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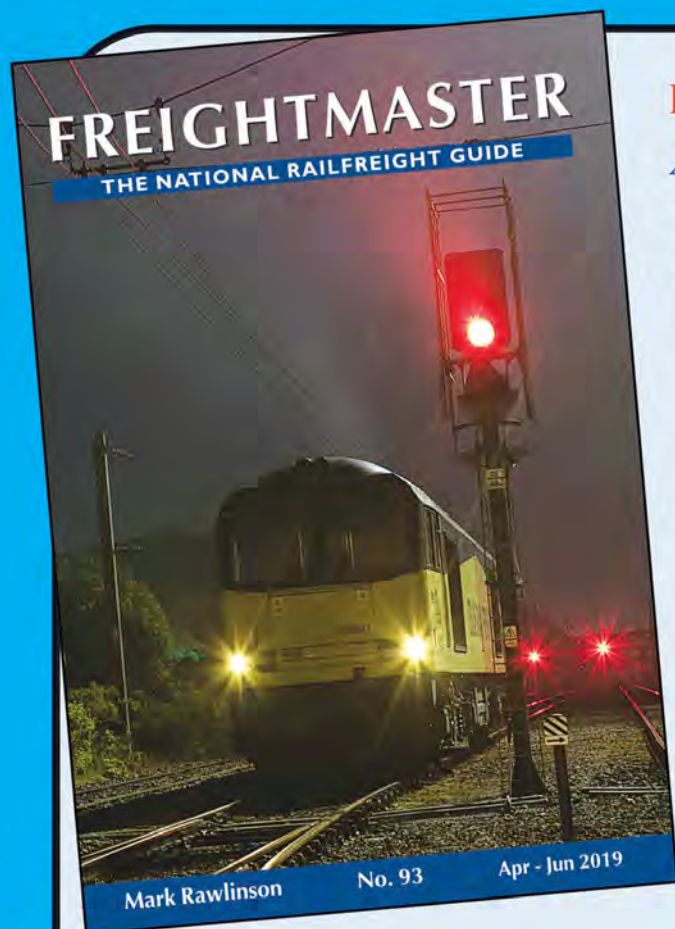
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Delays and more delays

As you might have spotted, the Azuma entering service story on the cover of the last issue, which had already been printed, was pulled at the last minute due to uncertainties regarding the fleet's actual date of introduction and other queries. It was replaced by the RDG fares story, which affects the whole of the UK. Fortunately, LNER has now announced an in-service date of May 15, with Leeds being the first city to be served. Details can be found on the headline pages.

Although the Azumas will be around six months late entering service with LNER, that is considerably better than the Class 710/2s on the GOBLIN line that are now a year behind schedule. Not only that, the final Class 172 DMUs went off lease in mid-March to join London North Western, leaving only three shortened four-car Class 378s (see RI April, p14) to provide a reduced half-hourly service. London Overground says the overall capacity remains the same, but online images have shown people being left behind on platforms. Clearly the main reason is the late delivery of the new 710/2s from Bombardier, although the latest train management software release appears to be stable, allowing crew training to get underway. LO hopes to have the units in service as soon as possible.

However, as these issues became known last year, surely London Overground should have put in place a more robust standby plan for temporary replacement stock. Instead it arranged to retain the Class 172s for as long as possible in the hope that the 710/2s would be released to traffic, and at the last minute when the 172s had to go it was forced to 'borrow' its own 378s, leaving the fleet stretched to cover North London Line and Euston-Watford service.

There is plenty of surplus stock knocking around now, and while the training of drivers and provision of guards would likely be required, as well as satisfying gauge

clearances, as the saying goes 'where there's a will there's a way'. I find it incredible in this day and age; even under the much-maligned British Rail a solution would have been found. Hopefully LO can expedite its crew training and, provided the train's reliability comes up to scratch, the long-suffering passengers using this busy route can finally receive the service they deserve.

On a much more positive note, a 'new' turntable has been added to the UK rail scene following the restoration of the one at Aberdeen Ferryhill. Significantly, the first steam loco to use it was the A1 Steam Locomotive Trust's 60163 *Tornado* as it made its main line return on a steam charter.

GB Railfreight is also in the news this month, notably for repaints of classic diesel traction, with 50007 *Hercules* and 50049 *Defiance* both out-shopped from Eastleigh Arlington in GBRf livery on March 20. The previous day two of the Freight Operating Company's Class 47s, 47739 and 47749 *City of Truro*, appeared from the same facility in what is effectively BR blue but with GBRf insignia – and very nice they look too.

In this issue you'll find an extensive guide to the Severn Valley Railway, one of Britain's longest running and best-loved heritage lines. Spending a couple of days exploring the SVR really brought home to me the amount of effort, hard work and dedication that goes into keeping our preserved railways going. As it is 16 miles long, there are many pieces of infrastructure that need attention and upkeep, which doesn't come cheap. Then there is maintaining and restoring locomotives and rolling stock – a labour of love for the volunteers involved and vital employment for the paid staff. The line can call upon around 1,700 volunteers to help with everything from manning buffets, platforms and plenty more besides. It is this ethos, garnered over decades, that is the backbone of the UK's heritage lines and is something we should all be proud of. With

some superb attractions, such as the Engine Shed at Highley, the SVR has a lot to offer its visitors and is well worth a visit or two. We are also giving you the chance to win a steam driving experience on the line – see page 57.

Also this month, we travel along the Seaford Branch in East Sussex, a route that has just undergone a re-signalling and engineering project and helps to keep this part of the South Coast connected to London. With ScotRail's Fife Circle loco-hauled services expected to come to an end soon, following the arrival of more DMUs, displaced by the introduction of further electric units, anyone wanting to ride on these trains is advised to do so quickly. See pages 38-42 for a feature on the route's loco-hauled services.

The main gala season is upon us and this month we present a preview of the rest of the year's events in a comprehensive guide, see page 80. Following on from the Crewe Diesel Depot featured in the April issue, our Britain's Depots series focusses this month on its partner Crewe Electric. Always a pretty inaccessible place in BR days, the facility has an interesting history, as Alex Fisher discovers. Finally, there is a fascinating article on one of the first occurrences of a Deltic working to Cleethorpes, in September 1978, somewhere they became regular visitors to in their final few years. Martin Margerrison presents his personal view of the event, which he was very fortunate to learn about on advance.

How many of you spotted the 'April Fool' in last month's issue? I couldn't resist and it certainly seems to have fooled a few people. In case you're struggling to work it out, it concerns a 'shoebox' and a heritage line in Gloucestershire...



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Martin Margerrison was fortunate to be on one of the first Deltic-hauled passenger train to visit Cleethorpes on September 26, 1978.



A subscription to **Railways ILLUSTRATED** offers great savings on cover price. See pages 68 and 69 for details.



ABOVE: With the route to the capital via Whiteball Tunnel closed to traffic on February 26, the re-routed 1A75 0616 Penzance to Paddington via Honiton and Yeovil Junction crosses the newly installed flood defence structure at Axe Level Crossing Axminster and Chard Junction. Bringing up the rear is the first production HST power Car 43002 Sir Kenneth Grange, still going strong 43 years after its introduction. (Stephen Ginn)

FRONT COVER: Class 42 Warship 832 Onslaught powers the 1105 Wirksworth to Duffield service on March 17, 2018 during the Ecclesbourne Vally Railway's Diesel Gala. The diesel hydraulic is due to perform at this year's East Lancs Railway Diesel Gala on July 4-6. (Bill Pizer)



Oh, I do like to be beside the seaside



94 Deltic to Cleethorpes

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Azumas finally cleared for

AFTER A complicated few months of delays and missed targets, LNER's Hitachi nine-car Class 800/1 and five-car Class 800/2s (singly or in multiple) Azumas have been cleared to enter passenger service by the Office of Rail and Road, with the operator announcing they will be introduced gradually starting on May 15. The first destination to be served is Leeds, with Hull the second.

It had been suggested that April might have been possible, but further testing is yet to be completed and the May date is provisional on these tests being finished satisfactorily. Work continues to solve potential EMC interference

with signalling equipment on the northern parts of the East Coast Main Line, where Network Rail is installing isolation transformers to the signalling between York and Edinburgh. Until this is completed the IETs cannot use electric power along this section. Furthermore, Hitachi is to fit reactors to all transformer-equipped vehicles, adding around 750kg to each, by early 2020. The ORR has also directed that the units' automatic selective door opening 'must not be used until the infrastructure is available and operational rules developed'.

Regarding the 'problem' of the

connecting jumpers between vehicles the ORR has said that LNER and Hitachi must reach an agreement on reducing the risk of anyone using the jumpers to climb on the roof until modifications can take place. This will mean staff must be particularly vigilant during train despatch. A solution has been agreed and the same modification used on the Class 395 Javelins a decade ago is to be applied – namely with some rubber mouldings placed between the cars and the connection rerouted.

LNER has now accepted the first of its Azumas for service and is ramping up training and final testing, the operator confirmed in mid-March.



In full LNER livery, Class 800/1 800112 stands at King's Cross at 0900 on March 7 before heading north with a test/training run. The set, and others like it, are expected to enter passenger service on May 15. (Spencer Conquest)

MML extended to Market Harborough

THE DEPARTMENT for Transport has announced the Midland Main Line electrification scheme will now reach Market Harborough. The original programme, due to reach Derby, Nottingham and Sheffield, was cut to only Kettering and Corby in July 2017, with bi-mode trains expected to be used on the non-electrified section. However, a substation to feed the

overhead wires is being built at Braybrooke, just south of Market Harborough, meaning it would no longer be on the electrified section.

The DfT asked Network Rail to come up with a way to connect Braybrooke to the overhead at Kettering and NR has confirmed its preferred solution is an 11-mile extension of the overhead to

Market Harborough. The DfT has commented that before delivery commitments are made the scheme will need to be assessed as part of the overall programme business case. An electrified train service to Kettering and Corby is planned to begin in December 2020, and DfT says electrification to Market Harborough will follow by December 2023.

Class 710 training starts, but GOBLIN woes continue



London Overground Class 710/2 710261 pauses at Blackhorse Road while working the 3204 Barking to Willesden Depot on February 28. This was the first day of daylight training on the GOBLIN line for the new Bombardier units. Class 37 37611 was shadowing the unit as insurance. (Joel Coulson)

DRIVER FAMILIARISATION and training on the new London Overground Bombardier Class 710/2s has started, although no firm date for service introduction has been given. Daytime training commenced on February 28 and LO was hopeful that the ORR would clear the type to carry passengers imminently. More than three quarters of the 54 Class 710/1 and 710/2s on order have been built, but delivery and introduction has been held up for more than a year by software problems.

The final Class 172 two-car DMU was sent off lease in mid-March and from March 18 only the three borrowed four-car Class 378s were available for Gospel Oak to Barking services. As a result the

schedule was amended to a train every 30 minutes instead of every 15, although this does mean the overall capacity remains the same, since the trains are four-cars instead of the previous two. A supplementary bus service has also been laid on. Due to the need for maintenance, weekend train services are likely to be somewhat reduced.

Once the 710/2s enter passenger traffic the 378s will return to five-car formations and their original services. As more 710s are delivered they will take over on the Euston-Watford route, allowing 378s to be cascaded to provide improved frequencies on the North London line. The 31 Class 710/1s will be used on West Anglia routes out of Liverpool Street.

Edinburgh Tram extension approved

THE EXTENSION of Edinburgh's popular tram system from the city centre to Newhaven has been approved by Edinburgh City Council. The project is expected to cost around £207m, with the 2.8 mile (4.6km) line due for completion in 2022 and available to passengers in the first quarter of 2023.

The extension is designed to keep pace with population growth and also to reduce road traffic in the area. However, critics argue that it might actually encourage more traffic if people try and park in the area to catch the tram so as to avoid driving into the city centre.

It will be funded by borrowing, to be paid back by future tram fare revenues, along with a special £20m dividend from the city's public bus firm, Lothian Buses.

Edinburgh City Council's transport convener Lesley MacInnes said: "This is a

crucial decision for Edinburgh, for today's residents and for generations to come. Taking trams to Newhaven will allow brownfield development sites to be transformed, opening up the whole of north Edinburgh to a wealth of opportunities in terms of jobs, housing and local facilities. I firmly believe the tram project is in the best interests of the city's current and future residents and, as an administration, we will do everything in our power to make sure it's delivered on time and on budget."

The first phase of the city's tram system was fraught with a series of delays and an inquiry into that is ongoing. As a result, lessons learnt in the first phase of the tram project will be applied. Construction is planned using a 'one-dig' approach by closing each work site just once and opening it again only after all works are complete.

service



Aberdeen turntable recommissioned

THE 12-YEAR, £40,000 project to overhaul and re-commission the derelict turntable at Aberdeen Ferryhill reached its goal on March 14, when the A1 Locomotive Trust's 60163 *Tornado* was turned after making a welcome return to the main line. It was the first use of the 70ft Ransomes & Rapier turntable since its refurbishment by the Ferryhill Railway Trust. It was last used to turn A2 60532 *Blue Peter* in 1995.

