Claycross with the 4243 Chaddesden to Wolsingham empty hoppers on August 18, 2012. The Class 47 is now with GB Railfreight. (Wikimedia Commons/Phil Sangwel)

Boden Engineering, 50007 *Hercules*, 50017 *Royal Oak* and 50050 *Fearless* have all been used by Colas, mainly on loco and track machine moves. They have also been used on occasional freight trains. 50007 has since been sold to the Class 50 Alliance, while 50017/050 continue to be used by Colas as required, although their use has declined in recent months.

### Class 56

All bar one of the Colas-owned Class 56s came via a tender list issued by DB Schenker in September 2011, although not all were immediately bought direct from the FOC by Colas. They had a hire period in France with Fertis in 2004-07 and were initially offered for sale in September 2010. This offer was subsequently withdrawn but then retendered a year later.

**56049:** This example, named *Robin of Templecombe*, has still to enter traffic. It was withdrawn by EWS in November 2006 having been in France with Fertis from May

2006. It was originally bought by EMR and then acquired by Colas in November 2013.

**56051:** It was sold to EMR and then sold to UK Rail Leasing in February 2012 before being acquired by Colas in November 2012. It is still in store pending a possible overhaul and return to traffic.

**56074:** So far this is the only example bought by Colas that has been sent for scrap. It was also initially acquired by EMR, sold to Colas, stripped for spare parts and sold to Ron Hull in Rotherham for cutting up, which took place in April 2014.

**56078:** The Grid has the distinction of being one of the last in traffic with EWS. It was withdrawn in March 2004 only to move to France for use with Fertis until May 2007. It, too, was bought by EMR and then sold to Colas in July 2012 and returned to traffic in January 2013.

**56087:** Withdrawn by EWS in January 2007 after a spell in France, it was sold to EMR and then on to Colas. It returned to traffic in February 2012.

**56090:** The most recent Class 56 to be revived by Colas, it was withdrawn in October 2006 after a spell in France. Again bought by EMR but then sold to UKRL in February 2012, it was taken on by Colas in November 2013. It returned to traffic in April 2018.

**56094:** It was the first Class 56 to return to traffic with Colas, in May 2012. Another acquisition from EMR in February 2012, having been sold for scrap by DBS in late 2011.

**56096:** This example took a slightly different path before joining the Colas fleet. It was bought by EMR in 2011, but was then acquired by Europhoenix and appeared in its livery in late 2013 as a spot-hire loco. It was then bought by Colas in November 2013 and worked a few trains before being repainted into the company's distinctive livery in the summer of 2014.

**56105:** It followed the same path as 56094, and returned to traffic with Colas in March 2013.

**56113:** Also bought by Colas in February 2012 from EMR, it returned to traffic in October 2013.

**56302:** The odd man out in the Colas Class 56 fleet, it was withdrawn on June 24, 1999 as 56124. It was advertised for sale by EWS in April 2004 and bought by HNRC before being sold to Fastline in August 2005. It was overhauled by Brush at Loughborough and emerged in Fastline colours in April 2006 numbered 56302. When Fastline went bust in early 2009, it was sold to Ed Stevenson in February 2011 and then to Colas in May 2012, and returned to traffic in its livery in November 2012.

**BELOW:** Resplendent in the BR Large Logo livery that Colas allowed it to retain when it hired it from the Scottish Class 37 Group, 37025 *Inverness TMD* approaches Cardiff Central with the 0837 Barry-Barry working via Briton Ferry and Swindon on January 30, 2016. (Wikimedia Commons/Jeremy Segrott)





## Class 58

The 'bone' is a type of loco not used by Colas in the UK, but four were hired by its sister company SECO Rail for use in France on infrastructure duties and painted in SECO colours, a similar yellow and orange livery as used by Colas.

**58007:** Was in use in France between October 2004 and October 2006. It is currently dumped at Alizay pending disposal or reuse.

**58009:** In use in France November 2004 – January 2007; also dumped at Alizay pending a decision on its future.

**58027:** In use in France October 2004 – November 2006; it was moved to Spain in September 2008 for use with Continental Rail, but is now stored at Albacete.

**58040:** In use in France November 2004 – August 2006; also stored at Alizay.

## Class 60

Ten Class 60s joined the Colas Fleet in March 2014 in a deal that saw DB Cargo sell them and then overhaul and maintain them. Accordingly, all ten were 'offered for sale by tender' in September 2013, but the reality was that a deal had already been done with Colas. There was an option for ten further locos (60013/028/029/033/038/041/046/048/055/061) that was never pursued; they remain owned by DB Cargo, although DBC offered 60028/029/046 and 055 for sale again on November 30, 2018. The Colas ten were sold to Beacon Rail for leasing to GBRf in August 2018.

**60002:** Withdrawn in December 2008 and returned to main line traffic in January 2015.

**60021:** Withdrawn in November 2009 and returned to main line traffic in October 2014.

**60026:** Withdrawn in March 2009 and

returned to main line traffic in October 2015.

**60047:** Withdrawn in October 2008 and returned to main line traffic in June 2015.

**60056:** Withdrawn in December 2008 and returned to main line traffic in August 2015.

**60076:** Withdrawn in December 2008 and returned to main line traffic in November 2014.

**60085:** Withdrawn in May 2010 and returned to main line traffic in December 2014.

**60087:** Withdrawn in August 2009 and returned to main line traffic in June 2014.

**60095:** Withdrawn in November 2008 and returned to main line traffic in May 2015.

**60096:** Withdrawn in January 2012 and returned to main line traffic in March 2015.

## Class 66

Freight Operating Company Advenza agreed to take ex-DRS Class 66/4s 66406-410, which had been returned to Porterbrook in October 2008, on lease from May 2009. They began to re-enter traffic, newly numbered as 66841-845. However, by July Advenza was in financial trouble and 66845 never joined it. The company went bust in October 2009, and the locos returned to Porterbrook. Some found short-term spot-hire work with GBRf before Colas took them on in October 2009, which saw them repainted into house colours.

In 2011, the five were re-leased to GBRf and renumbered 66742-746, while Colas acquired 66573-577 in June 2011 after they had been returned to their ROSCO by Freightliner earlier in the year. These new acquisitions were renumbered 66846-850 and repainted into orange and yellow.

**66841:** Taken on lease from Porterbrook from 2009-11, now with GBRf and renumbered 66742.

**66842:** Taken on lease from Porterbrook

from 2009-11, now with GBRf and renumbered 66743.

**66843:** Taken on lease from Porterbrook from 2009-11, now with GBRf and renumbered 66744.

**66844:** Taken on lease from Porterbrook from 2009-11, now with GBRf and renumbered 66745.

**66845:** Taken on lease from Porterbrook from 2009-11, now with GBRf and renumbered 66746.

**66846:** Formerly 66573, acquired in June 2011. Still in traffic with Colas.

**66847:** Formerly 66574, acquired in June 2011. Still in traffic with Colas.

**66848:** Formerly 66575, acquired in June 2011. Still in traffic with Colas.

**66849:** Formerly 66576, acquired in June 2011. Still in traffic with Colas.

**66850:** Formerly 66577, acquired in June 2011. Still in traffic with Colas.

## Class 67

When DB Cargo advertised two Class 67s for disposal in November 2016, it was pretty obvious this was another pre-agreed 'done deal', so it was no surprise when the locos were transferred to Colas a couple of months later. They were required for Colas to fulfil its requirement for 100mph locos for IM trains.

**67023:** Because of DB Cargo's agreement to sell two Class 67s to Colas, they were never withdrawn as such, but merely moved to the Colas pool in January 2017. 67023 was stopped by DBC in September 2016 prior to its sale. It now carries the name *Stella*.

**67027:** This loco was actually stopped by DBC in early 2015 and stored before being selected for overhaul and a return to traffic with Colas. It is named *Charlotte*. Both 67s were repainted at Toton in February 2017 and entered traffic later that month.

## Class 70

Colas acquired an initial ten Class 70s in February 2014. The first of those, 70801, was previously numbered 70099 and ➔

**BELOW:** Under the watchful eye of Wild Boar Fell, Colas Rail Class 70 70813 nears the summit of Ais Gill on November 15, 2018 with the 6J37 1258 Carlisle Yard to Chirk log train. (Paul Biggs)







**ABOVE:** Class 47/7s 47727 *Rebecca* and 47749 *Demelza* pass through Appleford on July 2, 2009 with the 6Z48 1305 Burton upon Trent to Dollands Moor. (Martin Loader)

had been a Turkish kit-built demonstrator. The remaining nine examples were built by General Electric at its Erie factory in Pennsylvania in late 2013 and shipped to the UK in March-May 2014. A second order for seven more was duly placed and 70811-817 arrived in April 2017.

**70801:** Acquired from Lombard Finance, entered traffic in February 2014.

**70802:** Acquired from Lombard Finance, entered traffic in March 2014.

**70803:** Acquired from Lombard Finance, entered traffic in February 2014.

**70804:** Acquired from Lombard Finance,

entered traffic in February 2014.

**70805:** Acquired from Lombard Finance, entered traffic in February 2014.

**70806:** Acquired from Lombard Finance, entered traffic in May 2014.

**70807:** Acquired from Lombard Finance, entered traffic in May 2014.

**70808:** Acquired from Lombard Finance, entered traffic in May 2014.

**70809:** Acquired from Lombard Finance, entered traffic in May 2014.

**70810:** Acquired from Lombard Finance, entered traffic in May 2014.

**70811:** Acquired from Lombard Finance,

entered traffic in April 2017.

**70812:** Acquired from Lombard Finance, entered traffic in April 2017.

**70813:** Acquired from Lombard Finance, entered traffic in April 2017.

**70814:** Acquired from Lombard Finance, entered traffic in April 2017.

**70815:** Acquired from Lombard Finance, entered traffic in April 2017.

**70816:** Acquired from Lombard Finance, entered traffic in April 2017.

**70817:** Acquired from Lombard Finance, entered traffic in April 2017.

## Class 86

Colas never owned any Class 86s, but one was supplied by Spot Hire company, Electric Traction Limited, for trial use.

**86701:** Formerly HSBC's 86205, it was withdrawn by HSBC in September 2000 and acquired by Electric Traction Limited in August 2008. It returned to traffic in August 2009 as 86701 in ETL red and grey livery. Repainted into Colas colours in June 2014 it performed a few trial trains before being returned to ETL. It is now in traffic with Bulmarket in Bulgaria and numbered 87701.