Commissioning involved using 190t of steel test weights, some up to 10t each, loaded onto the deck by a road crane to simulate a full load. In all in the two-day process six tests were carried out, such as a loco moving onto the turntable, to ensure its fitness. This year six locos are currently booked to use the turntable.

The FRT said: "Significantly, this provides a fantastic opportunity for boosting tourism in the North East and puts Aberdeen firmly on the map for main line steam again after such a long absence." The Trust was established in 2007 to



take over the remaining building and turntable of the former Ferryhill loco depot. In addition to funds raised from members, it

has won grants and sponsorship from local companies. Further details can be found by visiting www.frht.org.uk

A1 60163 *Tornado* makes history, becoming the first locomotive to be turned on the newly-recommissioned turntable at Aberdeen Ferryhill on March 14. (Peter Gordon)

New GBRf flows



GBRf 66769 joins the Midland Main Line at Loughborough with the 4E27 Hotchley Hill to Middlesbrough A V Dawson empties on February 27. (Paul Shannon)

GB RAILFREIGHT has started running a new construction flow for S Walsh & Sons, from Cricklewood to Barrington quarry. The trains are transporting inert waste to the defunct quarry so the land

can be reclaimed. In addition, the Freight Operating Company commenced a new service for British Gypsum in February, in partnership with A V Dawson and running from Middlesbrough to East

Leake. The tender was won two years ago, but its introduction was delayed and GBRf instead helped British Gypsum move gypsum stock from Drax Power Station to Kirkby Thore.

Network Rail CP6 contracts

NETWORK RAIL has given formal decisions on contract distribution for Control Period 6 (April 2019 to March 2024). GBRf will continue to run the Local Distribution Centre at Whitemoor LDC, and has also secured the contracts at Bescot and Eastleigh. The FOC also won four out of nine bulk services deals, namely Toton to Cliffe, Bescot to Cliffe, Eastleigh to Mountsorrel and Whitemoor to Mountsorrel. The remaining five have been allocated to: DRS, that gets Doncaster to Mountsorrel, Tyne to Mountsorrel and Doncaster to Cliffe, and Colas, that gets Westbury to Cliffe and Carlisle to Mountsorrel.

For network services GBRf won half of the 32 contracts, including Westbury-Eastleigh, Hoo-Eastleigh, Doncaster-Whitemoor, Toton-Whitemoor, Doncaster-Whitemoor, Bescot-Toton and Scunthorpe-Eastleigh.

The remaining network services contracts were awarded to: DRS, including Kingmoor-Crewe and Crewe-Bescot; Freightliner, Toton-Doncaster and Toton-Crewe; and Colas, Eastleigh-Hinksey, Bescot-Hinksey and Millerhill-Doncaster. The remainder went to DB Cargo including Bescot-Hinksey Millerhill-Carlisle and Doncaster-York Holgate.

Green light for Class 331s, but testing suspended

THE OFFICE for Rail and Road authorised Northern's Class 331 EMUs for passenger service on February 22, with the clearance applying to the 31 three-car sets (331001-031) and 12 four-car units (331101-112). Northern has to first demonstrate its arrangements for controlling Platform Train Interface risks at all stations the units will

use. The operator confirmed it was working to commence crew training before gradually introducing the new EMUs, with the Leeds-Doncaster route expected to be the first to receive them from May 19.

However, on March 13 main line running of all Construcciones y Auxiliar de Ferrocarriles (CAF) units was suspended after

problems with the intermediary bar coupler between the coaches was identified. The ban applies to all Northern and TransPennine Express units, although at the time of writing it was unclear if the Class 397 EMUs were affected.

A Northern spokesman said: "Over recent weeks we have been putting our brand new trains

through their testing programme before bringing them into service for customers during 2019. We have also been training our drivers on the new trains. During the testing we identified a small mechanical design issue that requires a fix before we resume running. We are already working on the solution and will be back on track soon."

First Class 745 arrives in the UK



The first of Greater Anglia's 12-car Class 745/1 units, 745104, destined for use on Stansted Express services, arrived at Norwich Crown Point Depot on February 28 after reaching the UK the previous day. Hauled by DB Cargo's 66001, the new Stadler unit passes Ward Green, Stowmarket. (Ryan Howard)

Class 50s unveiled in GBRf colours



The GBRf livery applied to 50007/049 is similar in style to the BR Large logo livery, with wrap round cabs in orange, blue bodysides and large GBRf logos and TOPS numbers. (Pip Dunn)

GB RAILFREIGHT and the Class 50 Alliance have cemented a main line spot hire deal by painting 50007 *Hercules* and 50049 *Defiance* in the FOC's orange and blue livery. They were unveiled in a private event at Arlington Fleet Services' Eastleigh Works on March 20. At the unveiling, 50007 was

sporting the name and number of scrapped 50014 *Warspite*. The locos, which are based at the Severn Valley Railway, will be used by GBRf for charter, Rail Services and other ad hoc work for the 'foreseeable future'. They will remain based at Kidderminster but will be used by GBRf as and when required.

After a test run to Chessington on the evening after the event, their first outing was on March 23 on a Paddington to Penzance charter with Pathfinder Tours, which recreated the farewell BR Class 50 tour from 25 years ago. The train returned to Waterloo, thus covering the class's two main core routes. They will not be

modified for Rail Services work but will use translator vehicles when hauling new EMUs. They are needed, along with GBRf's recently acquired trio of Class 47s, to meet demand for moving new trains on delivery from manufacturers and taking old rolling stock to scrapyards for disposal. **Pip Dunn**

Battery-powered tram for Coventry

A **NOVEL** light rail vehicle for Coventry City Council has been designed by engineers at WMG, University of Warwick. The vehicle will be electric-powered and designed with the view to being autonomous in the future, and could offer great potential for smaller cities. It will have a battery-supplied electric powertrain and generate zero emissions at city-level.

The WMG team, including engineers Darren Hughes and Andrew McGordon, are using their automotive engineering and battery expertise to assist Transport Design International with the design and now have a 3D simulation of the vehicle. Once autonomous, the design will allow more vehicles to run intelligently and efficiently to

meet passenger demand. They will hold 50 passengers each, and the longer-term aim is that they will not run to a timetable,

with people simply hopping on and off. The design is lightweight and uses multiple materials, including aluminium, steel and

composites. As it will be battery-powered there will be no need for an overhead power supply, which is both costly and has a negative impact on the city-scape.

It is hoped the first test vehicle will be manufactured by mid-2020. TDI has partnered with Coventry-based Company RDM to produce the vehicle once the design is complete.

The Government's Local Growth Fund through the Coventry & Warwickshire Local Enterprise Partnership (CWLEP) has contributed £2.46 million towards phase one of the research and design of the prototype and £12.2 million has been secured from the West Midlands Combined Authority (WMCA) Devolution Deal to undertake the research and development required to prove the VLR concept.



An artist's impression of the proposed autonomous light rail vehicle for Coventry. (TDI)

GO-OP Plans 769FLEX from Oxfordshire to Somerset

GO-OP HAS released proposals to run two trains using newly refurbished Class 769FLEX units for a complex series of trips between Oxfordshire and Somerset. The timetable, to be based on the overall number of services, rather than committing to specific times at this stage, provides:

- *Four direct trips each way between Swindon and Oxford, including some in peak hours and two extending through to Nuneaton via Leamington and Coventry.*
- *Five trips each way between Castle Cary and Swindon, including some in peak hours and others that extend the day with early and late departures. That will make a total of 25 departures a day from Melksham. Frome would also see a big jump in service levels.*
- *From Castle Cary, four trains will continue to Taunton and two to Yeovil.*
- *Trips to Coventry from Oxford should connect at Banbury for Solihull and Birmingham.*
- *The Yeovil services, coupled with some carefully timed interchanges at Castle Cary, should create a viable Taunton to Yeovil option, with eight trips a day each way, including some direct services.*
- *Swindon will be connected to Taunton and Yeovil, with up to eight viable journeys a day, three being direct, others requiring one or two changes.*

GO-OP has been working on its plans for several years, with a group of rail travellers from the south west first meeting as a co-operative in 2009. Alex Lawrie, the Operations Director and a founder member, said, "The technical difficulties are hard to overstate. The UK railways are – for good reason – carefully regulated and we must prove in great detail that our ideas stack up."

"As we are a co-operative, we want to engage with the potential users of the service early – and we'd also like to hear from people who'd like to try out with the team now, with view to maybe becoming employee members with us later." For more information visit www.go-op.coop.

Shotts Line goes live



Freightliner Class 86/6 86638 became the first electric train of any type to traverse the Shotts line when it tested the newly installed overhead wires on February 24. (Network Rail)

THE FIRST electric traction ran along the Shotts line in the Scottish central belt on February 24 following completion of the £160m electrification by Network Rail and contractor SPL. The honour went to a Class 86, which completed a series of test runs, including at line speed, between Holytown and Midcalder

Junctions. The project required the installation of 223km of wires, 2,500 tonnes of steel masts, and modifications to 17 bridges. The project was funded by the Scottish Government and has been delivered ahead of schedule, allowing ScotRail to introduce Hitachi Class 385 EMUs later this year.

Meanwhile, work is continuing on station platforms and to create step-free access at several stops, which NR says it is on track to complete by the end of March. The Shotts line becomes the fourth route between Edinburgh and Glasgow to be electrified, after those via Carstairs, Falkirk and Airdrie/Bathgate.

Open Access Hitachi AT300s for Edinburgh-London



An artist's impression of a five-car Hitachi AT300 destined to be used by FirstGroup's open access Edinburgh to London King's Cross service from the autumn of 2021. (First Group)

A NEW low fare rail link between London and Edinburgh has taken a step forward after FirstGroup confirmed an order for five new Hitachi AT300 125mph IETs. Together with ongoing maintenance the deal is worth £100m and was confirmed on

March 20. Finance is being provided by Beacon Rail.

FirstGroup has secured rights from the Office of Rail and Road to run the new 'open access' service between the two capitals, with the aim of encouraging people to use trains instead of flying, as

two thirds of travellers currently do. Under the plans passengers will receive an average fare of less than £25, on-board catering and free Wi-Fi, all offered in one high-quality class of travel. The new service is expected to commence in Autumn 2021.

Second PLPR facility planned at Derby

NETWORK RAIL plans to increase the number of inspections by Plain Line Pattern Recognition (PLPR) technology and has opened a second PLPR facility in Derby. PLPR is an important tool in NR's

'predict and prevent' strategy, which aims to identify and fix faults. The company claims that during the five years of Control Period 6, PLPR trains will cover 975,000 miles of track. A fleet of

five monitoring trains, including the New Measurement Train, use cameras to take images of the track and identify potential defects. The gathered images are sent to a facility in Derby for examination by

NR's inspectors. The PLPR-equipped trains have replaced manual inspections on 8,500 miles of track, and NR wants to increase these inspections, boosted by the opening of the second facility in January.



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Class 365s withdrawn as ScotRail 385s take over



Hitachi Class 385s have displaced the ten hired-in Class 365s in ScotRail service from March 12. (Leo Martin)

SCOTRAIL IS ramping up the introduced of its Hitachi Class 385 EMUs on routes from Glasgow Central, with the ten hired-in Class 365 units removed from traffic on March 12. As of February 18 the 385s started working the Cathcart

Circle and Newton routes, releasing more Class 314s for withdrawal. Elsewhere the 385s are already used on the Edinburgh to Glasgow route via Falkirk, on the Stirling, Dunblane and Alloa route, and on services to North Berwick.

Brought in as a stop-gap measure while the windscreen issues that affected the 385s last year were rectified, the 365s provided good service, although reliability was becoming an issue, especially when running as a single four-car

unit. Towards the end of their brief tenure north of the border the 365s were used mainly on Edinburgh to Dunblane services. ScotRail has no need to retain the units, which will be returned to the lessor Eversholt Rail.

Brighton Line reopens after upgrade

FOLLOWING A nine-day closure between February 16 and 24, the Brighton Main Line welcomed passengers back on schedule on the 25th after massive a £67m investment was made to upgrade the route. More than 250 engineers worked around the clock at 26 sites to complete the largest upgrade of the railway between Brighton and Three Bridges in more than 30 years. The 'orange army' improved track, signalling and drainage on one of the UK's busiest routes, which carries around 300,000 passengers on a normal weekday.

Extensive drainage work in Balcombe Tunnel was carried out because the Victorian brick culvert drainage system in one of the South East's longest railway tunnels had a build-up of silt and other debris, along with damaged brickwork. This compromised the drainage system and led to flooding, which in turn caused signalling and power supply problems. At Balcombe Tunnel Junction 600m of track was replaced, along with improvements made to the layout of the junction and replacement



Network Rail staff and a Balfour Beatty tamper at Balcombe Tunnel Junction during the nine day Brighton line blockade. (Network Rail)

of points and crossings. Furthermore, there was a complete renewal and upgrade of the signalling and power systems between Haywards Heath and Preston Park, with more reliable, modern high-tech equipment.

Network Rail and Govia Thameslink Railway took advantage of the closure to carry out a series of improvements at Balcombe, Haywards Heath, Wivelsfield, Hassocks, Preston Park, Plumpton and Cooksbridge stations, with more planned in the following weeks.

With the main route to London blocked, trains were diverted from Brighton to run via Littlehampton and Three Bridges, and were supported by one of the largest bus replacement services ever laid on. There was a temporary bus hub at Three Bridges, with 240 buses driven by 530 drivers and nearly 300 additional staff assisted passengers to keep them moving.

Engineers will now focus on the final stages of the work, which will be carried out over five weekends between March and May.



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West of England diversions



Working the grade of the heavily tree-lined Honiton Bank, DB Cargo's 59206 powers the 7C27 1430 Westbury to Exeter Riverside Yard loaded stone. The train approaches Wilmington on March 1, diverted because Whiteball Tunnel was closed for engineering work. (Stephen Ginn)

LU Signalling upgrades go live

THE INITIAL section of London Underground's new automatic signalling system on the sub-surface lines became operational on the weekend of March 16-17. The first section was on the Hammersmith

Branch between Hammersmith and Latimer Road.

The new system uses the Thales Communications-Based Train Control (CBTC) equipment under the Four Lines Modernisation (4LM) plan,

with the goal of delivering a series of timetable enhancements by 2023. Introduction is planned across 15 Signalling Migration Areas (SMAs). The CBTC equipment has already been installed in the next five migration

areas, covering the entirety of the Circle Line, in readiness for them to go live. The aim is to commission all of the Circle Line signalling by the end of this year, to support an improved timetable in March 2020.

Refreshed Northern Class 333



ABOVE: The first Northern Class 333 to be refurbished was 333001, although 333013 beat it into traffic. In its new livery, 333001 pulls away from Cononley on March 14 with the 2H45 1347 Skipton to Leeds service. (Paul Biggs)

LEFT: The refurbished interior of a Northern Class 333. (Northern)

NORTHERN CONTINUES its huge unit refurbishment project and has recently introduced the first two of its Class 333 EMUs (333013 and 333001) to go through the process. The units now wear Northern's latest

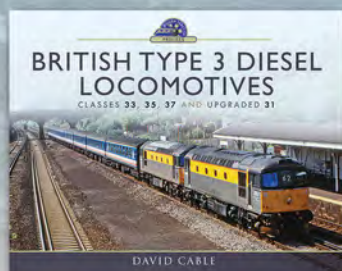
livery and have a new interior with refurbished seats and LED lighting. The upgrade of the Class 333 fleet is being done by RTS Holbeck, Chrysalis Rail and Diamond Seating. Northern confirmed that a second phase

of refurbishment to add other improvements will follow at a later date.

Northern has also announced it is half way through its refurbishment project, which is due for completion by the end of next year.

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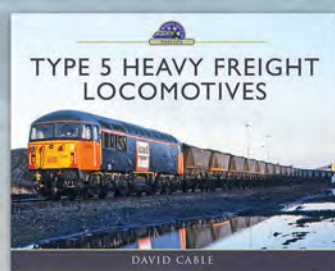
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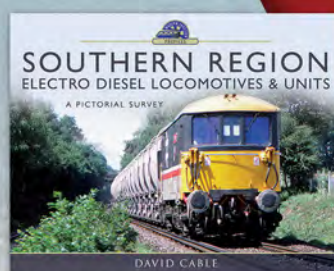
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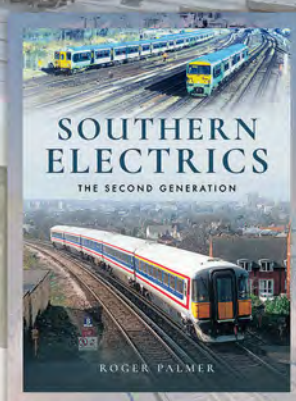
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City of Truro Repaint



Barely a month after its 54th birthday, immaculate GBRf 47749 City of Truro pauses at Basingstoke while working as the 0247 0813 Eastleigh Works to Leicester L.I.P on March 19 after its release from Arlington. (Mark V Pike)

Loco/Stock Names

Named

Number	Name	Where	Date
68031	<i>Felix</i>	Crewe Gresty Bridge	28/02/19
150214	<i>The Bentham Line A Dementia-Friendly Railway</i>	Leeds station	23/01/19
156483	<i>William George 'Billy' Hardy 14/01/1903-10/03/1950</i>	-	-
221116	<i>City of Bangor/Dinas Bangor</i>	Bombardier, Central Rivers	01/19
800014	<i>Megan Lloyd George/Edith Day</i>	Hitachi, Stoke Gifford	03/19

De-named

08645	<i>Mike Baggott</i>	Landore	-
43017	<i>Hannahs discoverhannahs.org</i>	Laira Depot	02/19
143609	<i>Sir Tom Jones</i>	Cardiff Canton	12/18
319218	<i>Croydon</i>	Wolverton Works	-
390126	<i>Virgin Enterprise</i>	Alstom, Widnes	02/19
390127	<i>Virgin Buccaneer</i>	Alstom, Widnes	03/19
800003	<i>Queen Victoria/Queen Elizabeth II</i>	Hitachi, North Pole	02/19

Pool Changes - January 2019

Loco	Depot	Pool
Class 37		
37188	HQ	MBDL, Re-registered
37401	KM	XHCC-XHAC
37402	KM	XHSS-XHAC
37403	KM	XHCC-XHAC
37418	HQ	MBDL-COTS
37424	KM	XHCC-XHAC
37425	KM	XHCC-XHAC
37605	KM	XHNC-XHSS
Class 47		
66011	TO	WQAA-WBAE
66098	TO	WQAA-WBAE
Class 56		
56098	LR-HQ	UKRL-GBGD
Class 60		
60092	TO	WQAA-WCBT
Class 66		
66060	TO	WQAA-WBAE
66090	TO	WQAA-WBAE
Class 67		
67012	CE	WAAC-WAWC
	CE	WAWC-WAAC
67016	CE	WAAC-WAWC
Class 70		
70001	FD	DFGI-DHLT
Class 90		
90024	CE	WEAC-WQAA

Stored

43017	SCEL	Ely Papworth
43053	SBXL	Long Marston
43069	SBXL	Long Marston
43174	SCEL	Ely Papworth
43195	EFPC	GWR, Plymouth Laira
67018	WQAA	DBC, Crewe EMD
70003	DHLT	Freightliner, Leeds Midland Road

Stored then reinstated

None

Transfers

56081	UKRL	UKRL Leicester – active (later reinstated)
60065	WQAA	DBC, Toton – Doncaster Decoy – Eastleigh – Westbury/active

Reinstated then returned to store

None

Reinstated

56081	UKRL	(active)
56091	HTLX	(UKRL Leicester)
67001	WAAC	(DBC Crewe EMD)

Disposals

None

Pool Codes

DHLT	Freightliner Locomotives Stored/ Unspecified
EFPC	GWR HST Power Cars
HTLX	DCR Locomotives
SBXL	Porterbrook Locomotives Stored / Off Lease
SCEL	Angel Trains Locomotives Stored/Off Lease Ely
UKRL	UK Rail Leasing Locomotives – Operational / On Lease
WAAC	DB Cargo Class 67
WQAA	DB Cargo Stored Locomotives (Group 1A)



Another 717 at West Worthing

Govia Thameslink Railway has stored a second Class 717 EMU at West Worthing, with 717010 joining 717025 in mid-March. By the time these pages are read the first of the new units were expected to have entered service. (Adrian V Paul)

Coaching Stock News

Great Western

The third 'Castle' set, GW03, was released from Wabtec, Doncaster on February 23 with 43005 and 43094 taking the newly modernised and renumbered Mk 3s south to St Philip's Marsh as the 5Z74 1133 departure. This was formed of TS 48107-09 (previously 42101, 42174 and 42085 respectively) along with TGS 49103 (ex 44097). Four days later, the formation continued to Laira to undergo an exam, the set travelling overnight via Honiton due to the Whiteball Tunnel blockade, and then undertook a shakedown run to Exeter and back on March 14.

making up OC33 thereafter and partnered with power cars 43056 and 43159.

The last two HST sets stored at Landore were retrieved at the beginning of March with the 5th seeing 43087 and 43093 work back to Bristol with 41008, 42079, 42080, 42236, 42251, 42552 and 44026. Two days later, 43016+43024 had charge of a 5Z83 1306 'buffet car express' as 40807, 40810, 40811 and 40900-04 were returned to St Philip's Marsh. This latter set, with 40808 also added, continued to Laira on March 18 to be prepared for hand-back.

and barriers 6330 and 6338 in tow, although the reason for the buffet car being extracted from Ely only a few days after arriving is unclear.

Caledonian Sleeper

Another eight Mk 5 coaches were delivered to Polmadie on March 1, Freightliner's 66955 providing the traction for the 6S05 0334 departure from Tees Dock and conveying 15004, 15109, 15207, 15208, 15317, 15321, 15322 and 15323. The evening of March 8 saw 73970 depart with a 5Z11 2123 Polmadie-Fort William, this bringing the first visit of Mk 5s to the full length of

somewhat surprising choice being EG Steele's little used wagon works at Hamilton, to where the luxury train was taken.

Two days earlier on March 8, several coaches from the Statesman Rail set were also collected from Eastleigh Works after winter overhauls and repaints. Locomotive Services provided 47853 to return Mk 2 'air-cons' 1211, 3229, 3312, 3344, 3348 and 9479 to Crewe, from where they were back in use eight days later. The BR blue Type 4 had arrived at Eastleigh on March 7 conveying rubbed down Mk 2d BFK 17159 for a repaint.

GWR HST Power Car 43016 leads Buffet cars 40807/40810/40811/40902/40900/40904/40903/40901 and 43024 through Cardiff while forming the 5Z83 1306 Landore to St Philip's Marsh on March 7. (Martin Turner)



GW03 entered passenger service on March 17 when 43005 and 43094 worked 2C51 1942 Plymouth-Penzance, putting it in position to work the normal 'Castle' diagram the next day, beginning with the 2E12 0600 Penzance-Exeter St Davids, with visits to Newton Abbot and Plymouth later in the day. The set's entry into traffic allowed 43016+43170 with GW01 to join 43040+43194 and GW02 on crew training duties.

Introduced in mid-February, the intensive training programme for the short-formed 2+4 'classic' HSTs also continued throughout the month and into March ahead of passenger use commencing. March 6 brought an early taste of these services as 43042+LA21+43188 were commandeered to work the 2P84 1041 Penzance-Plymouth after a DMU failure. Meanwhile, the other four-car set used on the Bristol-Cardiff training runs was partially reformed in late February with 42067, 42264, 42520 and 44008

For secure store, 43017 and 43174 took Mk 3s 40703, 41028, 41132, 42021, 42040, 42041, 42560 and 46004 from Bristol to Ely Papworth as 5L46 on March 5, while six days later 43193 + 43197 had charge of miniature buffets 40102/04/07/09/12/14/17/19 as a 5Z43 1008 Laira-Long Marston working. In both cases, the power cars have also gone into store.

ScotRail

As expected, HST set HA11 (41136, 42207, 42047, 44015) is now in passenger use following its reformation in early February. For example, on February 21 it formed the 1B35 1357 Aberdeen-Edinburgh with refurbished power cars 43150 and 43183. On March 6, 37608 and 47815 took charge of the 5E23 1244 Ely Papworth-Wabtec Doncaster, conveying TS 42072, 42277, 42281 and 42551 for refurbishment and eventual use with ScotRail. Six days later, 57312 undertook a similar move with just TRFB 40703

the West Highland Line. The train was formed of six coaches (15006, 15104, 15203, 15316, 15324, 15325) and returned the next morning as the 5Z12 0810 departure.

With 15329 added, these same six coaches were used on another Glasgow Central to Euston trial on March 14, 92023 bringing the rather short rake south in the early hours. That night, the same formation worked from the London terminus to Crewe and back before the Class 92 headed the 3Z26 2113 Euston-Glasgow Central northwards late on March 15.

Charter operations

Fresh from winter maintenance, the Royal Scotsman set was released from Eastleigh Works on March 10, 66726 being provided to haul 99337, 99960-65 and 99967-69 as the 5566 0953 departure. With Craigentinny Depot now in Hitachi ownership, a new servicing and stabling location has been found for the 2019 season, the

Barriers on the move

Having racked up considerable mileage in recent months, HST barrier coaches 6330, 6338, 6340 and 6344 were transferred from Leicester to Eastleigh Works for exams and repairs on March 17, power for the evening move coming from 57305.

Into preservation

Great Western is in the process of disposing of its two static training vehicles from St Philip's Marsh. Already moved to a new home is Mk 1 cinema coach ZDB975403, the unique conversion arriving at the Swindon & Cricklade Railway on March 12. Previously TSO 4598, the coach has been a resident of Bristol for some three decades, initially at Bath Road TMD, and is set to be converted back into a passenger vehicle in due course. Also up for grabs is Mk 2d TSO 5636. Meanwhile, Mk 3a RFM 10250 was removed from Long Marston on March 6 and is understood to have gone to the Caledonian Railway.