## Others

Colas had hired Class 57/0s from DRS and Class 57/3s from Virgin for some of its early flows of timber to Chirk, and 57002, in DRS livery, even sported a Colas hard hat logo on its bodyside behind the cab for a short while in 2009. The company has also hired D1015 *Western Champion* for occasional track plant moves, as well as Class 47s from Riviera Trains. **RI**



Immaculate Class 60 60087 *CLIC Sargent* passes Baulking with the first ever Colas Class 60-hauled 6V62 1113 Tilbury Riverside to Llanwern steel empties on July 23, 2014. (Martin Loader)



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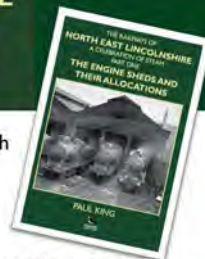
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Class 50 50050 *Fearless* was added the final 3S71 Shrewsbury Coleham to Shrewsbury Coleham RHTT working on December 8, 2018. The reason being it was contract manager Simon Metcalf's 50th birthday and the last RHTT run of the year for Colas. The Hoover leads 56087 and 56094 past a blustery Penmaenmawr. (Ian Edmondson)



## November 20

37099 tnt 37175 1Q47 1052 Derby RTC-Sellafield, Carlisle.  
37219 3Q67 2128 Cambridge-Norwich, Cromer, Sheringham, Cromer, Norwich.  
57312 + 710103 + 57305 0911 Derby Litchurch Lane-Old Dalby.  
66756 + 802103 6X80 0852 Dollands Moor-North Pole.  
67002 + 91124 0Z11 1015 Doncaster West Yard-Bounds Green.

## November 21

37099 tnt 37175 1Q74 0612 Carlisle-Ayr, via GSW, Kilmarnock, Ayr, Kilmarnock, GSW, Carlisle, Beattock, Slateford, south suburban, Waverley, south suburban, Shotts.  
37116 3Z01 1430 Crewe-Derby RTC.  
37219 3Q72 2055 Norwich-Great Yarmouth, Norwich, Lowestoft, Saxmundham, Sizewell CEGB, Colchester.  
37254 3Q60 2255 Reading Triangle Sidings-Cardiff Central, Bristol High Level Siding.  
37521 3Q15 0141 Carlisle-Barassie Jn, Mossend.  
37610 tnt 37612 1Q43 1838 Crewe-Eccles, Stalybridge, Eccles, Rose Hill Marple, Dean Lane, Hadfield, Glossop, Guide Bridge, Chinley South Jn, Northenden Jn, Guide Bridge, Manchester Piccadilly, Crewe.  
43190 + 43194 5Z79 1255 Laira-Penzance Long Rock with Mk 3s 46009, 46006, 46017, 46013, 46007, 40113, 40101, 40116. Power cars returned as 0Z77 1715 Penzance-Laira.  
56312 + 47749 0Z56 Leicester LIP-Barrow Hill and return; test runs for both.

67012 + 385106 5X09 2102 Merchant Park Sidings-Craigentinny.  
68005 + 68017 6V74 Crewe CLS-Bridgwater, 6M63 return.  
73213 6Y91 0938 Tonbridge West Yard-Eastleigh Works with two RHTT wagons.

## November 22

20189 + 20142 0Z19 Butterley MRC-Derby RTC.  
37099 tnt 37175 1Q75 1423 Mossend-Lanark, Ayr, North Berwick, Tweedbank, Milngavie, Mossend.  
37219 3Q71 2058 Colchester-Cambridge, Lowestoft, Norwich.  
37254 3Q21 2058 Bristol High Level Siding-Swindon, Severn Tunnel East, Derby RTC.  
37521 3Q15 0056 Mossend-Shields Jn, Newton, Barassie Jn, Carlisle; 3Q32 2238 Carlisle-Drax Power Station, Wakefield Kirkgate, Derby RTC.  
40145 + 40012 5Z40 0837 Bury ELR-Butterley MRC with saloon 6320. 40145 0Z40 1656 Butterley MRC-Barrow Hill.  
60062 6C59 1940 Merehead-Westbury.  
66003 + 66169 6V05 1909 Acton Yard-Burngullow.  
66756 + 717021 6X71 0345 Dollands Moor-Ferme Park.  
67012 + 385033 5X09 2102 Merchant Park Sidings-Craigentinny.  
68016 + 68018 6V73 0433 Crewe CLS-Berkeley, 6M56 1341 return.

## November 23

37610 tnt 37612 1Q45 2100 Crewe-Stockport, Buxton, Manchester Piccadilly, Crewe, Stockport, Chinley East Jn, Hazel Grove, Sheffield, Derby RTC.  
43165 + 43190 5Z79 1305 Laira-Penzance Long

Rock with Mk 3s 41018, 40231, 42024, 42026, 44008 (ex OC32) – earmarked for Hull Trains.  
47815 + 43150 + 43164 and Mk 3s 41180, 42268, 42263, 44024 5S03 0952 Ely Papworth-Millerhill, dragged due to wiper fault on lead power car, 47 removed at York Holgate with fuel leak and PC fixed. 5T03 1903 Millerhill-Dundee CS.  
60062 7B12 1130 Merehead-Wootton Bassett.  
66169 + 66003 6C12 1000 Burngullow-Exeter Riverside.  
67010 1S25 0414 Edinburgh-Inverness, loco change from 67003.  
67012 + 385111 5X09 2102 Merchant Park Sidings-Craigentinny.  
70806 6C24 2047 Westbury-St Pinnock Viaduct East.  
70807 6C25 2130 Westbury-Liskeard.  
70810 6C26 1933 Westbury-Liskeard.  
73213 6Y91 1235 Eastleigh Works-Tonbridge West Yard with two RHTT wagons.

## November 24

37099 tnt 37175 1Q77 1759 Mossend-Inverness PLPR via Perth and Aberdeen.  
43148 + 43003 5T06 1454 Perth-Glasgow Works, four ex FGW Mk 3s.  
66169 + 66003 6L12 1335 Exeter Riverside-Acton Yard.  
66766 tnt 47749 1Z43 0712 Cleethorpes-King's Cross, 1Z44 1706 return; GBRf staff special.  
67002 + 91126 1D10 0903 King's Cross-Leeds, dragged King's Cross-Newark via Lincoln.  
67010 1S25 0414 Edinburgh-Inverness.  
68007 tnt 68006 1Z68 1151 Inverkeithing-Haymarket via Fife Circle, 1Z69 and 1659 return. Additional due to rugby at Murrayfield/





Christmas shoppers.

70801 6S27 1403 Seaham Harbour-Oxwellmains.  
70817 6C27 1141 Westbury-Liskeard.

### November 25

37521 tnt 37116 6C91 2124 Basford Hall-Kirkdale, five autoballasters.  
37610 3Z11 1400 Derby RTC-Ferme Park.  
43003 + 43148 5Z51 1345 Glasgow Works-Aberdeen, Mk 3s.  
70809 tnt 70812 3J92 2332 Toton-West Hampstead North Junction RHTT via MML, Kentish Town, Bedford, Kentish Town, Kettering, Nuneaton, Leicester, Bedford – first proper RHTT use for Class 70s; Class 67s required for test train duty.

### November 26

37175 tnt 37099 1Q79 1250 Inverness-Mossend PLPR via Aberdeen, Perth, Polmont, Fife Circle, Cumbernauld.  
37405 tnt 37419 on Anglia short set, 37716 swapped out on 25/11 with wheel flats.  
37884 + 365505 5Q42 2348 Ilford-Crewe South Yard.  
43097 + 43088 0Z74 1855 Laira-St Philips Marsh.  
60091 6E32 0855 Preston Docks-Lindsey, loco on hire to Colas.  
67010 1S25 0408 Edinburgh-Inverness, diverted via Elgin, 1M16 1939 return via Elgin.  
67012 + 385115 5X09 2030 Merchant Park Sidings-Craigentinny.  
67023 tnt 67027 2130 Cambridge CSD-Leeds via Royston, King's Cross, ECML, Wakefield Westgate.  
70801 6D62 0719 Oxwellmains-Viewpark.

70809 tnt 708012 3J93 1153 West Hampstead North Junction-Toton via Luton, West Hampstead North Junction, Bedford, Leicester.  
88005 0Z76 0821 Gresty Bridge-Stud Farm route learner via Nuneaton and Leicester, plus 1300 return.

### November 27

37099 tnt 37175 1Q80 1556 Mossend-Lanark, Helensburgh Central, Larbert North, Balloch, Cumbernauld, Glasgow Queen Street, Hyndland Loop, Anniesland, Cumbernauld, Mossend.  
37219 3Q57 0325 York-Neville Hill; 3Q39 2132 Neville Hill-Hatfield & Stainforth, Doncaster, Selby, Doncaster, York, Gascoigne Wood, Church Fenton, Neville Hill.  
37611 5M59 1050 Eastleigh Works-Leicester LIP via Oxford with translators 68501 and 68504.  
37884 + 365507 5Q50 0658 Crewe South Yard-Ilford.  
43016 + 43040 5Z83 1601 Laira-Exeter St Davids, 5Z59 1805 return; test runs for GW02 formed of 49102, 48104, 48131, 48106.  
43134 + 43135 5T06 1058 Aberdeen Clayhills-Glasgow Works with Mk 3s 42267, 42269, 42325, 42574.  
57601 tnt 57314 1Z46 0726 Manchester Victoria-Edinburgh Northern Belle via Hebden Bridge, Wakefield Kirkgate, ECML, 1Z48 1745 return.  
66009 6E32 0855 Preston Docks-Lindsey, loco on hire to Colas.  
66752 + 802104 6X80 0852 Dollands Moor-North Pole.  
68005 + 68017 6O62 Crewe-Dungeness, 6M95 return.  
70809 tnt 708012 3J93 1153 West Hampstead North Junction-Toton via Luton, West Hampstead North Junction, Bedford, Leicester – 67023/027 returned to the duty soon afterwards.  
86401 0Z73 0747 Craigentinny-Doncaster RMT.  
88003 + 20007 + 20205 0Z88 1256 York PSD-Kingmoor via Hexham; Class 20s for repairs.  
88005 0Z76 0821 Gresty Bridge-Stud Farm route learner via Nuneaton and Leicester, plus 1300 return.  
Black 5 44871 tnt 33207 1Z73 1050 Victoria-Eastbourne 'Christmas Sussex Belle' via Redhill and Haywards Heath, 1Z74 1431 return via Hastings, Wadhurst, Tonbridge, Denmark Hill.

### November 28

37099 tnt 37175 1Q81 1856 Mossend-Grangemouth Ineos, Glasgow Central, Mauchline, Glasgow Central, Midcalder Jn, Carlisle.  
37116 tnt 37521 1Z73 1011 Derby RTC-Bristol High Level Siding.  
37219 3Q12 2105 Neville Hill-Doncaster; 3Q13

2223 Doncaster-Immingham East Jn, Doncaster West Yard, Hatfield & Stainforth, Adwick Jn, Skellow Jn, Derby RTC.

37610 3Z14 1613 Ferme Park-Derby RTC.  
56312 0Z56 Leicester-Peak Forest for shunting duties.

57306 0Z79 1705 Reading-Penzance Long Rock to replace failed 57602 and take out 1A40 2145 Penzance-Paddington, which departed 174 late at 0039 (Thurs). Stopped only at Truro, Plymouth and Exeter St Davids, terminated at Reading at 0628.  
66428 5Z45 1041 Crewe-Kingmoor with DRS Mk 2Fs 6001 and 6064.  
66715 + 86401 0Z86 0730 Doncaster RMT-Barrow Hill.  
66736 tnt 66745 6X01 2130 Bletchley Sidings-Willesden West London Junction with milling machine DR79601.  
67012 + 385117 5X09 2102 Merchant Park Sidings-Craigentinny.  
90043 + 90047 4M42 2152 Felixstowe North-Garston from Ipswich, rare GE use for a pair.  
92019 + 66002 + 755407 2315 Dollands Moor-Ripple Lane via HS1, loco changed to 66001 after arrival.