Pool Changes - February 2019		
Loco	Depot	Pool
Class 43		
43003	EC-HA	HAPC
43012	EC-HA	HAPC
43013	EC-ZA	QCAR
43014	EC-ZA	QCAR
43015	EC-HA	HAPC
43021	EC-HA	HAPC
43026	EC-HA	HAPC
43028	EC-HA	HAPC
43030	EC-HA	HAPC
43031	EC-HA	HAPC
43032	HQ-HA	EFPC-HAPC
43033	EC-HA	HAPC
43034	EC-HA	HAPC
43035	EC-HA	HAPC
43036	EC-HA	HAPC
43037	LA-HA	EFPC-HAPC
43041	LE-LA	EFPC
43042	LE-LA	EFPC
43053	LE-LA	EFPC
43056	LE-LA	EFPC
43058	EC-NL	IECP
43062	EC-ZA	QCAR
43063	LE-LA	EFPC

43069	LE-LA	EFPC
43070	LE-LA	EFPC
43071	LE-LA	EFPC
43075	NL-EC	IECP
43078	LE-LA	EFPC
43079	LE-LA	EFPC
43086	LE-LA	EFPC
43087	LE-LA	EFPC
43088	LE-LA	EFPC
43091	LE-LA	EFPC
43092	LE-LA	EFPC
43094	LE-LA	EFPC
43097	LE-LA	EFPC
43098	LE-LA	EFPC
43122	LE-LA	EFPC
43124	EC-HA	HAPC
43125	EC-HA	HAPC
43126	LE-HA	EFPC-HAPC
43127	EC-HA	HAPC
43128	EC-HA	HAPC
43129	EC-HA	HAPC
43130	EC-HA	HAPC
43131	EC-HA	HAPC
43132	EC-HA	HAPC
43133	EC-HA	HAPC
43134	EC-HA	HAPC

43135	EC-HA	HAPC
43136	EC-HA	HAPC
43137	EC-HA	HAPC
43138	EC-HA	HAPC
43139	EC-HA	HAPC
43140	EC-HA	HAPC
43141	EC-HA	HAPC
43142	EC-HA	HAPC
43143	EC-HA	HAPC
43144	EC-HA	HAPC
43145	EC-HA	HAPC
43146	EC-HA	HAPC
43147	EC-HA	HAPC
43148	EC-HA	HAPC
43149	EC-HA	HAPC
43150	EC-HA	HAPC
43151	EC-HA	HAPC
43152	EC-HA	HAPC
43163	EC-HA	HAPC
43164	EC-HA	HAPC
43168	HQ-HA	EFPC-HAPC
43169	HQ-HA	EFPC-HAPC
43175	EC-HA	HAPC
43176	EC-HA	HAPC
43177	EC-HA	HAPC
43179	EC-HA	HAPC

43181	EC-HA	HAPC
43182	EC-HA	HAPC
43183	HQ-HA	EFPC-HAPC
43195	LA-HQ	EFPC
43301	HQ-EC	EHPH
43304	NL-EC	EHPH
43366	NL-EC	EHPH
43423	NL-DY	EMPC
43465	NL-DY	EMPC
43467	NL-DY	EMPC
43468	NL-DY	EMPC
43480	NL-DY	EMPC
43484	NL-DY	EMPC
Class 47		
47790	CD	LSLO Renumbered 47593
Class 66		
66011	TO	WQAA-WBAE
66098	TO	WQAA-WBAE
66111	TO	WBBT-WBBE
66118	TO	WQAA-WBAE
66997	HQ	GROG Registered
Class 67		
67020	CE	WAWC-WAAC
67022	CE	WAAC-WAWC
Class 92		
92013	CE	WQAB-WQBA

Shunter News

Great Western Railway

With Landore cleared of stored HST sets in early March, the first of the two resident Class 08s soon followed. March 14 saw road transport provided to take Departmental Grey-liveried 08645 to Penzance Long Rock, the shunter having lost its *Mike Baggott* nameplates during its stay at the Welsh depot. In the short term, 08645 is expected to work alongside 08410 at Long Rock but should ultimately replace it, while unserviceable 08795 will be extracted from Landore in due course.

HNRC

The arduous Celsa contract has again taken its toll on 08630 with the shunter removed by road from Cardiff Tidal on February 25. Delivered to Barrow Hill the following day for attention, no replacement was provided, leaving 08389, 08904 and 08924 to work the South Wales steelworks.

Locomotive Services

Another shunter in need of repairs, 08631 was dispatched from Crewe to Wolsingham on February 26 for attention by RMS Locotec. Unloaded the following day, the low-loader then retraced its route with 08762 aboard, it having been provided as cover to shunt the former Crewe Diesel Depot until such time as 08631 is ready to return.

Railway Support Services

February 19 brought the now highly unusual sight of a Class 08 at a London terminus with RSS-owned 08580 putting in an appearance at King's Cross. In need of fuel, the shunter was undertaking a 0208 Bounds Green to Ferme Park transfer but was diverted via King's Cross due to the Harringay Flyover being unavailable at the time of the move.

Still in North London, the following week saw 08670 removed by road from Bounds Green, it being taken to Tyseley to undergo tyre turning. The loco was still at the Birmingham depot in mid-March, awaiting transfer to Wishaw to undergo some well-earned maintenance.

Livery Changes

THE WHITE, black and red Transport for Wales livery has now spread to the Class 158s with the appearance of 158826 and 158830 after attention at Crewe. Meanwhile, Tfw has added its black-backed vinyls to the lower bodysides of all of the former Arriva Trains Wales-liveried Class 143s and most of the Class 142s to promote their upcoming demise. While most of these carry the previously seen 'The start of a new journey' lettering, some of the Class 143s display 'The journey is almost over for old trains' and 'These trains will terminate soon'.

Due to transfer to Wales shortly, March saw GWR remove the full-body advertising vinyls from 153325 and 153333, or at least attempt to. Both have been left in an appalling external state with large parts of the underlying London Midland livery revealed in places along with body filler, while pieces of the vinyls also still remain in place. Staying with GWR, Class 800/0 800003 received a new set of body vinyls at North Pole during February, meaning that

The second GBRf ex-Colas Class 47 to be repainted is 47739 (Carl Watson)



it has lost, temporarily at least, its *Queen Victoria* and *Queen Elizabeth II* names.

Locos	
Beacon Rail: 66998	
BR blue: 08499	
BR blue with GBRf Rail Services logos: 47749	
DB Cargo: 66113	
GBRf: 50007/49	
GBRf Rail Services: 47739	
GWR green: 43094	
RMS Locotec: 08762	
ScotRail InterCity: 43138/82	
Units	
Arriva blue/cream with Transport for Wales branding: 142002/69/72/74/75/77/80/81/83/85, 143601/09/10/14	
Arriva two-tone blue with Transport for Wales branding: 143604-08/16/22-24	
Greater Anglia: 317654	
Greater Anglia 'Renatus': 321329	
LNER: 800104-06	
London Midland/advertising hybrid: 153325/33	
Northern (Arriva): 150126/33, 156424, 158849, 170477	
ScotRail: 156474, 385045/46	
South Western Railway: 159013	
Transport for Wales: 158826/30	
Virgin Trains 'Flowing Silk': 390126/27	
Coaches	
GWR green: 41182, 48107-09, 49103	

Unit Focus

Class 142

w/c 11/3 - 55623 from 142032 by road from Wolverton to Newton Heath after repairs to cab damage caused by tree collision.

Class 153

28/2 - 153305 5Z?? 1005 Neville Hill-Kilmarnock Bonnyton Depot (Brodie Rail) via Hexham and GSW, for conversion to ScotRail luggage/bike carrier.

Class 156

23/2 - 156424 5B31 0939 Wolverton-Newton Heath, refurbished.

23/2 - 156440 5J70 1400 Newton Heath-Wolverton, for refurbishment.

17/3 - 156424 5J70 1540 Crewe-Wolverton, refurbishment rectification work.

Class 158

20/2 - 158849 5E17 1013 Crewe Carriage Shed-Neville Hill, refurbished, away since 13/9/18.

23/2 - 158812 5Z58 1005 Bristol Barton Hill-Nottingham Eastcroft, refreshed.

5/3 - 158702 5D73 1053 Eastfield-Kilmarnock Bonnyton (Brodie Rail).

Class 159

18/2 - 159018 5M99 0957 Salisbury-Brush Loughborough, for refurbishment.

6/3 - 159013 5O96 0948 Brush Loughborough-Salisbury via Leicester, Nuneaton, Tyseley, Oxford, Basingstoke, refurbished.

16/3 - 159004 5M98 0800 Salisbury-Brush Loughborough via Cheltenham & Water Orton, for refurbishment.

Class 165

3/3 - 165037 5Z56 0940 Aylesbury-Long Marston via Princes Risborough, Banbury, Tyseley, New Street, Kidderminster, Worcester Shrub Hill, for modifications.

Class 170

24/2 - 170417 5Z70 1248 Kilmarnock Bonnyton-Haymarket via GSW, Carlisle, Carstairs after attention, rare ground for a Turbostar.

24/2 - 170430 5Z71 1802 Haymarket-Kilmarnock Bonnyton via Carstairs, Carlisle, GSW.

2/3 - 170477 5Q17 0950 Crewe Carriage Shed-Neville Hill, refurbished, replaced at Crewe by 170460 on 5/3.

Class 172

27/2 - 172006 5T74 1145 Tyseley-Stratford-upon-Avon, driver training.

14/3 - 172002 5T72 1006 Tyseley-Stratford-upon-Avon, 5T73 1052 return, driver training.

15/3 - last day of Class 172s on Gospel Oak-Barking services, 172001/04/07 all in service.

18/3 - 172001 + 172004 + 172007 5Q50 1013 Willesden-Ilford, to be prepared for WMR.

Class 175

20/2 - 175107 returned to service as a two-car set after centre car engine fire at Pontrilas on 15/2.

Class 180

16/3 - 180102 1A65 1218 Sunderland-Kings Cross failed at Grantham, dragged from Grantham to Doncaster by 67015 on 17/3, then 37608 + 47815 + 180102 7Z80 1335 Doncaster-Crofton on 18/3.

Class 195

5/3 - 195116 Portbury to Edge Hill by road. March - 195113 & 195115 both at Edge Hill and noted on test.

Class 220

1/3 - 220029 5Z20 2212 Exeter St Davids-Bristol Barton Hill via Honiton, Castle Cary and Bath due to Whiteball Tunnel blockade.

Class 221

28/2 - driving car from 221127 from Loram, Derby to Central Rivers following repairs to the fire damage sustained outside Derby on 18/7/18.

Class 230

20/2 - 230005 5Q13 1310 Long Marston-Bletchley.

Class 314

w/c 4/3 - 314213 all cars by road from Glasgow Works to Moveright, Wishaw for weekend layover, w/c 11/3 two cars by road to EMR Kingsbury.

13/3 - 37884 + 314204 5??? 1126 Yoker-Glasgow Works.

14-15/3 - 314204 all cars by road from Glasgow Works to Moveright, Wishaw, to move to Eastleigh Works to be prepared for a new role with a London based operator. 14-15/3 - 37884 + 314206 5Q76 2226 Shields-Sims, Newport.



After numerous delays Class 57 57312 passes Stoke Prior taking Class 769FLEX 769002 from Loughborough Brush to Cardiff Canton on March 14. (Tom Stobbs)

Class 317

6-7/3 - 37884 + 317722 + 57312 5G46 2215 Ilford-Ely Papworth via Harlow, Class 317 refurbishment demonstrator going into store, having not worked for over two years.

Class 319

6/2 - 319219 + 319218 5??? 1146 Wolverton-Wembley, 5??? 1246 Wembley-Northampton Kings Heath, 319218 back in passenger service with LNW from 4/3.

w/c 18/2 - 319437 Long Marston to Wolverton by road.

Class 320

4/3 - 57312 + 320319 5??? 1929 Glasgow Works-Shields, refurbished.

4/3 - 57312 + 320312 5??? 2146 Shields-Glasgow Works, for refurbishment.

Class 321

20/2 - 321329 5L21 1040 Doncaster West Yard-Ilford, Renatus refurbishment, away since 1/10/18.

7/3 - 321331 1P04 0625 Liverpool Street-Norwich, 1P23 0900 Norwich-Liverpool Street, single Class 321 substituting for Mk 3 set.

Class 331

26/2 - 331110 all cars by road from Portbury to Edge Hill.

w/c 4/3 - 331101 two cars by road from Velim test track, Czech Republic to Edge Hill, other two followed w/c 11/3.

18/3 - 331111 all cars by road from Portbury to Edge Hill.

March - 331106, 331107 and 331108 all at Edge Hill and noted on test.

Class 333

25/2 - 57312 + 333011 + 37601 5Q17 1116 Neville Hill-Holbeck, for refurbishment.

Class 345

20/2 - 37601 + 345057 5Q58 0911 Derby Litchurch Lane-Old Dalby.

20/2 - 37601 + 345050 5Q73 1515 Old Dalby-Old Oak Common.

6/3 - 37601 + 345055 5Q73 1216 Old Dalby-Old Oak Common.

13/3 - 37601 + 345058 5Q58 1308 Derby Litchurch Lane-Old Dalby.

Class 365

11/3 - 365513/517/519/521/537 in use on Edinburgh-Dunblane services.

12/3 - last day of Class 365s in service with ScotRail.

13/3 - 365509 + 365513 5W13 1918 Eastfield-Yoker, for store.

13/3 - 365517 + 365533 5W14 2212 Shields-Yoker, for store.

By 15/3 - 365519/523/529 located at Shields and 365521/525/537 at Eastfield.

Class 375

15/3 - 375802 + 375805 + 375906 5Z50 1245

Class 442

15/3 - 442413 5Q92 1012 Bournemouth-Eastleigh Works.

Class 466

26/2 - 66773 + 466022 5X81 1931 Tonbridge West Yard-Ilford.

Class 710

28/2 - 37884 + 710103 + 37601 5Q42 0919 Old Dalby-Crewe Carriage Shed via Corby, Bedford, Bletchley, Northampton, Nuneaton, Stafford.

28/2 - 710261 3Z04 1220 Barking Upney Junction-Willesden TMD.

15/3 - 47815 + 710107 + 57305 5Q58 1309 Derby Litchurch Lane-Old Dalby.

Class 717

25/2 - 717025 5J17 2352 Hornsey-West Worthing via Farringdon, Brixton, Clapham Junction, Redhill, Preston Park - for store.

7/3 - 717005 5Y92 0120 Kings Cross-Biggleswade, 5E93 0310 Biggleswade-Hornsey.

2/3 - 717002 5Z80 0835 Cricklewood-Hornsey via St Pancras (reverse) - unit returning from store.

8/3 - 717004 + 717009 5Z70 1116 Cricklewood-Hornsey via Farringdon, Herne Hill Siding, Farringdon - units returning from store.

17/3 - 717010 5J16 2248 Ferme Park-West Worthing via Farringdon, Tulse Hill, South Croydon, Junction, Redhill and Preston Park for store.

Class 745

27/2 - 92042 + 66001 + 745104 5L99 2315 Dollands Moor-Ripple Lane via HS1.

28/2 - 66001 + 745104 5Q99 0343 Ripple Lane-Norwich Crown Point.

Class 755

22/2 - 755407 0810 Norwich-Colchester Up Passenger Loop, 5Q52 0934 return.

Class 769

14/3 - 57312 + 769002 5Q78 0959 Brush Loughborough-Cardiff Canton, at Brush since 16/11/18.

Class 800

22-23/2 - 800110 5Q40 2200 Merchant Park Sidings-Doncaster, 5X40 0056 Doncaster-Acton Main Line, 5X41 0408 Acton Main Line-Arriva Traincare, Eastleigh - delivery run for commissioning at Eastleigh, plain light grey. 12/3 - 800108 5X82 0824 Arriva Traincare, Eastleigh-Acton Main Line, 5X83 1058 Acton Main Line-Doncaster Carr - ex-commissioning.

Class 801

8-9/3 - 800202 + 801104 5X40 2215 Merchant Park-Acton Main Line, 5X41 0359 Acton Main Line-Arriva Traincare, Eastleigh - delivery run for 801104 (in full LNER livery) for commissioning at Eastleigh, 800202 tractor unit. The latter returned north on 11/3 as 5X82 0824 Arriva Traincare, Eastleigh-Acton Main Line, 5X83 1058 Acton Main Line-Doncaster Carr.

11-12/3 - 800202 + 801106 5X09 2209 Merchant Park Sidings-Acton Main Line, 5X41 0308 Acton Main Line-Arriva Traincare, Eastleigh - delivery run for 801106 (in full LNER livery) for commissioning at Eastleigh, 800202 tractor unit.

Class 802

25/2 - 66771 + 802110 6X80 0852 Dollands Moor-North Pole
27/2 - 66771 + 802111 6X80 0852 Dollands Moor-North Pole
6/3 - 66753 + 802112 6X80 0852 Dollands Moor-North Pole

Wagon News



DRS Class 37/4 37423 at Trowell Junction with a Shirebrook WH Davis & Son to Crewe movement of new FNA flask wagons on 14 March 2019. Robert Falconer)

Further MWAs arrive

The first half of March saw Freightliner take delivery of a further 46 new MWA box wagons from Greenbrier Europe. On March 1 Class 92 92028 powered the 6B71 0350 Dollands Moor-Wembley with 81 70 5891 533-538/540-556 in tow, while eight days later, 66717 had charge of the 6266 0300 Dollands Moor-Tonbridge West Yard, which conveyed 81 70 5891 506/531/532/539/557-575. The Wembley set eventually moved again on March 11, 66505 being provided to work 4053 1351 Wembley-Southampton Millbrook and then 4E67 1740 Southampton Millbrook-York Holgate via the ECML. The reason for the rather circuitous route was to take the wagons past the RailBAM acoustic testing equipment installed at Swaythling, outside Southampton, for noise checks on the bogies. On March 18, 66553 took the Tonbridge rake to Southampton via London and Reading in the small hours for the same purpose before heading onwards to Tunstead.

More flasks outshopped

Not to be outdone, Direct Rail Services also received new rolling stock in March with another 16 FNA flask wagons released from WH Davis. On March 7, 37402 and 37425 were provided to collect 11 70 9229 017/21/22/27/29/33-35 and take them to Crewe Coal Sidings, from where they were immediately transferred to Sellafeld very early the next day by 68003 and 68033. A week later, on March 14, 37423 repeated the trip from Shirebrook with 11 70 9229 020/31/32/36-40. That same day, 11 70 9229 029-7 was noted already in traffic, accompanying the aforementioned Class 68s to Seaton-on-Tees.

Davis completes HRAs

The programme to convert HTA coal hoppers into shortened HRA aggregates hoppers has reached its conclusion with 110 wagons rebuilt.

The last stragglers were released from WH Davis in late February with 66025 collecting 41 70 6723 007/021/039/104 from Shirebrook on the 21st, while February 28 saw 67005 provided for the final trip to Toton hauling 41 70 6723 00 1/027/30/32/35/38/40/41/42/48/50. Of these, 41 70 6723 007-4 has still to be repainted into DB red so may find itself back at Stoke for this to be undertaken. Still to be released to traffic though are a number of the original Stoke conversions, a position that began to change on March 15 when 41 70 6723 002-3 was included in the trip working to Warrington, leaving 41 70 6723 003-06/08-10 to be finished off.

GBRf HYAs to Shirebrook

With Shirebrook cleared of HRAs, 14 GB Railfreight HYA hoppers have now arrived, 67005 bringing in 37 1004/07/10/15/18/21/23/26/30/35/40/47 from Toton on February 28 while 66762 delivered 371106 and 371122 from Doncaster on March 6. Although unconfirmed, all are likely to be in for shortening for aggregates use. Meanwhile, March 15 saw six of the near identical Fastline IIA hoppers moved from Peterborough to Eastleigh Works for general repairs, 66720 hauling 37 70 6791 022/29/49/87/88/91 via Wellingborough.

New Colas tampers

Recently arrived in the UK are two new Plasser & Theurer track machines for Colas Rail. Finished in the company's colours, DR75008 was delivered to Plasser's West Ealing works in February for commissioning and then released to traffic, while DR75009 followed in early March. Both are Unimat 09-4x4/4S dynamic tampers with another two examples to follow.

Ballast system sold off

Network Rail has sold its original Plasser medium-output ballast cleaning train dating from 2000/01 to infrastructure company Swietelsky

for use on the continent. The various vehicles were moved from Whitemoor Yard to Dollands Moor in two trips, beginning on February 19 when 66710 conveyed RM95 ballast cleaners DR76323 and DR76324, power wagon DR92264 and NFS-S ballast wagons DR92223-40. This was followed on February 26 with 66773 hauling MFS-D spoil wagons DR92241/43-54, conveyor wagons DR92260-62 and vacuum extractor machines DR76702/10/11.

Washwood Heath disposals

The last set of rail-worthy KSA 'Rover Cube' wagons was retrieved from Washwood Heath on February 21, 33 70 4739 002/05/08/09/12/13/14/32/33/44/49/83/92 being taken to Bescot by 66056 to await developments. Scrapping of the 26 grounded examples began in early March and was all but complete by the middle of the month, this involving 33 70 4739 001/06/11/19/22/24/25/34/36/39/43/51/56/59/60/70/71/73/81/82/84/86/91/96/99/100. Also disposed of at the same time were accident damaged SSA scrap wagons 470024, 470086 and 470137, but HTA 311079 was still extant, although likely not for long. Meanwhile, March 1 saw 66030 move KSAs 33 70 4739 004/07/18/30/37/38/40/47/54/57/61/64/85/94/95/97 from Bescot to Neville Hill for further storage.

Ripple Lane cleared

The assortment of wagons that had been stored at Ripple Lane since the early 1990s were finally scrapped on site at the end of February. Although featuring some vintage vehicles, many were heavily vandalised or arson damaged while the difficulty and expense of retrieving them prevented any being saved for preservation. Casualties included five brake vans in Southern 'Pillbox' DS55545, LMS design DM731127 and KDM732433, and BR standard vans B954966 and LDB954794. Also extinct are 22t ferry vans KDB786905 KDB786918 and DB786922, VDA 201075, ex VCA KDC200431, Carflat KDB745109

and 'Grampus' DB985813, DB988581 and DB990553. Completing the list of disposals are Cartic-4s SILC90432-35 and SILC90484-87 along with former Southern Railway 'Bogie B' luggage vans ADB977077, ADB977111 and ADB977112.

More for scrap

A rake of PCA 'Metalair' cement wagons was delivered to Booth's Rotherham scrapyard on February 19, BCC10691, BCC11010/19/20/22/24/28/34/40/43/51/58/88/92/98 and BCC11104 having been stored at York since 2017. A further ten examples arrived on February 27, 56302 working a 6256 1005 Barassie Yard-Rotherham with BCC10688, BCC11006/09/25/47/65/87 and BCC11107/18/19. Equally notable was a delivery of former Redland PGA hoppers to Booth at Rotherham from Neville Hill on February 22, 66017 bringing in REDA14501/03/04/06/09-11/13/18-22.

Elsewhere, EMR's Hartlepool site received ZCA 'Sea Urchins' DC110399, DC200301/753/802 and DC210297/337 by road from Tyne Yard in mid-February, while the company's Liverpool yard has dealt with HTAs 31 0068/117/203/229/252/354/367/543/601/617/765 and 330215.

Unit Deliveries

Class	Number	Operator
Class	Number	Operator
195	195113	Northern
195	195114	Northern
195	195115	Northern
195	195116	Northern
331	331101	Northern
331	331106	Northern
331	331107	Northern
331	331108	Northern
331	331110	Northern
331	331111	Northern
385	385021	ScotRail
385	385023	ScotRail
385	385024	ScotRail
385	385025	ScotRail
385	385026	ScotRail
385	385027	ScotRail
385	385028	ScotRail
385	385045	ScotRail
745/1	745104	GA
800/1	800104	LNER
800/1	800106	LNER
800/1	800108	LNER
802/1	802110	GWR
802/1	802111	GWR
802/1	802112	GWR



10th - 12th May 2019
Preview day on 9th May

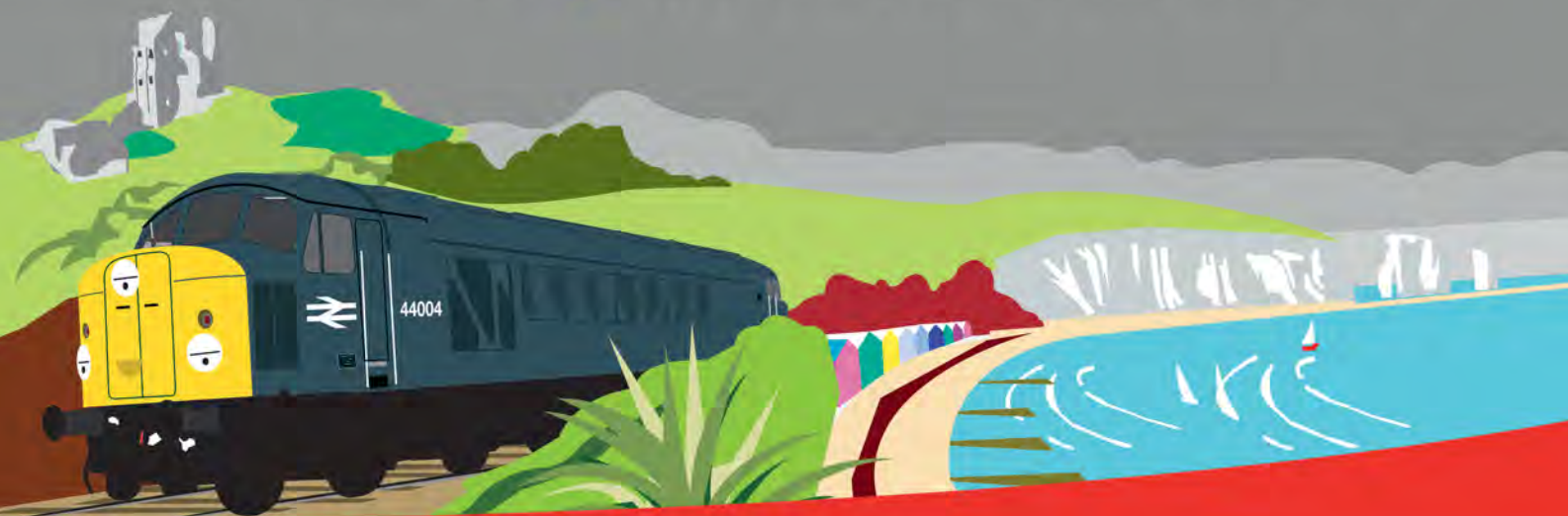


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Evening Services | Food & Drink
Trade Stands | Driver Experience Courses



The home fleet, plus
D7535, 26007, 44004

More visitors to be announced!