### November 29

33025 5V42 1123 Carnforth-Southall with one Mk 1 coach.  
37099 tnt 37175 1Q82 1537 Carlisle-Ulverston, Askam, Carnforth, Windermere, Carnforth.  
37521 tnt 37116 1Z23 0713 Bristol High Level Siding-Tyseley via Bedminster, Bristol Temple Meads, Severn Tunnel Jn, Bristol Temple Meads, Bedminster, Bristol Temple Meads, Bath, Chippenham, Swindon, Oxford, Evesham, Kings Norton, Water Orton, Nuneaton, Leicester, Nuneaton, Water Orton, Landor Street.  
37884 5V74 0930 Crewe-Reading Traincare via Oxford with Mk 3 10229.  
43036 + 43143 5T03 1437 Brodie, Kilmarnock-Dundee West with Mk 3s 41104, 42206, 42208, 44066.  
66001 + 755407 5P99 0343 Ripple Lane-Norwich Crown Point.  
66019 6V05 1822 Wembley-Burngallow.  
67004 tnt 67024 0807 London Victoria-Chesterfield, 1706 return.  
68005 + 68017 6V73 0433 Crewe CLS-Berkeley, 6M56 1341 return.

### November 30

37099 tnt 37175 1Z83 1205 Carnforth-Blackpool North; 1Q83 1413 Blackpool North-Morecambe, Brindle Heath, Preston, Derby RTC.  
37116 tnt 37521 1Q18 1456 Tyseley-Wrexham, Rugeley Trent Valley, Rugeley Trent Valley, ➡

The shortage of Colas locos was apparent during November when it hired in DB Cargo locos to work the Lindsay to Preston Docks tanks. Class 60 60091 worked the diagram on November 26 and Class 66/0 66009 the following day. The latter loco passes Gregson Lane, Brindle with the 6E32 working. (Paul J Berry)





Tyseley, Rowley Regis, Bromford Bridge, Derby RTC.  
 37254 tnt 37219 3Z37 1530 Burton Wetmore-Derby RTC with Mk 2Fs 5921, 5950, 5964, 5985.  
 37800 + 319443 1116 Wolverton-Brush Loughborough.  
 57305 + 710269 + 37611 5Q20 1216 Old Dalby-Willesden TMD via Bedford and Bletchley.  
 60021 + 60056 + 60096 0Z60 0700 Tyne Coal Terminal-Doncaster Belmont.  
 60062 7B12 1130 Merehead-Wootton Bassett.  
 60063 6B02 1418 Trostre-Margam.  
 66019 6C12 1000 Burngullow-Exeter Riverside.  
 66752 + 465236 5X44 1850 Wabtec Doncaster-Tonbridge West Yard.  
 67004 1Z31 1015 Victoria-Winchester BBP via Barnes, Staines, Woking, 1Z32 1710 return via Reading, Wokingham, Staines, Brentford, Willesden SWS, Kensington Olympia.  
 68034 on evening Fife Circle working.  
 70802 6C24 2058 Westbury-Liskeard.  
 70806 tnt 56078 3S31 1800 Gloucester Horton Road-Gloucester Horton Road RHTT via Kemble, Swindon, Kemble.  
 70807 6C23 1920 Westbury-Liskeard.  
 70815 6V30 2231 Dagenham Dock-Bridgend Ford Sidings.

## December 1

57314 tnt 47826 1Z30 0614 Skegness-Chester via Boston, Nottingham, Sheet Stores Jn, Stoke, Crewe, 1Z31 1605 return.  
 66752 + 465236 5X47 0724 Tonbridge West Yard-Slade Green, 66752 + 465249 5X89 1130 Slade Green-Wabtec Doncaster.  
 67005 tnt 67006 1Z67 0615 Bishop Auckland-King's Cross, 1708 return.  
 70805 6C25 1717 Hinksey-Kidwelly.  
 70815 o 6C27 1828 Westbury-Liskeard.  
 73213 tnt 73107 6Y91 1235 Eastleigh Works-Tonbridge West Yard via Staines and Nunhead with RHTT set.

## December 2

43186 + 43154 5E23 1237 Laira-Wabtec Doncaster with Mk 3s 42073, 42271, 42273, 44033.  
 57306 1C99 2350 Paddington-Penzance.

## December 3

37099 tnt 37175 1Q18 1542 Derby RTC-Audley End, Cambridge, Liverpool Street, Hertford East, Liverpool Street, Barking Upney Junction, Ferme Park.  
 37607 3Q09 1958 Eastleigh-Waterloo, Epsom, Waterloo, Clapham Jn, Waterloo, Woking, Waterloo, Orpington, Hither Green.  
 37716 + 37405 0Z91 0859 Norwich Crown Point-Gresty Bridge.  
 37884 5Q42 1258 Manchester International-Crewe South Yard with TP05, 5Q32 1515 Crewe South Yard-Manchester International with TP01.  
 43016 + 43040 5Z60 0725 Laira-Taunton, 5Z61 0938 Taunton-Plymouth with GW02 (49102, 48104, 48131, 48106).  
 43190 + 43165 0Z77 2056 Penzance Long Rock-Laira.  
 47812 + 47815 5V81 0558 Leicester LIP-Portbury with 6330, 6338, 6340, 6344, 68504, 68501.  
 57306 tnt 57602 1A40 2145 Penzance-Paddington.  
 57601 tnt 57313 1Z34 1115 Cardiff-Gloucester Northern Belle via Severn Tunnel, Bristol Temple Meads, Bath, Swindon, Kemble, 1Z35 1501 Gloucester-Bath via Lydney, Cardiff, Severn Tunnel, Bristol Temple Meads, 5Z35 1754 Bath-Barry via Swindon.  
 66017 5Z50 1015 Wolverton-Crewe, 5Z51 1322

return – test run with Royal Train coaches 2920, 2915, 2904, 2903.  
 67012 + 385118 5X09 2102 Merchant Park Sidings-Craigentinny.  
 68034 2K18 0736 Cardenden-Edinburgh, 2G13 1709 Edinburgh-Glenrothes with Thornton, 2K14 1817 Glenrothes with Thornton-Edinburgh.  
 73213 tnt 73107 6Y91 0938 Tonbridge West Yard-Eastleigh Works, RHTT set.  
 90015 + 37602 0Z90 0840 Gresty Bridge-Norwich Crown Point via Crewe Electric.

## December 4

37116 tnt 37219 1Q48 0948 Derby RTC-Tyseley.  
 37254 3Z29 2314 Bristol High Level Siding-Exeter St Davids, Cardiff Canton Pullmans.  
 37516 tnt 47746 + steam 44871 5Z15 0552 Southall-Victoria.  
 43016 + 43040 5Z60 0725 Laira-Taunton, 5Z61 0938 Taunton-Plymouth, 5Z62 1215 Plymouth-Taunton, 5Z63 1401 Taunton-Laira with Castle set GW02 (49102, 48104, 48131, 48106).  
 43181 + 43015 0Z83 0837 Laira-Bristol Temple Meads.  
 47815 + 47812 + 397003 5Q32 1024 Portbury Docks-Crewe CS.  
 57313 tnt 57601 1Z62 1234 Newport-Fishguard Harbour Northern Belle, 1Z63 1533 return.  
 57602 1C99 2345 Paddington-Penzance, Mk 3 buffet 10229 on rear.  
 67007 1S25 0414 Edinburgh-Inverness, replacing 67010.  
 67024 tnt 67004 1Z32 1002 Victoria-Canterbury East BBP via Swanley & Gillingham, 1Z33 1645 Canterbury West-Victoria via Ramsgate, Gillingham, Swanley.  
 68005 + 68017 6O62 Crewe-Dungeness, 6M95 return.  
 68034 2G13 1709 Edinburgh-Glenrothes with Thornton, 2K14 1817 Glenrothes with Thornton-Edinburgh.  
 Black 5 44871 + 47746 1Z15 0847 Victoria-Bath Spa via Andover, 1Z17 1701 return.

## December 5

37175 tnt 37099 1Q18 1041 Ferme Park-Cambridge PLPR/Mentor via South Tottenham, Dagenham Dock, Stanford-le-Hope, Dagenham Dock, Liverpool Street, Colchester, Harwich Town, Colchester, Clacton, Colchester, Liverpool Street, Southend Victoria, Stratford, Shenfield CS, Liverpool Street, Harlow.  
 37116 tnt 37219 1Z22 0814 Tyseley-Bristol High Level Sidings PLPR/TRC via Worcester, Evesham, Oxford, Swindon, Chippenham, Westbury, Weymouth, Westbury, Bath, Bristol East, Bath, Heywood Road, Bath.  
 37254 3Q23 2145 Cardiff Canton Pullmans-Llandeilo Jn, Cardiff Queen Street, Maesteg, Cardiff Canton Pullmans.  
 37521 3Z19 1200 Derby RTC-Canton UTU via Cheltenham and Bristol Parkway.  
 37607 3Q22 2030 Hither Green-Victoria, Haywards Heath, Gatwick Airport, Horsham, Victoria, Orpington, Hither Green.  
 43015 + 43181 0L46 1155 St Philips Marsh-Ely Papworth via Kings Norton, Nuneaton, Leicester.  
 43016 + 43040 5Z60 0725 Laira-Taunton, 5Z61 0938 Taunton-Plymouth, 5Z62 1215 Plymouth-Taunton, 5Z63 1401 Taunton-Laira with Castle set GW02.  
 67024 tnt 67004 1V80 0945 Victoria-Bath BBP, 1092 1555 return.  
 68016 tnt 68018 6O62 Crewe-Dungeness, 6M95 return – PFA low level waste container wagons rather than FNA flasks.

## December 6

37099 tnt 37175 1Q98 1410 Cambridge-Norwich, Great Yarmouth, Norwich, Lowestoft, Norwich, Cambridge.  
 37116 tnt 37219 5Z73 0806 Bristol High Level Siding-Derby RTC.  
 37607 3Q21 2040 Hither Green-Orpington, Victoria, London Bridge, Caterham, London Bridge, East Grinstead, London Bridge, Woking.  
 43016 + 43040 5Z60 0725 Laira-Taunton, 5Z61 0938 Taunton-Plymouth, 5Z62 1215 Plymouth-Exeter SD, 5Z63 1314 Exeter SD-Laira with Castle set GW02.  
 43190 + 43165 0Z77 0815 Laira-Penzance Long Rock.  
 67004 tnt 67024 1107 Victoria-Gillingham BBP via Maidstone East, Ashford, Canterbury West, Margate, 1511 return via Swanley.  
 68002 + 68008 6V73 0433 Crewe CLS-Berkeley, 6M56 1341 return – rare use for 68008, its first visit to Berkeley.