PRESERVED SHUNTER NEWS



Simon Bendall
News Writer

■ The Dartmoor Railway commenced its 2019 season from March 30, with trains running between Okehampton and Meldon

on weekends and bank holidays. On normal running days 08937 is expected to work all services until such time as the repainting of Class 205 DEMU 1132 has been completed, this being expected by early June. The shunter will also take part in an English Electric gala

at the line on June 8/9.

■ The lengthy overhaul of Class 04 D2279 has been completed at the East Anglian Railway Museum, the work having culminated in a repaint into BR green from its previous plain black look. The Drewry shunter had not worked

for a number of years, having spent the period between January 2014 and June 2018 undergoing contract repairs at Andrew Briddon's workshop at Darley Dale. Upon its return to Chappel and Wakes Colne last summer, further work was undertaken to finish the loco.

Class 14 D9551 and GWR 0-6-OST 813 at Kidderminster on March 2 prior to leaving for Bridgnorth at 1120. (Mark Nicholls)



Little Engines at the SVR

WITH NO other steam heat diesels available at the Severn Valley Railway in March, steam locos were called upon instead, and the weekend of March 2/3 was re-branded as a 'Little Engines Weekend'. This saw the railway's

smaller steam locos in use, with Class 14 D9551 paired with GWR 0-6-OST 813 to handle the load eight train. The combination did two round trips each day, with the 14 sounding in fine form. This was also a rare weekend outing for the

D9551 as it is normally restricted to working the lighter weekday trains. It was also the last chance to see the 14 in action before it left the SVR for the Didcot Railway Centre the following week for a two-month stint. D9551 is booked to

be in action at Didcot on April 13/14 and May 11/12, double heading with resident 'Teddy Bear' D9516. The pair will also be in action over the May Bank holiday weekend of May 4-6 together with a special freight train.

April launch for NER Autocar

UNIQUE NORTH Eastern Railway Autocar 3170 is to be launched into public service on April 17/18 following a 20-year restoration. The vehicle, which is now 116 years old, is to be inaugurated with a special

weekend during which each visitor will receive a gift bag containing souvenirs, as well as a bottle of celebratory Pioneer Ale, produced by a local brewery specially to celebrate the occasion.

The train was one of the first internal combustion-powered units to run on a British railway. Built by the North Eastern Railway and using many features found on contemporary electric stock, it was

powered by a petrol engine driving an electric generator and traction motors. Withdrawn from service in 1923, it was used as a holiday cottage, before being rescued for preservation two decades ago.

Class 108s enter service



Considerable work has enabled Class 108 power-twin set 50980/52054 to enter service at the Weardale Railway. The set stands at Wolsingham Depot last May. (John Askwith)

TWO CLASS 108 DMUs that have recently changed homes entered service in March following upgrade work. At the Weardale Railway in County Durham power-twin set 50980/52054 was released from Wolsingham Works on March 15 following a heavy exam, which also involved changing more than 20 of

the unit's brake blocks. Many of the seat cushions have been exchanged for examples in better condition and the unit has also had a deep clean. It entered service on March 23 on the line's regular heritage diagram, and this will see it perform three runs daily from Stanhope to Bishop Auckland. The set was formerly based at the

Bodmin & Wenford Railway.

On the same weekend the Llangollen Railway's power-trailer set 51933/56504 made its first run for its new owners, debuting as part of a six-car set for the line's 'Peppa Pig' event. The unit has also had a heavy exam, with particular attention paid to the engines, one of which required a replacement injection

pump, and to the electrical system of the trailer car, which had a number of earth faults. Some missing details, such as the destination indicator boxes, have been found and will be installed once they have been refurbished. This set was previously based at the Swanage Railway, moving to its new home last December.

Ecclesbourne DMU developments

TWO DMU vehicles made a welcome return to service at the Ecclesbourne Valley Railway's 'Multiple Memories' gala, which took place on March 16/17. Class 108 Driving Motor Brake Second 53599 has had extensive

work carried out to its rear end, where corrosion to the crash pillars had affected the structural stability of the body. The rotted areas have been cut out and replaced, work which has also involved renewing

much of the surrounding panel work and detail.

Class 101 Driving Motor Composite 51505 has required attention to balance the front springs after the coach was noticed to be running

lop-sided. The toilet has been refurbished, with new panelling and its plumbing simplified. It has also been fitted with a replacement heater. The vehicle had been out of service for a year.

NEW MOVES AND CHANGES



Alistair Grieve
News Writer

■ With the railway's DMU out of traffic for bogie repairs, early season trains at the Wensleydale Railway were all loco-hauled. Most of March's booked trains were covered by 20166, with D9523 working on the 16th and 33035 on the 31st.

■ On what turned out to be one of the hottest days of the winter, with temperatures approaching 20°C, 20189 and 20142 looked somewhat out of place as they worked a Derby to Stoke-on-Trent and back snow plough test run. Meanwhile, 20007 and 20205

have returned to the Midland Railway – Butterley, arriving back on site in early March.

■ Railfreight liveried 26007 will be moving from Barrow Hill to the Swanage Railway for the summer. Arriving in time for the May 9-12 diesel gala, it is to remain on site until early September.

■ Following the Weardale Railway's April 12-14 diesel gala, 31285 is due to leave the railway, heading for a new home at the Dartmoor Railway in Devon. It should arrive in time to take part in the railway's English Electric weekend on June 8/9.

■ Following the sale of 37240 by the Llangollen Diesel Group comes the news that the Class Forty Appeal has

put Class 37 37190 up for sale. This is to raise additional funds for 40012. The Group was once responsible for three locos – 37190, 40012 and 50007 – but the sale of 37190 will see it back to just 40012.

■ Following extensive work, 37250 underwent an evening test run on March 9 at the Wensleydale Railway, the first time it has hauled a train for four and a half years. A few faults were found, but no show stoppers. Its return to service continues.

■ Severn Valley Railway-based Warship D821 *Greyhound* has been confirmed as a visitor to the Epping Ongar Railway for its September 14/15 gala. Although it will only be a short visit, it is hoped that a running day will

also be squeezed in as well.

■ Vintage Trains' Class 47 47773 was in action on February 28 top and tailing the Vintage Trains Birmingham Moor Street – Worcester dining train, marking the return to traffic of the GWR 4-6-0 7029 *Clun Castle*. Despite heading to Worcester, the train unusually started at Moor Street's Platform 4, so the 47 was used to draw the train back to Bordesley where it reversed and headed to Worcester with *Clun Castle* leading. At Worcester Shrub Hill the train reversed again, with 47773 leading this time round the curve to Worcester Foregate Street and onto Henwick Junction, where another reversal took place before the run back to Birmingham.

MULTIPLE UNIT NOTES



Evan Green Hughes
News & Feature Writer

■ A former EMU vehicle has found an unusual use outside of preservation at the Barrow Hill Roundhouse near Chesterfield. Class 423 Motor Brake Second 62321, which dates from 1972, has been converted into office accommodation for train restoring company Rampart and is now permanently sited beside the main building. The coach, which was from 4-VEP 3918, arrived at Barrow Hill in 2013 to provide spares for the Brighton Belle project. Also on site are Driving Trailers 76527 and 76528 from the same unit, which are stored awaiting eventual disposal.

■ The repainting of Class 101 Driving Motor Brake 51188 has reached the final stages at the North Norfolk Railway, with the vehicle emerging in BR green for the first time in its preservation career. The Ecclesbourne Valley Railway-based DMB has been repainted as part of a loan deal, which saw it cover many of the NNR's services during the 2018 season. During the

work it also had its two-character headcode box reinstated.

■ To commemorate the 50th anniversary of the last main line train to leave Isfield Station, the Lavender Line held a special weekend on February 23/24 featuring both of the available 'Thumper' units, blue-liveried 1118 and green-liveried 1133. Isfield Station is the headquarters of the preservation line and for the event was connected to Uckfield once again, although this time by vintage bus.

■ The unusual trips round Scunthorpe Steelworks continue again this year, provided by the Appleby Frodingham Railway Preservation Society, which will be using two Class 108 DMU vehicles as hauled stock during the 'carriage tours'. Driving Trailer 56207 and Trailer Brake 59245 are painted in carmine and cream, with the brake having been modified as an observation car. Neither has run as a DMU vehicle since being preserved around 1990.

■ Rapid progress continues to be made by the Derby Lightweight Preservation Society on the rebuilding of its 1954-built Driving Trailer 79612

at Wirksworth on the Ecclesbourne Valley Railway. Recently a set of refurbished and re-trimmed seats have been fitted to the First Class section, while work also continues with rebuilding the cab. The vehicle, which has not carried a passenger since being converted for departmental use in the late 1960s, was obtained for preservation in 1997.

■ The EPB Preservation Group's Motor Luggage Van 68002 has been fitted with new batteries and replacement buckeye couplers. The unit is in operable condition and has been used to move 2-EPB 5759 round Southall Depot to keep the bearings in good condition. Sister MLV 68001 is having corrosion repairs to its bodysides and has had extensive work carried out to its battery boxes and some of the door pillars.

■ Following winter repairs, which have included replacing a wheel bearing, the Gloucestershire Warwickshire Railway's Class 117 has entered service for the 2019 season. Driving Motor Brake 51370 had a number of minor issues cleared recently, including some defective droplights.

■ Bury-based Class 504 Preservation

Society members have been working on the trailer of their two-car EMU recently, with efforts concentrated on removing the interior wall and ceiling panels prior to their replacement. Driving Trailer 77172 is the only survivor of a class of 26 sets built for electrified services between Manchester and Bury. Following years of storage it is now under active restoration, with one coach already having its exterior dealt with.

■ Now that the ownership of former Southern Region double-deck EMU vehicle 13003 has passed to the Bulleid 4DD EMU Supporters Group, members have begun to clear out the unrestored unit to evaluate how best the project can proceed. The guard's compartment has recently been cleared of accumulated material, and some of the compartments have also been cleaned out. The project is based at a private site at Sellindge in Kent.

■ It has been announced that repairs to the Dartmoor Railway's 'Thumper' DEMU will be completed in time for it to appear at the line's English Electric gala on June 8/9. Unit 1132 has been undergoing body and door refurbishment.

West Country move for Class 117 trailer

Currently the only DMU available at the South Devon Railway is Class 122 'Bubble Car' W55000, seen at Buckfastleigh on February 16. It has been joined by former West Somerset Railway Class 117 Trailer Composite 59493. (David Hunt)



AFTER MORE than two decades' use at the West Somerset Railway, a Class 117 centre car has moved on to the South Devon Railway. Trailer Composite 59493 was one of six DMU trailers and five power

cars preserved in 1995 that were intended to standardise the WSR fleet, in the process replacing an assorted mixture of older types. Within a year it had been painted in non-authentic carmine and cream livery, along

with three other trailers, and was used as part of a four-coach loco-hauled rake. Around 2003 it was returned to DMU green and for a while ran with Class 117 vehicles 51352 and 51376 as part of a three-coach set, before once

again returning to its role as a loco-hauled vehicle.

The recent move is likely to see the trailer again used as hauled stock, because the SDR has only one DMU in its fleet, and that is Class 122 single car 55000.

Bubble Returns

FOLLOWING **EXTENSIVE** restoration, Class 121 'Bubble Car' 55024 was due to enter service at the Chinnor & Princes Risborough Railway's Diesel Gala on April 5-7. The maroon-liveried unit has been

under restoration since withdrawal five years ago, with much of the effort being expended on reversing modifications carried out when it was converted for use as a sandite vehicle by Network Rail. This has involved

replacing all the missing seating and restoring side panels and ceilings to passenger condition once again.

As homage to its previous use, 55024 is to retain its unique Network Rail maroon livery, complete with

half-yellow warning panels. It will work alongside sister unit 55023, which retains BR green livery, that has provided much of the off-peak traction at the railway for more than 16 years.

Access for All Project

Arriving back from Kidderminster after a spin on the turntable, 5043/9581 shows off the new steel sides and central double access doors. It was shunted into the Bewdley restoration area for work on the other side and interior to continue.
(Mark Nicholls)



THE SEVERN Valley Railway is adapting GWR Third Class corridor coach 5043, built at Swindon in 1928, to become a buffet car, with double width access doors and space for wheelchair users. The railway's Great Western set 2 (GW2) still lacks a GWR buffet car, but the conversion of 5043, which also has two toilets and gangway connections, will change that.

5034 survived scrapping in the 1950s and was used as a departmental vehicle, which was stripped out internally and the door layout changed. It became workshop No DW150301 and was later bought from BR by the SVR's 2857 Society. It arrived at Bewdley in 1981 to serve as a workshop for that Society's

rebuilding of GWR 2-8-0 2857. With completion of 2857's third overhaul, in 2014, and after much modification and rebuilding with new timbers and steel panelling, 5043 became surplus to requirements. The SVR Charitable Trust's LNER Carriage Group needed a workshop to complete its LNER Brake Third 24506, and it raised the money for the Great Western (SVR) Association to buy the coach, with the LNERCG being initially the main user.