Thought to be the first Class 70 to stop at Bodmin Parkway, Colas 70807 stands in the down platform on December 1, 2018. The engineers' train was in connection with a blockade of the line between Liskeard and St Austell. (Jimmy James/ Bodmin & Wenford Railway)

## December 7

37099 tnt 37175 1Q99 1625 Cambridge-Kings Lynn, Ipswich, Norwich, Colchester, Felixstowe Creek, Mistley, March.  
 37521 3Z30 1200 Cardiff Canton Pullmans-Crewe.  
 43139 + 43130 1112 Brush Loughborough-Wabtec Doncaster.  
 47832 5Z48 1212 Norwich-Southall, charter ECS.  
 57313 tnt 57314 1Z35 1131 Glasgow Central-Perth Northern Belle via Shotts, Edinburgh, Inverkeithing, Ladybank, 1Z36 1540 Perth-Edinburgh via Stirling, Cumbernauld, Glasgow Central, Shotts.  
 60062 7B12 1130 Merehead-Wootton Bassett, 7C66 1838 return.  
 67002 0Z82 1145 Newport Alexandra Dock Junction-Didcot via Severn Tunnel and Swindon, 0Z82 1557 Didcot-Eastleigh.



Merchant Navy 35028 tnt 67006 on Royal train to Cardiff with Prince Charles aboard, 1Z50 empty stock to Wolverton departed east with 67006 leading. By the time the ECS reached Severn Tunnel Junction at 1234 it was formed 67005 + 35028 + train + 67006, seen Didcot 1445 still in same formation. Steam removed, probably Acton Lane or Willesden SWS, and 67s continued tnt to Wolverton.

### December 8

37607 3Q26 0033 Woking-Basingstoke, Brent Curve Jn, West Hampstead Thameslink, Derby RTC.  
37611 + 378136 5Q87 0937 Ilford-Silwood Sidings (New Cross).  
47851 tnt 47826 1Z51 0551 Cleethorpes-Edinburgh, 1Z53 1537 return.  
50050 + 56087 tnt 56094 3S71 2120 (Fri) Shrewsbury Coleham-Shrewsbury Coleham – 50 added at Crewe for Holyhead and return leg.

### December 9

37099 tnt 37175 1Z86 1200 March-Derby RTC.  
43026 + 43136 1T78 1115 Dyce-Queen Street, 1A88 1450 Queen Street-Aberdeen.  
43135 + 43134 1A81 0937 Queen Street-Aberdeen.  
43148 + 43003 1T76 0925 Aberdeen-Queen Street.  
70802 6C02 0805 Reigate-Eastleigh Yard.  
70804 6C97 0745 Baglan-Westbury.  
70811 tnt 70803 6K40 0945 Aviemore-Millerhill.  
Black 5 44871 + 47746 (double headed) 1Z46 0914 King's Cross-Lincoln via Spalding, 1Z48 1733 return via Newark North Gate.

### December 10

37175 tnt 37254 1Q64 0853 Derby RTC-Shireoaks East Jn, Gascoigne Wood, Church Fenton, Gascoigne Wood, Scarborough, Church Fenton, Gascoigne Wood, Neville Hill.

37601 + 66998 0Z43 1310 Hull Hedon Road-Longport.  
37884 + 365531 5Q50 1746 Crewe South-Ilford.  
68002 + 68005 6V73 0433 Crewe CLS-Berkeley, 6M56 1341 return.  
73109 tnt 73212 3Y05 2300 Tonbridge West Yard-Tonbridge West Yard SITT via Wadhurst, Hastings, Wadhurst, Tonbridge, Orpington, Bromley South, Rochester, Sittingbourne, Sheerness, Sittingbourne, Rochester, Bromley South, Orpington.

### December 12

33207 tnt Black 5 44871 5Z24 0645 Southall-Victoria, 33207 then 0Z24 0948 return.  
37099 tnt 37219 1Z86 0705 Derby RTC-March PLPR via Loughborough, Melton Mowbray, Peterborough; 1Q86 1013 Peterborough-Spalding, Lincoln, Doncaster, Lincoln, Spalding, Peterborough, Oakham, Derby RTC.  
37884 + 465165 5Q88 0823 Wolverton-Slade



57313 tnt 57314 1Z80 1330 Glasgow Central-Perth Northern Belle via Cumbernauld and Stirling, 1Z81 1549 return.  
67002 tnt 67018 1Z82 0746 Victoria-Stafford via MML, Sheet Stores, Burton, Nuneaton, Rugeley TV, 1Z83 1645 return via Wolverhampton, Water Orton, Nuneaton, MML.  
67003 6S95 1053 Inverness-Mossend with RHTT set; end of duty.  
70803 tnt 70811 6K40 1754 Millerhill-Aviemore.  
70804 6C97 1856 Westbury-Landore Junction.  
70807 tnt 70815 6C05 2208 Eastleigh Yard-Holton Heath.  
88003 + 88010 6Z88 1214 Kingmoor-Sellafield.  
Merchant Navy 35028 tnt 67024 1Z20 1130 Victoria-Oxford Parkway BBP via High Wycombe, 1Z21 1445 return via Didcot.  
A4 60009 tnt 47854 1Z09 0620 York-Edinburgh, 1Z11 1734 return.

37521 3Q15 2018 Derby RTC-Heaton.  
57002 tnt 57303 3S01 0922 Stowmarket DGL-Stowmarket DGL RHTT via Norwich, Cromer, Norwich, Yarmouth, Norwich, Thetford, Bury St Edmunds.  
57306 1A40 2145 Penzance-Paddington.  
67002 tnt 67018 5O61 0953 Wembley-Eastleigh Works, charter ECS.  
68002 + 68005 6V74 Crewe CLS-Bridgwater, 6M63 return.  
73109 tnt 73212 3Y05 2205 Tonbridge West Yard-Tonbridge West Yard SITT via Wadhurst, Hastings, Wadhurst, Tonbridge, Redhill first SITT working of the winter.

### December 11

37405 + 68033 + 66423 + 68015 0Z52 1004 Gresty Bridge-Doncaster Roberts Road.  
37521 3Q81 2305 Heaton-Slateford Depot.

Green, unit at Wolverton since April 2 after electrical fire in early March.  
47826 tnt 47851 1Z37 0541 Carnforth-Canterbury West, 1Z40 1552 return.  
67004 tnt 67021 1107 Victoria-Gillingham BBP via Maidstone East, Ashford, Canterbury West, Margate, 1511 return via Swanley.  
73965 tnt 73107 3Q50 1023 Tonbridge West Yard-Slade Green via Strood, RHTT for lathe.  
57313 tnt 57314 1Z77 1220 Norwich-Cambridge Northern Belle via Ipswich, Bury SE, Newmarket, 1Z78 1514 Cambridge-Ipswich via Ely, Thetford, Norwich, Stowmarket.

### December 13

67004 tnt 67021 1Z55 0847 Victoria-Oxford BBP via Reading, 1652 return.  
73965 tnt 73107 3Q52 0909 Slade Green-Tonbridge West Yard via Strood, RHTT off lathe. **RI**



## PRODUCT OF THE MONTH

# Britain's Hidden Railways

**AUTHOR:** Julian Holland  
**PUBLISHER:** Times Books  
**ISBN:** 978 0 00 824909 0  
**PRICE:** £30.00  
**WEB:** [www.harpercollins.co.uk](http://www.harpercollins.co.uk)

IT IS quite amazing how many long-lost rail routes can still be traced across the UK. Many miles of rural lines in particular have been closed, either following the Beeching report or much earlier, and while some redevelopment has taken place, considerable amounts of the former trackbed remain. This superb book, running to 272 pages, examines 50 closed and derelict routes in considerable detail.

Each line's history is provided, along with the sections that are now either walking and/or cycle routes, and each is illustrated with a wonderful series of 'then and now' images.

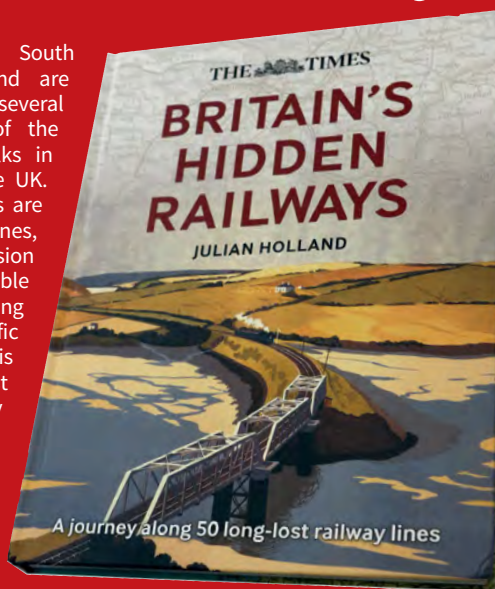
All routes are accompanied by a detailed map; showing the line and what parts are still accessible to walkers. Information about the nearest, or associated, heritage railways is also included for

completeness.

Lines from the South West to Scotland are all included, several offering some of the most scenic walks in the whole of the UK. Many of the lines are quite obscure ones, so their inclusion is commendable and despite being closed to rail traffic for so long it is quite amazing just how much railway infrastructure has survived.

This includes tunnels, bridges, stations and even signal boxes, many seemingly in the middle of nowhere.

It doesn't matter if you're a rail enthusiast, interested in transport history, or a keen walker, this book offers plenty of information to satisfy all interests and is a



valuable reference tool as well. The author has clearly put in a huge amount of effort to compile a such copious detail and the result is absolutely fascinating – highly recommended. (MN)

## Classic Diesel Traction Calendar

**PRICE:** £12.50 inc p&p  
**WEB:** [www.westernlocomotives.co.uk](http://www.westernlocomotives.co.uk)

IF YOU'VE not yet got your railway-themed 2019 calendar, then this one is perfect. The photos cover a variety of diesel traction on Norfolk's main line and heritage railways. What really makes the product stand out is the quality of the paper. A very stiff card back and a tough ring-bound spine supports the thick sheets, each with a calendar month on one side and an image on the other. I must say it is one of the best of its kind I've ever reviewed – definitely recommended. (MN)



## Lost Tramways of England – Bristol, Coventry, Nottingham and Southampton

**AUTHOR:** Peter Waller  
**PUBLISHER:** Graffeg  
**ISBN:** 978 1 84802 476 2  
**PRICE:** £8.99 each or £28 for all four  
**WEB:** [www.graffeg.com](http://www.graffeg.com)

A WIDELY assumed belief often heard today is that tram systems are a modern invention, and that years ago they only existed in large cities, such as London. In fact the reality is rather different, and many towns

across England and elsewhere in the UK also had tramways, some of which were quite extensive. This four-book series examines some of those lost systems – in Bristol, Coventry, Nottingham and Southampton.

Each book is a well-researched history on each town's system, supported by some superb photographs and accompanied by a map and extensive text to guide the reader on a stop-by-stop basis. It is absolutely amazing to see so many period images of trams at work, something they did extensively from the mid-19th century to the mid-20th century. The Nottingham book is particularly interesting because almost 70 years after the tram system that is described closed, the modern-day version opened for business in 2004. The historic examples provided a cheap and efficient means of moving people around, but increased use of the motor car eventually put paid to them, something that today's planners are trying to reverse.

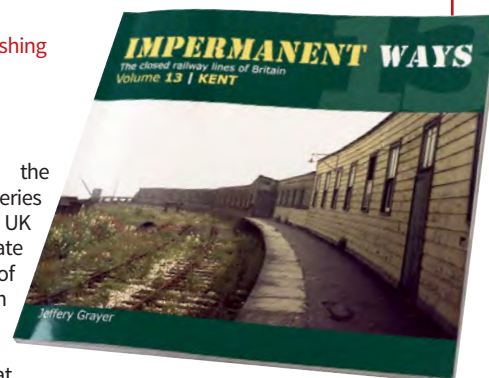
The series covers a part of British history that is mostly forgotten, and for that alone they would make a worthy addition to the bookshelf. (MN)



## Impermanent Ways – The closed railway lines of Britain

**AUTHOR:** Jeffery Grayer  
**PUBLISHER:** Crécy Publishing  
**ISBN:** 978 1 90932 875 4  
**PRICE:** £12.95  
**WEB:** [www.crecy.co.uk](http://www.crecy.co.uk)

VOLUME 13 of the Impermanent Ways series examines an area of the UK that has been fortunate to lose fewer miles of track to closure than most. However, several underused branches did fall by the wayside. That said, prior to the amalgamation of the London Chatham & Dover Railway and the South Eastern Railway in 1899 they competed significantly and had separate routes to Sevenoaks, Maidstone, Canterbury and Dover. Fortunately they were able to retain plenty of passengers and did not suffer the closures experienced by other duplicate routes elsewhere. However, there was rationalisation and this book looks at the lines affected, and also those that survive



as heritage lines and others that served industry. Some excellent images are used to illustrate some of the least well-known routes that formerly ran through Kent, such as the Westerham branch, Hythe branch and the New Romney branch. Some places covered, for example Folkestone Harbour, will be familiar to many readers, but there are plenty that will not be, and so the addition of this volume to the series is most welcome. (MN)



# Looking back at Shunters I – The Outside Manufacturers

# Looking back at Shunters II – The British Railways Workshops

**AUTHOR:** Kevin Derrick  
**PUBLISHER:** Strathwood  
**ISBN:** 978 1 905276 92 9/93 6  
**PRICE:** £22.95/£25.95  
**WEB:** [www.strathwood.co.uk](http://www.strathwood.co.uk)

**THE LATEST** tranche of Strathwood colour pictorial books is now available. In amongst them are two texts in its popular 'looking back at' series, covering diesel shunters. The publisher has sensibly split them into two clear brackets. Volume I covers the private manufacturers that supplied BR with diesel shunters, such as Drewry, Hunslet, Barclays and Ruston (amongst others), while Volume II details those built by BR's workshops, which includes the two big classes, the 03s and the 08/09s, as well as the Class 13s and the designs BR inherited.

Volume I is 96 pages, while Volume II is 120 pages and hence is £3 dearer. Volume I is split into eight chapters, with sections on the Barclay Class 01/06s, the Drewry 04s, Ruston 07s, Yorkshire 02s, Hudswell Clarke, Hunslet, North British, and all the other odds and sods, including many that never had TOPS classifications.

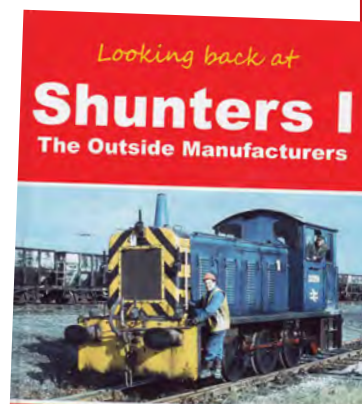
This volume features some amazing photos, many never published before, and has a great selection

of liveries and locations. Images of locos scrapped in the 1960s are stunning, given their age, and the balance of pictures chosen is excellent. The captions are also much improved. They are not perfect, but this had been the biggest Achilles' heel of many Strathwood books, let down by sloppy and uninformative captions. But in this case that has been addressed and the writing is far superior.

The 'odds and ends' chapter is equally fascinating if you like obscure locos, machines that were owned by British Railways but often used in departmental or internal user roles. To see some of these in colour is excellent. For example, there's an image of ED3, in BR black, albeit in a scrapyard, but relatively rare nevertheless. Even the Simplex 4w locos are featured, some of which did make it to nationalisation. Other obscure examples are some of the electric shunters in use in the 1950s and 1960s. The former Ruston shunter 97020, based at Reading Signal works, is depicted in blue and green, as are departmentals 56, 82, 83, 85 and 86. Even the bizarre narrow gauge ZM32 is included; all rare images and locos so often overlooked.

Volume II concentrates on the standard shunters, large and small, essentially the 03s and 08s and their derivatives. Again, the author has done well to get a superb selection of photographs together. Of real interest are the inherited designs, the types built for the pre-nationalised 'big four' and some very fascinating beasts. These include the Class 11s and 12s, some of which even made it into BR blue. There are also some nice images of examples sold on to industrial users.

Understandably, the bulk of Volume II is the 08s, 09s and 10s, and here the photos pretty much cover the black, green and blue periods. But there's also a section on the 13s, with rare shots of them in the original cab-to-cab set up, and finally a section on the 03s, again with green and blue liveries. These books prove shunters are a fascinating subject matter. Both are excellent, and possibly the best produced in this series to date, if only for the originality of the material included and the improvement in the captions. There's also room for other volumes. I can't help thinking a volume or two for the Class 03/08/089 sector and/or privatised liveries could be



Kevin Derrick  
Strathwood



Kevin Derrick  
Strathwood

one for Strathwood to consider for the future, as could one for ex-BR locos in industry.

A brilliant pair of books that I highly recommend. I believe they are limited to just 500 copies each, so don't hang about if you want to secure yours. (PD)

## German Railways

**AUTHOR:** Brian Garvin  
**PUBLISHER:** Platform 5  
**ISBN:** 978 1 909431 53 9  
**PRICE:** £24.95  
**WEB:** [www.platform5.com](http://www.platform5.com)

**THIS IS** the sixth edition of the Platform 5 European Handbook No 2A, and it details all the locos, Inter-City-Express high speed multiple units, U-Bahn multiple units and diesel and electric multiple units in traffic with state operator Deutsche Bahn. It is a 224-page perfect bound softback book, with plenty of colour images and maps of the entire DB system.

There is plenty of information for travellers, including details on how to get to the country from the UK, and the best tickets – most notably rovers – that you can buy when there to really enjoy exploring this beautiful country.

Like the UK's railways, Germany's loco fleet has been through many changes and, like here, many loco-hauled passenger turns have been handed over to DMU and EMUs, especially on rural routes. However, unlike us Brits, the Germans – rightly – still see the value of loco-haulage on longer distance trains with heavier loads, and new classes have been introduced during the last few years, such as the Class 193 Vectron electrics and 245 multi-engined diesel TRAXX locos. A handful of Class 247.9 diesel Vectrons are also being trialled to evaluate their suitability to replace the big 'Ludmilla' Class 232s.

Many classic old German locos are still at work with DBB, including 218s, 232s and 294s, as are many older electric locos, though the 112 and 143s are slowly being reduced in numbers.

However, plenty of new equipment, such as the Class 187 and 189 electrics and Class 261 and 265 diesels, has been introduced in recent years.

The book is listed in class order with technical specifications and each vehicle's livery, depot and key characteristics detailed. Multiple units and ICEs have their individual vehicles listed as well. Internal user and departmental locos and units are also included. Because of the size of both the country and its fleet, the locos now in private ownership, many of them ex-DB, are not listed as they are in book 2B. However, preserved ex-DB/DR steam, diesel and electric examples are detailed, some of



which are passed to run on the main line. An excellent book and an essential 'bible' for anyone travelling to Germany to enjoy the country's railways. Highly recommended. (PD)



# King not overshadowed



GWR King 6020 *King Henry IV* pauses at Leamington Spa with a southbound service on February 16, 1957. One of the loco's nameplates sold for £17,000 on November 17, 2018. (Rail Photoprints/Norman Preedy Collection)

**GW RAILWAYANA** Auctions held its latest auction at Pershore High School, Station Road, Pershore, Worcs, WR10 2BX, on November 17, 2018. By far the outstanding item was the original nameplate from A3 Pacific *Flying Scotsman*, which sold for a whopping £64,500 (see news page RI Jan, 2019). Several other items, including the nameplate from GWR King 6020 *King Henry IV* also generated significant bids.

**Steam Nameplates:** *Flying Scotsman* (60103) £64,500, *Manchester City* (61671) £18,000, *King Henry IV* (6020) £17,000, *The Lancer* (46155) £7,100, *County of Wilts* (1003) £7,000, *Dominion of Canada* (3453) £7,000, *Earl of Ducie* (5054) £7,000, *Burghclere Grange* (6809) £5,800, *Saint Dunstan* (2921) £4,500, *Astley Hall* (4903) £4,500, *Faendre Hall* (5954) £3,500 and *Binnegar Hall* (4904) n/s.

**Diesel and Electric Nameplates:** *Rodney* (50021) £9,100, *Cairn Toul* (60072) £2,900, *Quaker Enterprise* (43135) £850, *British Steel Trostre* (56076) £800, *Quality Approved*

badge only (47734) £380 and *Coedbach with British Coal plate* (37698) n/s.

## Sold on behalf of Great Western Railways in aid of its nominated charity:

*Glorious Devon* (43027) £3,200, *Michael Eavis* (43027) £1,950, *First transforming travel* (43009) £1,600, *GWR 175<sup>th</sup> Anniversary* (43175) £1,600, *Cardiff Panel Signal Box 1966-2016* (43141) £1,200, *First for the future* (43004) £1,150, *Blwch Signalau Panel Caerdydd 1966-2016* (43141) £1,000, *First ar gyfer y dyfodol* (43004) £900 and *Peninsula Medical School* (43016) £750.

## Sold on behalf of DB Cargo (UK):

*Eastleigh Depot* (58017) £2,500, *Sir Murray Morrison 1873 - 1948 Pioneer of the British Aluminium Industry* (37423) £2,400, *Star of the East* (47401) £1,800, *James Clerk-Maxwell* (60067) £1,600, *Loughborough Grammar School* (47146) £1,450, *The Port of Felixstowe* (47291) £1,400, *University of Surrey* (73117) £1,250, *British Petroleum* (37715) £1,200, *West Burton Power Station* (56028)

£1,200, *Samuel Johnson* (60062) £1,100, *Gefco with badge* (47049) £1,000, *Forth Ports Tilbury* (47258) £900, *Royal Mail Cheltenham* (47750) £850, *Sir Michael Heron* (90020) £850, *The Railway Mission with badge* (47725) £800, *Shotton Works Centenary Year 1996* (60017) £800, *Stora* (56103) £700, *Royal London Society for the Blind with Braille badge* (47745) £600 and *The Magistrates Association* (56086) £560.