The GWA had a long-term aim of converting 5043 to a replica Diagram H33 GWR bow-ended dining car, which would have been a huge undertaking. However, the SVRH acquired 5043 and asked the Trust's LNER

Carriage Group to undertake the 5043 rebuild as part of SVR's 'Access for All' project. The rebuilt 5043 now features central double doors to give access to a large vestibule, which leads in one way to a well-appointed saloon with seats and space for wheelchairs, and in the other direction to a buffet counter with a specially lowered section for wheelchair users. There will also be a wheelchair-accessible toilet opening from the central vestibule. The exterior will be steel-panelled with picture windows and sliding vents similar to how most GW catering vehicles were rebuilt in the 1938-52 period as a life-extension project.

Interior décor will follow that of the final 1938 series of GWR H55 buffet cars, with teak veneer panelling to an art deco style.

On completion, 5043 will take the running number of one of the GWR's H33 dining cars and become 9581 in the SVR fleet. The rebuild is more than 50% complete and with the steel panelling finished on one side, the coach was tripped to Kidderminster on March 1 to be turned in order to allow the other side to be finished at Bewdley.

For more details on the project and how you can help and donate please visit:

www.lnersvrcoachfund.org.uk/gwr5043.html

PRESERVED ROLLING STOCK



Simon Bendall
News Writer

■ First Open 3069 has become the latest Mk 1 to join the Bluebell Railway's fleet, arriving from the West Somerset Railway in early March following the completion of an underframe and bogie overhaul. Prior to this, a full body and internal restoration had been carried out during 2018 by Cranmore Traincare and Maintenance Services. Now on loan to the Sussex line, the chocolate

and cream-liveried FO will be used to strengthen the Pullman dining train until such time as additional Pullman cars are restored.

■ The stripped shell of Mk 1 TSO 4914 was scrapped on site at Rothley at the beginning of March, almost five years after it was involved in the runaway incident at the Great Central Railway. It was one of the coaches hit by 37198 and TPO sorting van 80301, suffering a twisted frame in the impact that was deemed unreparable.

■ Resident at Crewe Heritage Centre for 25 years, Mk 1 GUV 93568 has been

moved across town to Locomotive Services' Crewe depot. In early March, it was noted receiving a fresh coat of BR blue.

■ February saw the Stainmore Railway take delivery of two vehicles from the North Yorkshire Moors Railway in an agreement with the LNER Coach Association. First to arrive was 1890-built Luggage Composite 1111, the North Eastern survivor requiring extensive restoration, including the reinstatement of its long-absent middle axle, before it can be used under a long-term loan. Of more

immediate value is fully restored Gresley Teak 3669, the 1930-built Brake Third Corridor due to enter passenger service at Easter. Both vehicles will be kept in the new shed at Kirkby Stephen East with the BTK due to return to the NYMR once covered accommodation has been constructed.

■ 08527 is due to power some passenger rides at the old Rossington Colliery site on April 16. Advance bookings can be made by visiting the Branch Line Society at www.branchline.uk/home

Class 40 in limbo



The boiler repairs required for 40106 are taking longer than expected and its original planned return to action at the Severn Valley Railway on March 2 was cancelled, along with all its booked diesel turns for March. The loco awaits developments outside the SVR Diesel Depot on March 2, with the options being to repair the boiler or swap the loco with 40135 once the latter's bogie repairs are completed. (Mark Nicholls)



Run out for LT Museum's 1938 stock

The London Transport Museum's red 1938 tube stock enjoyed a trip along the sub surface lines on February 24 and passed through Gloucester Road, making quite a change from modern S7 stock. (Tim Easter)

DIESEL DAYS AND GALAS



Alistair Grieve
News Writer

- 47306 and 50042 *Triumph* from the Bodmin & Wenford Railway have been announced as exhibits for the GWR open day at Penzance Long Rock Depot on Saturday April 13. This will be the first time the 47 has left the railway since it arrived for preservation in 2007.
- April 13/14 should also see the first passenger trains hauled by 50017 *Royal Oak* at its new home, the Great Central Railway, during its diesel gala.
- Another Class 31 on the move is

31271, which is visiting the Churnet Valley Railway for its May 4-6 diesel gala, joining 33021 and 33102 for the weekend.

- At the Swanage Railway on May 10-12 some services will run as far as the Network Rail Boundary. Also for this year there are footplate driver experience trips on offer with Class 25 D7535 from Norden covering the three miles to the NR boundary at the River Frome. The 30-minute round trip will be available at £200 a time on May 4-6 and Thursday 9, with departures every 45 minutes from 0945 each day. While D7535 and D4 *Great Gable* will be leaving after the

gala, 26007 is to remain on site until September.

- Another big event in May is the Severn Valley Railway's Spring Diesel Gala from the 16-18, plus a mixed traffic day on the 19th. For details of attendees see the Gala Review feature on p80-84.

■ Diesel running commences at the Gloucestershire Warwickshire Railway in April, with the purple midweek timetable in use. There is one round diesel trip at the end of the day, from Broadway to Cheltenham Race Course and back to Toddington. This runs on Tuesdays and Wednesdays from April through

to June and also in September. In August it will be Wednesdays and Thursdays; in addition the diagram will run on May 12 and 19. April's diesel line up is currently planned to be Class 37 6948 on 9/10, Class 20 D8137 on 16, 26043 on 17, 45149 on 23/24, and 47376 on 30. All day diesel running will start with the green timetable on June 22 using Class 20 D8137, and it will run every weekend up to and including September 1. The diagram will commence with the 1100 Toddington to Cheltenham Race Course, including two trips to Broadway, and there will be 56 miles of diesel haulage on offer.

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

What's happen

D8233 – Bury: The sole surviving Class 15 was lifted from its bogies on February 23 and placed on accommodation bogies loaned by the Bury DMU group. This is to enable the overhaul of its own bogies.

D5910 – Barrow Hill: Work continues on building a new Class 23 and recent tasks have seen the cab sides completed, with undercoat applied on both sides. The body skin will not be welded on for some time because of the amount of pipework required to go back in and the work needed on the cab floor (conduit runs, pipework, parking brake gear, and the like), all of which will be impeded if the cab sides are skinned now. The framework for the nose-end doors has been welded in at No 1 end and the new framework for the nose-end sheeting will be added. The nose tops will be installed soon, too. More significant progress was made in early March with the

completion of the engine room roof section. A shunt, which was considerably easier than before, now that the buffers and drawgear have been reinstalled, allowed the loco to be positioned under the hoist at Barrow Hill and the roof framework removed. Once settled on stands, the laser-cut sheets were mounted, checked for alignment and tacked on before the lifting eye positions were marked and drilled, followed by the laborious process of stitch-welding (inside) and seam-welding (top side), which took place over nearly two days. A coat of primer was applied to all surfaces before the roof was lifted back on and the 23 shunted back into place. The Baby Deltic Project thanks Steve Williams from Sheaf Engineering for the use of the hoist, and Don Cambridge (BHESS) for the mag-drill and bit.

31130 – Bitton: After re-connecting the wiring from the No 1 end cab to the engine terminal box, it was

possible to perform static testing. The next job on the agenda was to get the loco up and running again to get some oil back round the system. Consequently, for the first time in a few months, 31130 was fired up. Another day is planned shortly to try and further identify (and hopefully rectify) what appears to be multiple earth faults that have blighted the loco since BR days and have rendered the multiple working unusable.

D6515 – Swanage: 71A Locomotives, the owners of the main line registered Class 33, has launched an appeal to cover the costs of the purchase of new batteries during the winter. These will keep the former 33012 in service after the old batteries became life expired in the cold weather, resulting in the loco failing to start quite often. The batteries cost around £4,500, and this unexpected cost had to be paid for out of the group's reserves, which had been set aside for some

fairly costly repairs that will be coming up in the not too distant future. These include an overhaul of the upper bodywork and the potential repaint arising from that, not to mention the heightened costs of maintaining a loco to main line standard.

The group committee has therefore launched an appeal to try and recoup some of the cost of the batteries. If you would like to make a donation, the 71A Group has a PayPal account at 71alocogroup@gmail.com. If anyone would like to donate but is unable to use PayPal, then they can send the group a message through its Facebook page and it will be touch. Any donations, great or small, will be hugely appreciated.

D6570 – Tenterden: It's been some years since *Ashford* last worked and the loco is rarely in the news. However, there is now a group actively working on it and it has resourced most of the parts needed to get the Crompton



DB Cargo 67004 tows Class 55 Deltic 55009 *Alycidon* on the approach to Milford Tunnel, Derbyshire on March 4 while en-route from Doncaster to Nemesis Rail at Burton-upon-Trent for assessment. (Steve Bell/Railtech Transfers)

running again. Its bodywork will also need some attention.

37688 – Kidderminster: The Class 37 is currently inside the Diesel Depot at Kidderminster for bodywork repairs and a repaint into Trainload Construction grey livery. It will also have the *Great Rocks* nameplates reapplied. While it's in the shed the vacuum brake system is being reinstated, with missing parts replaced and remaining parts repaired and overhauled where necessary. The exhaust has been taken out for overhaul and new bufferbeam pipework has been installed for vacuum brake hoses to attach to. It is planned to have the work finished in time for the Spring Diesel Festival and the D05 Preservation Group is very grateful to the staff and volunteers at Kidderminster for all their help, advice and support.

40118 – Tyseley: The volunteer group restoring the Class 40

enjoyed another good weekend on fixing Turbo No 4 on March 2. The rotor has come back from Royston's, fully cleaned up and dynamically balanced. The turbine blades were found to be in good condition, but the lacing wire had to be replaced. This necessitated all the blades being removed so that the new lacing could be fitted. The turbine inlet casing had a damaged oil seal, so this was knocked out, the housing cleaned and a new seal pressed in after freezing. These are Labyrinth Seals that rely on an air feed into the seal to keep the oil in the reservoir. The grooving in the female part of the seal would prevent its correct operation. The water jacket inspection plates have been cleaned and painted and the copper joints and tab washers for various connections have been annealed. A new copper tab washer was made to the Napier drawing. Elsewhere, painting progressed on

the bodyside where a window has been taken out, and also on the main generator bus bars.

46010 – Ruddington: Pioneer Diesels continues to display excellent workmanship on the D05 Preservation Group's Class 46 and its return is getting closer every week. The pipework repairs have been undertaken in the boiler room, which required removal of the boiler water tanks and quite extensive repair work. The power unit and electrical systems are being prepared for the initial stages of testing, which were due to be undertaken in March, just after this issue went to press, before the loco can be presented for a fitness-to-run exam and enter service with GCR-N. If all goes well, the loco will attend the Severn Valley Railway and West Somerset Railway diesel galas. While the frame repairs and bodywork on 46010 have been a regular source of updates, Pioneer

Diesels has also undertaken some mechanical and electrical work as part of the project to restore the Peak back to full working order. This has involved either replacing missing wiring and equipment, overhauling what is already there or undoing previous repairs that don't meet the owner's high standards.

47828 – Burton: The hire of the D05 Preservation Group's Class 47 to West Coast Railways will be on a similar basis to 47580, and it will remain in InterCity livery. Unfortunately, reinstatement of the vacuum brakes is thwarted by the relocation of the triple pump to where the exhausters used to be, so the loco will stay air only, but will still find plenty of employment with the Carnforth-based Train Operator. GSMR, TPWS and OTMR have all been installed and have always been maintained, so once the loco has had an exam at Burton to bring it in line with WCR maintenance systems it is hoped ➔

to drive it north to Carnforth in early spring where it'll be based for work as and when required.

50021 – Eastleigh Works: A working party on March 2 on *Rodney* made considerable progress on the loco's overhaul. Recent work has been undertaken on lining up and bolting down the roof sections, exhauster pipework and cab refurbishment. It has been possible to finally fit the last air intake bellows, which was found after being 'lost'. Some volunteers have been getting stuck in to sanding down the walls in No 1 end cab, while others have been dismantling the cab desk at No 2 end. The panels holding the gauges, buttons, lights and switches had to be removed for blast cleaning and powder coating and will require new hinges in order to fit properly.

50030 – Rowsley: The Renown Repulse Restoration Group undertook an extensive working party on February 17. Peak Rail reorganised its site during the first weeks of 2019 and opportunities for work parties were also limited by bad weather. However, volunteers have been removing the brake adjustment parts from the bogies, as it was identified that some were either worn or had parts missing. Others have been working in No 1 cab, drilling out broken fixing studs for the secondman's side internal panelling so they can fit the new panels that have been made. The horn valve has been fitted to the Secondman's desk and the windscreen washer valve has been removed to be stripped and overhauled.

The air filters that had been test fitted beside the generators have been removed and brushed out and the lower parts of the air ducts to the power unit vacuumed. The upper part of the ducts can be done when the power unit is out of 50030 later this year. The one copper bar to the start contactors has been removed, as has one of the smaller copper bars at the back of one of the traction motor contactors. They will be taken to an electrical contractor to see if it can make new ones, since the RRRG only has one of the two it needs for the start contactors, and it is short of several for the rear of the motor contactors. Finally, volunteers have also applied a top coat of paint to the two sections of cable trunking alongside the generators.