## Diesel and Electric works plates:

English Electric Vulcan No 2721/D463 1959 (40046) £700, NBL Glasgow No 27820 1958 (D2725) £600, BR Swindon 1960 (Warship) £600, BR Swindon 1959 (Warship) £480, Brush Sulzer No 480 1963 (47159) £440, NBL Glasgow No 27706 1957 (D2711) £400, BR Swindon 1964 (D9522) £400 and NBL 1959 (cab plate ex class 21) £140. Brush Traction No 1073 1994 (92009 *Elgar/Marco Polo*) sold on behalf of DB Cargo (UK) Ltd £700.

**Depot Plaque:** Crewe Electric - Eagle (92009 *Elgar/Marco Polo*) sold on behalf of DB Cargo (UK) Ltd £280.



ANDREW WATTS

NEWS WRITER

**GWR Cabside number plates (brass unless stated):** 111 (*The Great Bear*) £12,500, 6020 (*King Henry IV*) £5,000, 359 £3,700, 5037 (*Monmouth Castle*) £2,800, 2620 £2,200, 1003 (*County of Wilts*) £2,000, 8100 (CI) £1,750, 69 (CI) £1,550, 4903 (*Astley Hall*) £1,400, 3011 £1,200, 399 (CI) £1,000, 1417 £1,000, 6754 £1,000, 6699 £800, 7200 (CI) £800, 2255 (CI) £600, 6167 (CI) £440, 8444 £380, 9797 (CI) £340, 6146 (CI) £330, 6144 (CI) £320, 5695 (CI) £300, 9452 £300 and 7330 (CI) £260.

**Hawkseye:** Leeds City £1,850.

**SR Targets:** Haywards Heath £1,700, Horsham £650, Worthing Central £600, Surbiton £500, Farnham £360, Ladywell £320 and Virginia Water £280.

## Totems:

**BR (E) Blue:** Sandy £1,400 and Biggleswade £1,300.

**BR (M) Maroon:** Henlow Camp £1,800, Shefford £1,200, Desborough & Rothwell £1,050, Market Harborough £1,050, Chorley £800, Widnes Central £800, Diggle £640, Great Bridge North £600, Kettering £460, Edge Hill £420, Hunts Cross £400 and Leicester London Road £380.

**BR (S) Green:** Wadebridge £4,500, Groombridge £2,600, Weymouth £2,100, Burgess Hill £1,550, New Malden £1,550, Clapham Junction £1,100, Lenham £550, Leigh Halt £420, Minster Thanet £420, Polegate £400, Bingham Road £380, Lower Sydenham £360, Abbey Wood £340 and Woodside £360.

**BR (Sc) Light Blue:** Riddings Junction £1,000 and Bearsden £480.

**BR (W) Chocolate & Cream:** St. Fagans £4,300, Exeter St. David's £1,850, Swindon £1,250, Shrewsbury £1,100, Ealing Broadway £700, Llanelly £700, West Bromwich £650, Wellington (Salop) £580, Hockley £540, Soho & Winson Green £480, Ashley Hill £440 and Llanelly £400.

# Future Events

**RAILWAYANA AUCTIONS** will hold its next auction on February 2 at The Blessed William Howard Catholic School, Rowley Avenue, Stafford ST17 9AB. Several well-known diesel nameplates are among the items up for grabs.

**Steam Nameplates:** *Downton Hall* (4994) and *Crawley Grange* (6872).

**Diesel and Electric Nameplates:** *Monarch - Warship Class* (D831), *Cunard Lines - Antonia* (40014), *Western Lord* (D1047), *The Duke of Wellington's Regiment* (55014), *Lady in Red* (43093) and *Waterman Railways Heritage Class - Davies the Ocean* (47488).

This sale, and the first sale at the brand new venue at Alresford on April 20, will also include a further selection of nameplates, crests and works plates, including examples from Classes 31, 33, 47 and 73.

**Electric Nameplate Badge:** *Croydon* (73121).

**GWR Cabside number plates:** 4994 (*Downton Hall*), 6686, 6872 (*Crawley Grange*) and 7433.

**Diesel and Electric works plates:** Clayton Equipment Co Hatton Derby (D8505), English Electric Vulcan No 2677/D438 1959 (40021 *Ivernia*), English Electric Vulcan

No 3094/D644 1961 (40148), Brush Traction Re-Engineered 1999, BR Crewe, Brush & Sulzer 1964 (47056/654/809/783 - *Finsbury Park/Saint Peter*), English Electric Vulcan No 2922/D674 1961 (55017 *The Durham Light Infantry*), BREL Doncaster 1982 (561xx), GM EMD London Canada No 968702-141 (66141), BREL Crewe 1990 (900xx) and Brush Traction No 1107 1994 (92023 *Ravel*).

**Depot Plaques:** Crewe Electric - Eagle, Eastleigh - Spitfire (2), Stewarts Lane - Battersea Power Station and Stratford - Cockney Sparrow.

**Headboards:** The Broadman and The Norfolkman.

**Hawkseyes:** Lord's Bridge and Old North Road.

## Totems:

**BR (E) Blue:** Fordham and Wroxham.

**BR (M) Maroon:** Barrow on Soar, Berkswell & Balsall Common, Kenton, Kirkham & Wesham, Lichfield Trent Valley, St Annes, Watford High Street, Watford West and Willesden Junction.

**BR (S) Green:** Higham and Pluckley.

**BR (Sc) Light Blue:** Banbury, Bonnybridge High, Brucklay, Cameron Bridge, Carnoustie, Corstophine, Crathes, Culter, Gleneagles, High Street, Lumphanan and St. Andrews.

**BR (W) Chocolate & Cream:** Bridgend, Henley-in-Arden, Llandaff for Whitchurch, Newton Abbot, Porthcawl, Pyle, Tonypandy & Trearlaw, Torquay and Trowbridge.



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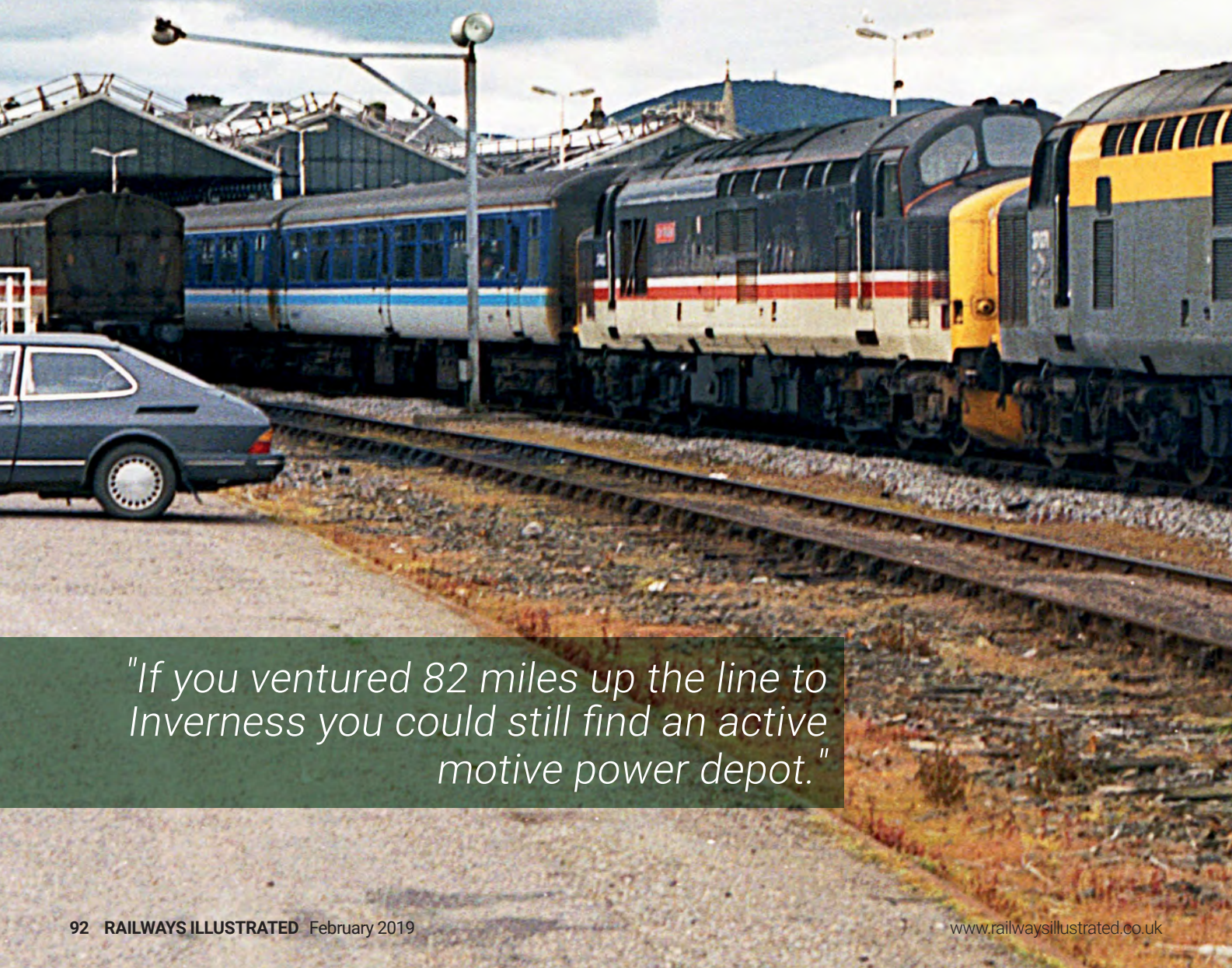
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Website: **www.gcrauctions.com**



# Discovering *Highland* Treasures

A move to Scotland in the 1980s gave **Gordon Kirkby** a chance to better appreciate the delights of the Highlands, and the various traction used in and around Inverness.



*"If you ventured 82 miles up the line to Inverness you could still find an active motive power depot."*



For a rail enthusiast like me, living near Carlisle in the 1980s was pure bliss. There were five main lines radiating out to all points of the compass that provided a varied array of motive power from steam to diesel and electric locos. Carlisle also laid claim to having three working depots – at Kingmoor, Upperby and Currock. Consequently, the thought of a move away from such a busy scene, to the North West of Scotland, might appear a somewhat daunting prospect to some enthusiasts. However, this is precisely what happened to me in 1988, but the career move opened up the most marvellous and fascinating insight into a different style of railway.

### Life in the Highlands

After the upheaval of the move, the nearest access point to railways for me was at Kyle of Lochalsh, which even in the late 1980s retained a fascinating variety of loco-hauled services using Mk 1 stock. It was not as busy as Carlisle, it has to be said, but the motive power could include anything from Class

26s to 37s and 40s, with even the occasional steam special thrown in for good measure.

The name Kyle of Lochalsh interprets as 'a strait of the foaming loch'. The station area itself, with its unique quayside location jutting out into the fast flowing sea water of the Kyle, provides stunning views across to the Isle of Skye. The station buildings, a long wooden structure with a Ballachulish slate roof, had changed very little since they were built in 1897. The original signal box, built to a Highland Railway design, still stands to the north of the station. Following the introduction of Radio Electronic Token Block (RETB) in 1984 the box was deemed to be redundant and, despite suffering vandalism and fire damage in the 1990s, has been acquired by the Friends of the Kyle line and restored.

Sadly, the once famous locomotive depot at Kyle closed in the 1960s following a fire, resulting in the building being demolished and the track work lifted. There had also been a turntable at the depot, a 60ft diameter example built by Cowan Sheldon

of Carlisle. Following closure the turntable was removed to Aviemore and is now in use with the Strathspey Railway.

The turntable was useful not only for turning tender steam locos, but also the observation coaches that were a regular feature of the line in the summer months. However, following the closure of the depot the use of the observation coaches died out. As is often the case with this sort of thing, in 1979 it was decided to reintroduce an observation coach. Nothing as fancy as the old Beaver-Tailed coaches from the LNER era or the former Devon Belle Pullman Observation coach, but privately owned, preserved coaches that had originally been LMS inspection saloons. In 1986 Class 101 DMU trailer coach M54356 was converted into an observation coach, painted in a green and white livery and renumbered 6300. As there was no turning facility at Kyle, the full benefit of the panoramic views from the rear of the coach could only be enjoyed on the run to Kyle of Lochalsh from Inverness.

Double heading of Class 37s was a common occurrence around Inverness, as illustrated by 37071, formerly based at Immingham but now working out of Motherwell, as it assists Inverness-based 37402 Oor Wullie with the 1000 Inverness to Aberdeen train on June 19, 1993; the stock is made up of Regional Rail-liveried Mk 2 coaches. (All photos author unless stated)







**ABOVE:** Class 37 37418 *An Comunn Gaidhealach* at Kyle of Lochalsh shortly after arriving with the 1250 from Inverness on February 1, 1988. Less than a week later the town and all of the far north network would be cut off following the collapse of the Ness Viaduct.

**RIGHT:** With just three months to go before withdrawal, Class 26 26005 is parked in sidings at the back of Inverness MPD with 37175 on June 19, 1993.

**RIGHT:** So new that its cab end number has yet to be applied, Class 156 156478 stands at Dingwall on April 28, 1989 after being marooned north of the collapsed Ness Viaduct in Inverness. In the background is observation coach 6300 on the rear of the 1852 Dingwall to Kyle of Lochalsh service.



## Scottish variety

If you ventured 82 miles up the line to Inverness you could still find an active motive power depot. The facility is alongside the station, set within the Rose Street triangle, and was guaranteed to provide a good variety of locos. In the 1990s this would include Class 20s, ETH Class 25 Ethels, plus Classes 26, 27, 37 and 47. Resident Class 08s would be shuttling back and forth, shunting stock in and out of the station and around the carriage sidings, as well as working the various goods yards in the city.

Added to this was the variation of liveries, many of which seemed to be exclusively for



InterCity Swallow-liveried 37221 stands between turns at Aberdeen in 1992. (Colour Rail/Paul Chancellor)

the Scottish scene. In the 1980s the bulk of British Rail locos were in standard BR blue with yellow ends, although the Large Logo livery was rapidly becoming prevalent on many classes. The Scottish region decided to use the Large Logo livery on its Class 37s, with added Highland Stag embellishments for locos based at Inverness and a white Scottie dog for examples based at Eastfield for the West Highland line.

Local passenger train workings from Inverness could produce anything from a plain blue liveried 37/0 with steam heating, through to a large-logo 37/4 and ETH stock, and it wasn't unusual to find one of the Class 25 Ethel conversions making its way down to the Kyle of Lochalsh tucked inside on a charter special. In 1992, to mark the rundown of the Class 26, Eastfield turned out the first two Type 2s, D5300 and D5301, in their original BR green with small yellow warning panels, and these were deployed in tandem on the daily out-and-back working from Inverness to Kyle with a rake of Mk 2s specially painted in a mock LNER green and cream tourist livery.

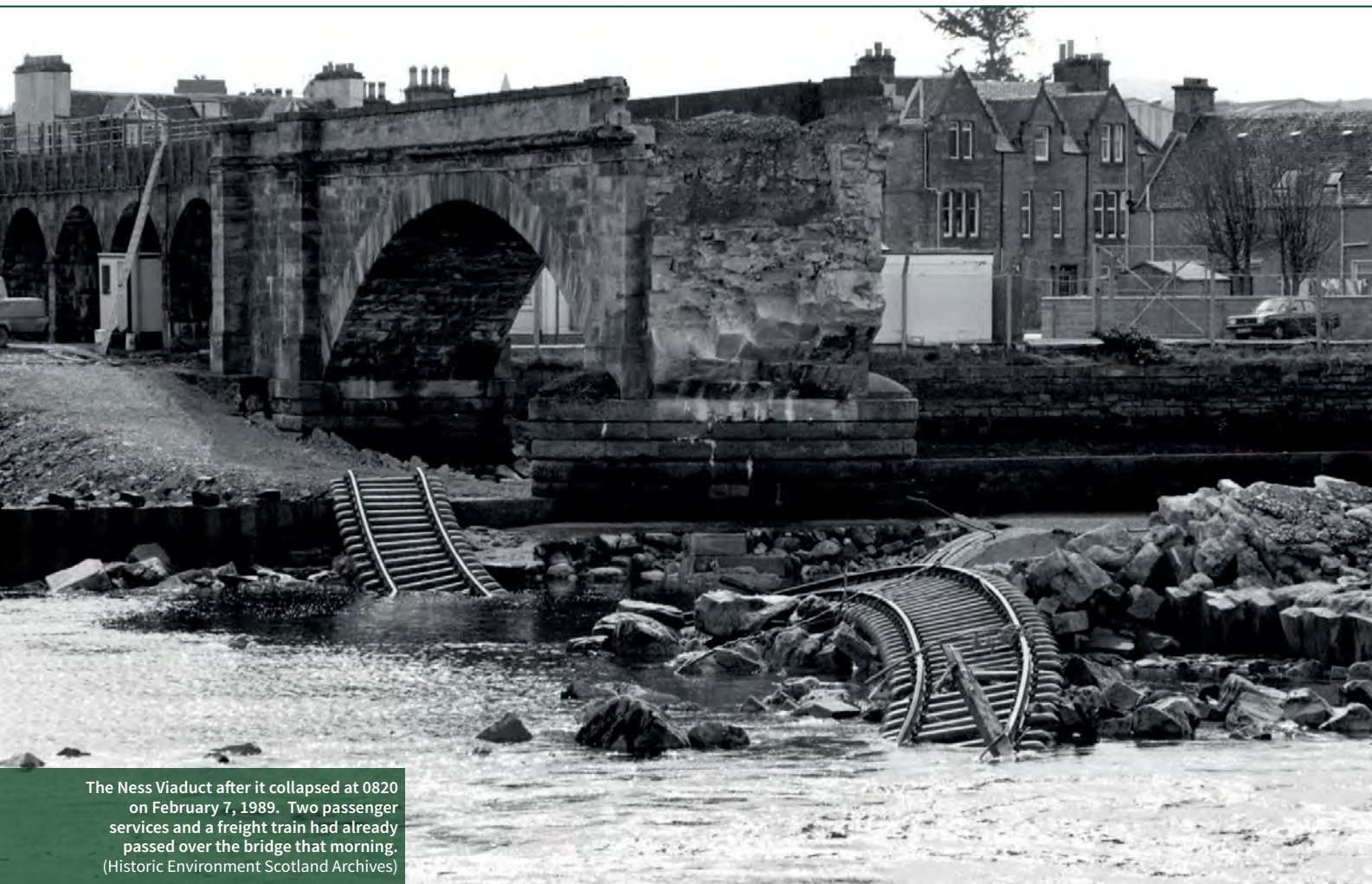
Many Class 47s were in the blue Large Logo livery, but most notable of the changes was to the colour scheme applied to the 47/7 sub-class, which had been converted at Crewe Works in 1979 for push-pull working between Glasgow and Edinburgh. In the 1980s they were the first to acquire the blue stripe variation of the InterCity livery with

ScotRail branding, a livery that was very pleasing to look at. Later, even this had some variations and eight Class 47s were turned out in a red-stripe version of the InterCity livery but with ScotRail branding applied.

Inverness, like Carlisle, is a major railway hub. To the north and west from Inverness are the lines to Kyle of Lochalsh, Wick and Thurso. To the east is the line to Aberdeen, and to the south the main Highland line to Perth and beyond to Glasgow and Edinburgh. As already mentioned, the Kyle line was mainly in the hands of Class 26s and 37s and this was also the case for the far north line. The Aberdeen route, which for many years was the sole preserve of first generation DMUs, was now the realm of Class 47s. The main line to the south, with its services to the cities of Glasgow and Edinburgh, also had both day and overnight services through to London Euston.

The overnight sleeper service was the one that produced the most interesting selection of motive power, anything from a Class 47 to a pair of 37s. In fact, Inverness had pairs of dedicated Class 37s for the sleepers for a while, some of which were painted in the InterCity red-stripe livery to match the





The Ness Viaduct after it collapsed at 0820 on February 7, 1989. Two passenger services and a freight train had already passed over the bridge that morning. (Historic Environment Scotland Archives)

Mk 3 sleepers. There were, however, some occasions when the pairing would produce one 37 in InterCity livery and a sister loco in Dutch yellow and grey livery.

The day time service to Euston was mainly in the hands of Class 47s, and for the Highland Main Line this was a fairly lengthy rake of Mk 2/3 coaches. This service was the forerunner to the Highland Chieftain HST to London, but instead of Euston being the ultimate destination, it now travels down the East Coast Main Line to King's Cross.

On the freight side, there was always a steady supply of goods to the Millburn Road goods yard, which is to the east of the station. There was also a regular supply of log trains working in from Elgin before heading south, which were worked by 37s, often in pairs, as was the case on May 23, 1995 when 37685 and 37505 worked the Elgin to Dee Marsh log train.

Towards the end of the 1980s, change started to occur with the steady introduction of the second generation of DMUs. The first of the new Class 156 Super Sprinter units to be allocated to Inverness was 156449, which arrived in November 1988 and was followed two months later by a second batch of 156474-156478. Two of them emerged from the Metro-Cammell Works in Birmingham incorrectly carrying Neville Hill depot stickers, much to the chagrin of the Inverness staff. This oversight was soon corrected by the application of the IS depot sticker.

### The Ness Bridge collapse

At the start of 1989 a major disruption to Scottish services north of Inverness began when, on the morning of February 7, the

Ness Viaduct, which carries the Kyle line and the Far North Line out of Inverness, collapsed and was washed away, leaving a 400ft gap across the River Ness. Fortunately, there was no loss of life or any injury, but the line and the service, which serves more than 230 miles of railway, was completely severed. Several sets of stock, locos and some of the new Class 156 DMUs were stranded on the north side of the collapsed bridge.

ScotRail very quickly gave assurances that the collapse would not lead to the closure of the rail network north of Inverness and that a new bridge would be built. It was also announced that, as an interim ➔



**ABOVE:** 'Dutch' liveried Class 37/0 37294 stands at Kyle of Lochalsh at the head of the Royal Scotsman luxury touring train waiting to return to Inverness on May 29, 1992. Observation car 99965, converted from former Pullman Kitchen First car 319, is at the front of the train.



**LEFT:** Eastfield-based Class 47/4 47578 approaches Boat o' Brig at the head of the 1232 Inverness to Aberdeen service on March 12, 1986. (Rail Photoprints/John Chalcraft)



measure, a new temporary servicing depot for locos and rolling stock would be created at Muir of Ord, just to the south of Dingwall. This entailed dismantling the former depot building at Barassie in Ayrshire and transporting it north where it was reconstructed on the site of the old Muir of Ord goods yard.

trains to go ahead during the 1989 summer months, some specially prepared coaches (including a Pullman car) from the Land Cruise excursion stock were transported over to the truncated northern section.

The cost of all the moves, and providing the facilities, was reported to have been in the region of £2m. The hard work and

## Modernisation

Once the local services had been restored, ScotRail pressed ahead with the modernisation of the rolling stock, which saw the introduction of the Class 156s to the Far North line and some Aberdeen services. The Kyle line retained its loco-hauled trains for some time, mainly in the hands of Inverness's fairly large allocation of 37s. The amount of traffic on the Kyle line was enhanced by charter trains from the south, including regular visits from the luxury Royal Scotsman train. It was made up of extensively refurbished Mk 1 Pullman coaches, or in the case of the observation coach 99965 (former Pullman kitchen first 319), rebuilt with an open observation veranda at one end.

In a further boost to the tourist potential of the Kyle line, ScotRail introduced Mk 2 coaches, which had been painted into a variation of the old LNER tourist coach livery of green and cream with silver roofs, and included the converted DMU Class 101 observation coach 6300. Class 26s were the traction mainstay on the Kyle line, having taken over from Inverness-based LMS Black 5s in the early 1960s. The Class 26 held control of the Kyle line well into the early 1980s when they were replaced by Class 37s, which were displaced by the Class 156s a decade later.

## Freight

Freight services were still very much in use on the Highland Main Line, plus a steady stream of log trains from the Nairn line and seed potato traffic from Elgin. The Far North line saw regular freight for Georgemas Junction, with its association with the nuclear industry at Dounreay. The North Sea oil industry also produced

*"On February 7, 1989 the Ness Viaduct, which carries the Kyle line and Far North Lines, collapsed and was washed away."*

Until the new depot was completed, the marooned stock provided a shuttle service to Kyle of Lochalsh and Wick/Thurso, with the locos being re-fuelled at Muir of Ord from road tankers. All the rail services began at Dingwall, with passengers taken by bus from Inverness station, over the Kessock Bridge, to Dingwall.

ScotRail went to great lengths to get this work completed quickly and the new depot was built in just eight weeks. Extra locos and coaching stock, plus two new Class 156 units, were moved by road from Inverness to the old goods yard at Invergordon where it was possible to re-rail them.

The new Class 156s had been thoroughly tested in the Inverness area, and once transported by road to Muir of Ord went straight into service on the Wick and Thurso line. The Kyle Line service remained loco-hauled using 37/4s for some while longer until further Sprinters became available. To enable pre-planned tourist excursion

commitment had not gone unnoticed at BR Headquarters, and on April 29, 1989 Sir Robert Reid, then chairman of British Railways, came north to officially open the new servicing facilities at Muir of Ord. The visit also included an out-and-back trip on the Land Cruise Special from Dingwall to Garve for press and dignitaries, hauled by 37417, which had nose-end damage from an earlier close encounter with a fallen tree.

A new bridge measuring 669ft long and standing at a height of 40ft above the River Ness was built, replacing the old 'B' listed structure, which dated from 1861 and had been built for a cost of £13,500. The new bridge was completed and opened on May 9, 1990. All the locos, DMUs and rolling stock that had been trapped to the north of the collapsed bridge were then able to return to their home base at Inverness and the temporary depot at Muir of Ord was closed and eventually dismantled, returning the location back to being a sleepy backwater.

**BELOW:** Colas Class 37/0 37219 takes the UTU 3Q55 0235 Wick (from Georgemas Jn) to Inverness over the Ness Viaduct on April 2, 2018. The new £3.4m structure was opened on time and within budget by Malcolm Rifkind, Secretary of State for Scotland, on 9 May 1990. (Jamie Squibbs)





a substantial amount of traffic, particularly with lengthy trains loaded with pipes from Hartlepool. The oil trains to Lairg originally began with Class 37s providing power; and in recent times have seen Colas Class 56 venture north from Grangemouth.

In 2001 the Far North line was also noted for the unique way it overcame the lack of loading facilities for logs on trains in the remote areas of Caithness, at Kinbrace. With no overnight services between Georgemas Junction and Inverness, it was possible to take empty OBA log wagons to a lineside loading point, bring in road vehicles fitted with Hiab loading arms, and simply transfer the logs at the lineside into the rail wagons for dispatch south before the first passenger trains of the day started running. This EWS service ran for three years and was responsible for transporting 50,000 tonnes of timber.

Another massive boost for rail freight came in 1999 when the supermarket chain Safeway decided to switch its distribution service from the road to rail. The working started bringing in container trains from the south to Inverness and was extended to Georgemas Junction for the company's stores in Wick, Thurso, and on the Orkneys. In 2004, Safeway was taken over by supermarket group Morrisons and the traffic continued and ultimately led to the now famous Tesco liner, which commences at Daventry through to Livingston and has connections with the Livingston to Inverness service.

### Further changes

Back in the 1990s, attention turned to the daytime trains south from Inverness to Edinburgh and Glasgow, with the introduction of the Class 158 DMUs. These

were regarded as express units, having a top speed of 90mph whereas the Class 156s were limited to 75 mph, which was more than ample for the meandering lines to the north of Inverness.

The introduction of the Class 156s and 158s saw the end of loco-hauled activities, resulting in the sad sight of 18 Class 26s withdrawn and stored at the Inverness depot in early 1994, along with the three former Class 25 Ethels waiting to be taken away for scrap.

The 158s did not entirely oust loco-hauled trains, as the Caledonian Sleepers continued to run. The sleepers, which departed every evening (except Saturdays) at 2045, were generally in the hands of Class 47s. In 1991, in an effort to increase the reliability of the service, seven Class 47/4s were modified with an increased ETH rating for the Anglo-Scottish sleeper use and were renumbered 47671-47677. All were based at Inverness.

This was short lived and in 1992 ScotRail started using pairs of 37s running with special generator vans converted from Mk 1 full brakes. Two of the Inverness 37s, 37221 and 37251, were repainted into a very smart version of the Swallow InterCity livery and in November 1992 37251 was named *Northern Lights* to mark its connection with Inverness and the sleepers.

In 2000 the use of Class 156 DMUs on all lines north of Inverness came to an end and services were passed to a dedicated fleet of Class 158s. In 2007, 25 of Inverness's Class 158s were refurbished, with reduced seating to provide extra luggage space and room for cycles. The project cost £9m and also resulted in better window-seat alignment.

Life on the Highland lines has changed very little since the turn of the millennium. It still gives a unique and charming insight into how pleasant a journey by train can be. [RI](#)

**ABOVE:** In October 1993, Motherwell-based Class 37/0 37275 acquired the *Oor Wullie* nameplates from 37402 after the latter was transferred away from Inverness to Crewe and renamed *Bont Y Bermo*. The loco arrives at Inverness on March 22, 1995 with a log train from Elgin.





Direct Rail Services Class 20/3s 20305 and 20302 power the 3S15 1301 Hull to York RHTT working at Giberdyke on November 11, 2018. (Robert France)



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DB Cargo Class 90s 90040 and 90018 Pride of Belshill double head the 4M25 0606 Mossend to Daventry intermodal past Docker on November 17, 2018. (Paul Biggs)







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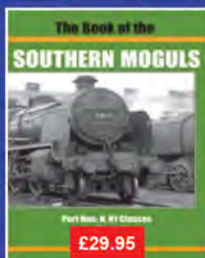
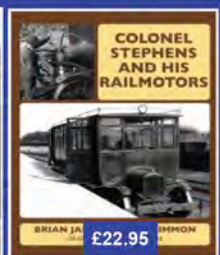
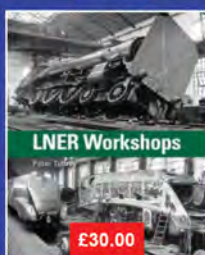
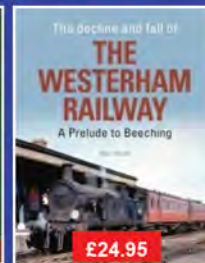
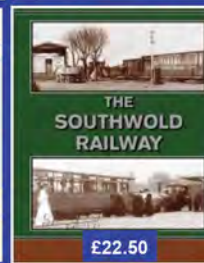
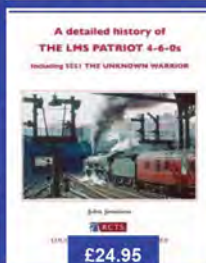
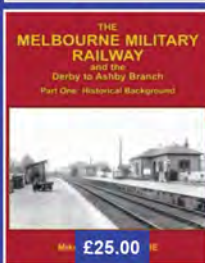
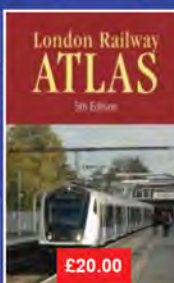
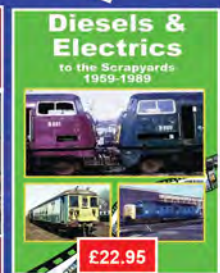
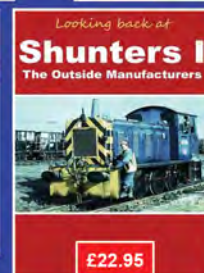
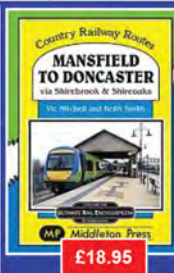
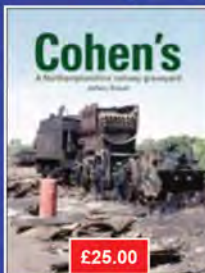
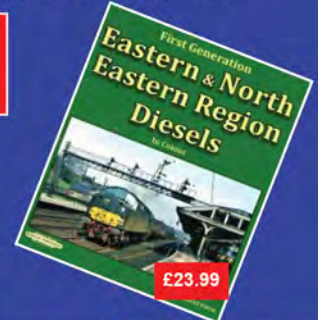
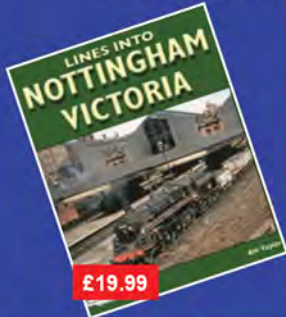
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Watford Junction*	06:40	21:50
Milton Keynes	08:00	21:15
Northampton**	07:40	21:30
Rugby	08:25	20:38
Nuneaton	08:45	20:20
Crewe	09:45	19:15
Preston***	10:30	-----
Carlisle	12:40	14:40

Fares	Adult	Junior	Family
Premier	£264	£180	£798
First	£164	£107	£489
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\*Passengers from Watford Junction will travel to Milton Keynes by service train to join our train.

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