D9009 – Barrow Hill: Sadly, the Deltic Preservation Society's D9009 *Alycidon* failed on its main line return after a period stopped for repairs. The DPS engineer said: "On March 3, whilst working the return leg of the A1 Trust's 'Auld Reekie' charter from Edinburgh to Doncaster, D9009 appears to have suffered from a high voltage power surge that has damaged No 2 generator and all six traction



D05 Preservation Group's 37688 stands inside the Diesel Depot at the Severn Valley Railway on March 2. The newly-installed vacuum brake pipework can be seen just to the left of the coupling hook. (Mark Nicholls)

motors mounted in the freshly-overhauled cast bogies, which were being run in under the loco while its fabricated bogies are awaiting repair.

"The cast bogies are intended to help complete D9015 *Tulyar* to main line standards, and investigations into this event, which was not a flashover but an instant arcing across the brush boxes on the TMs to the frames and generator brush box to frame, are ongoing.

"Initially, speaking with industry electrical experts, the voltage to damage all six motors in one strike must have been equivalent to the loco being struck by lightning. At the time the Deltic was travelling at around 85mph, keeping to booked time and on medium amps of around 1,100. When the incident took place a blanket ban was in place on the movement of electric traction on the route as there was an ongoing OHLE incident in place. Conditions on the day were deteriorating wind and rain.

"As most Deltic enthusiasts will be aware, D9009 has had a 100% charter delivery record over the last eight years and it is a great disappointment that this now leaves

no Deltic option for the immediate future on charters. We are currently working with our charter providers on the best way to resolve this, particularly with Pathfinder and its May 11 trip in mind.

"The DPS, as always, wishes to thank all those involved with, and who support, the society and the three locos. We hope to have *Alycidon* repaired as soon as possible, however, this takes time and money, and raising funds for overhauled bogies now needs a fresh appeal. Anyone wishing to donate to help the volunteers return *Alycidon* to service please e-mail chairman@thedps.co.uk. Your help to do this would be much appreciated."

55019 – Barrow Hill: Royal Highland Fusilier's cab was receiving some attention in late February. The paint work has been stripped back and the driver's side has been primed.

87035 – Crewe Heritage Centre: There is a lot to report on the overhaul of *Robert Burns* at Crewe. On the weekend of February 16/17, as parts of the paintwork were starting to crack on the window

side and letting in water, the worst bits were removed, sanded and filled. It's not a perfect job, but it's better than it was and good enough to keep it presentable for the approaching visitor season. It is likely the loco will be receiving a full repaint at some point by a contracted firm.

A good amount of the corridor repaint has been finished off and the painted panels have been refitted, although some are still awaiting attention. The new cut floorboards were fitted in the cab and some minor sealing work was done on the roof, particularly on the cab bulkhead. The owner is confident all the leaks have been sorted out.

The following weekend saw plenty of painting. Inside, the remainder of the panels in the corridor were painted as well as most of the area behind the cab bulkhead. On the roof, all the areas that have had lead flashing tape applied were painted to provide some extra weather protection. No water appears to be getting into the loco anymore, which is a good sign; all that's left to do on the roof is to paint the flat areas. The pantograph also got a new coat of paint in some areas. The sides of the head are now black, which looks better. It does have a small air leak, though, which needs investigating.

On March 2 one of the sections of wire powering the TPWS power supply was replaced and a new crimp fitted. When the old one was fitted a couple of months ago the cover trapped one of the wires and it shorted when it was powered up. There wasn't much left of the wire and it took a small piece out of the metal case; fortunately no damage occurred to the power supply or surrounding electronics. The affected wire has now been correctly routed and checked to ensure it's not frayed. When tested it worked correctly.

One of the AWS bells has been removed to see if the contacts inside can be repaired. Neither of the bells work in the cab, but when they have been left unused for long periods of time this is a common problem. **RJ**



Class 40 40145's No 1 end bogie frame stands outside the Barrow Hill Roundhouse on March 2 while its wheels receive attention. (Bill Pizer)

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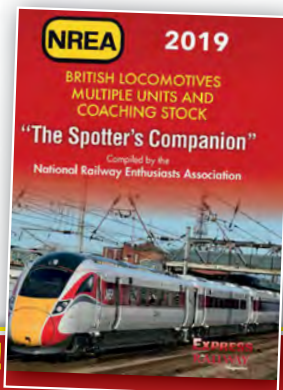
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Mel Holley
News Writer

Making its maiden test run after boiler repairs, 6201 leaves Carnforth heading for Hellifield on March 14. A loaded test run is expected shortly. (Phil Metcalfe)

‘Lizzie’ poised for comeback

IT'S TAKEN over two years and more than £40,000 to see repairs to 6201 *Princess Elizabeth* completed. With a test run from Carnforth under its belt, it is now being readied to restart its main line tours programme. Until the owning society is satisfied that everything is well, no tours will be booked. Ahead of official word it's widely expected that 6201 will

drop into a pool of locos based at Carnforth, where its power will be useful on trains over its native Shap and Ais Gill.

After a four-year major overhaul, 6201 returned to the main line in April 2016, but due to a combination of factors and reliability issues—it only worked nine trains before being withdrawn in November 2016 with

weeping small tubes and other boiler problems. After lengthy fundraising, 6201 moved to West Coast Railways' Carnforth base in February 2018 for replacement of all the small tubes, blower valve and ejector ring. A boiler lift having taken place, 6201 now has a new seven-year main line certificate and will hopefully become a strong and regular performer.



Radial is back, but in black

Adams 'radial' 488 has been repainted from LSWR pea green to BR lined black as 30583. In heavy rain, it was posed at Horsted Keynes on Friday March 15 during the Bluebell Railway's Branch Line Weekend, alongside visiting well-tank 30587 from the NRM and O2 No 24 *Calbourne* from the Isle of Wight. There are no plans to overhaul the radial tank. (David Cable)

35011 sets sail for Swindon

THE GENERAL Steam Navigation Locomotive Restoration Society is to move its namesake locomotive 35011 from a private site at Sellindge, Kent, to the Swindon & Cricklade Railway. The part-restored Merchant Navy loco is unique in that it is being converted back to air-smoother form, with original oil-bath chain-driven valve gear. All Merchant Navy Class 4-6-2s were rebuilt to conventional form in the 1950s, although some of the smaller West Country/Battle of Britain Class were not.

By relocating the group and the loco to the publicly accessible site near Swindon, restoration will be able to step up a gear, with a target to complete the rolling chassis within the next five years, according to the society.

Once at Blunsdon, the boiler will be lifted from the frames. The society is fundraising the £9,000 the move will cost. "We are pleased to welcome the group," said the railway's Chairman Mick Lay. "General Steam Navigation will be a valuable and useful loco when we extend to Cricklade, and it will also help raise the profile of our railway while 35011 is restored."

Terrier escapes

Bressingham's A1X No 662 *Martello* made a very rare visit away from its Norfolk base to the Nene Valley Railway's March 9/10 gala. Sadly, mechanical issues saw it confined to brake van rides in Wansford yard. (Peter Foster)



A private memorial train for the Railway Touring Company founder, the late Nigel Dobbing, ran from King's Lynn to Melton Mowbray and return on March 17. 35018 *British India Line* gets into its stride leaving Melton Mowbray, trying to escape the dark clouds on the return. (Robert Falconer)

Farewell Nigel Dobbing

Three guests for SDR Golden Anniversary gala

MARKING THE 50th anniversary of the re-opening of the Ashburton Branch, the South Devon Railway's April 6-14 Golden Jubilee gala will welcome three visiting engines, to make a five-loco line-up. Also, in a SDR first, it will be running

overnight trains with evening meals and full breakfast service on the first two days.

The opening weekend will see a re-enactment of the first passenger train run by the Dart Valley Railway in April 1969, using resident

Pannier 6412, which also worked that first train. In addition there will be the first four-coach Auto Train since the early 1970s, thanks to the hire of Auto Coach 178 from the Severn Valley Railway.

Joining home-based small

Prairie 5526 are Hugh Shipton's Pannier 6430, one of the few locos not from Barry Scrapyard, but rescued from Cashmore's yard, and Hawksworth Pannier 9466. Completing the visiting trio is 0-4-2T 1450 from the SVR.

Clun is fit



GWR 4-6-0 7029 *Clun Castle* rounds the curve at Hatton North Junction having just run round at Stratford-upon-Avon on its second loaded test run on February 21. It went on to work an evening special to Worcester and now returns to regular work. (Jack Boskett)

IN BRIEF

➔ Didcot Railway Centre has chosen the Easter holiday period as the first-ever opportunity for the public to see three of steam's 'impossible projects' in action together: Saint 4-6-0 2999 *Lady of Legend*, King 4-6-0 6023 *King Edward II* and Steam Railmotor No 93. All will be in use every day from April 19-22 inclusive. Normal fares will apply and, in addition to the demonstration lines, the full 'open house' of Didcot attractions will be available.

➔ Having grown from small beginnings to become one of the largest events in the Mid-Suffolk Light Railway's calendar, the small but delightful annual 1940s wartime event returns on May 5/6. After 1942 when the USAAF moved into the airfields at nearby Mendlesham and Horham, 'the Middy' had never been so busy and never would be again after the war ended. The many visiting displays and vehicles will be joined by quality re-enactors to create a great 1940s atmosphere, alongside two locos in steam, working both days.

➔ The Pontypool and Blaenavon Railway is now the new permanent home of the 1937-built Hunslet 0-6-0ST *Jessie*. Owned by Mike Pierce, it spent its working life at East Moors Steelworks, Cardiff, and latterly worked at the Llangollen Railway. It is expected to be in service from Easter.

➔ The Ravenglass & Eskdale Railway's May 3-6 'Big Birthday Gala' marks its oldest engine, *River Irt*, turning 125, and *Whillan Beck* and *Perkins* both turning 90. There will be lots of mini events, including short tours of the normally inaccessible Murthwaite Quarry.

➔ The official opening of the Bala Lake Railway's new Heritage Lottery Fund carriage shed and interpretation centre will be on April 15.

➔ The Welshpool & Llanfair Light Railway has inaugurated two 22kW/hr fast-charging points for electric vehicles at its HQ station, thanks to a £89,000 Welsh tourism grant from the EU.

➔ The Bahamas Locomotive Society welcomed the Bishop of Wakefield Tony Robinson to unveil its latest museum display at Ingrow on the Keighley & Worth Valley Railway, comprising cameras and photographs taken by the late Eric Treacy, a former Bishop of Wakefield



County's drivers are next step

THE CHURCHWARD County Trust (CCT) is marking its first anniversary by launching an appeal to pay for the manufacture of the four 6ft 8 1/2in driving wheels for new-build GWR County 4-4-0 3840 *County of Montgomery*.

Happily, the pattern already exists as it is identical to that used to cast the wheels for new-build Saint 4-6-0 2999 *Lady of Legend*. The Great Western Society at Didcot has loaned the pattern to the CCT and it will be refurbished at Premier Patterns, Oldbury. Each wheel costs £10,000, so the CCT is inviting 40 people, each paying £1,000, to join its 'Forty 4-4-0s Club', to raise the £40,000. There is a range of member benefits, linked to each of the 40 original County locos.

CCT Project Leader Gary Boyd-Hope said: "With the frames ready for assembly at Tyseley, the wheels are the next area of focus as we look to a rolling chassis. We are fortunate that we already have the bogie wheelsets courtesy of the Great Western Society, and I express our thanks for the release of the driving wheel pattern."

The wooden pattern is now being refurbished. [CCT]

NG steam at King's Cross



The Ffestiniog Railway managed to stage a small display of two locos and a carriage at King's Cross station in late February to promote the line and the 'Great Little Trains of Wales' as part of a campaign backed by Network Rail. In the late evening of February 21 Quarry Hunslet Velinheli and Chaloner are on the concourse. (Tim Easter)



Now back on the main line after its overhaul and working well, 6233 *Duchess of Sutherland* heads north past Langley Mill with a train for York in a lucky burst of sun on a very windy March 9. (Robert Falconer)

Duchess back on form

Caley 'colour tour' to continue

PROVIDING A welcome splash of colour, as well as a rare visit to England, the initial short appearance of Caledonian Railway 439 Class 0-4-4T No 419, has been extended to May. Based at the Bo'ness & Kinneil Railway and returned to traffic after overhaul last autumn, it has appeared at the

Churnet Valley and East Lancashire Railways this month. The tour has now been extended, with three other lines announcing they are hosting the 1907-built 0-4-4T.

It is visiting the Gloucestershire Warwickshire Railway to star in the May 25-27 'Cotswold Festival of Steam'. Earlier, it made the

long journey south to appear at the Swanage Railway's March 29-31 'Spring Steam Up', where the Scottish theme was extended by the renumbering of BR 4MT 2-6-4T 80104 to long-scrapped 80126, complete with blue smokebox 'plate, which spent its entire 11-year life based at Perth. The

pair were joined by previously announced A3 60103 *Flying Scotsman*, alongside resident LSWR T9 4-4-0 30120.

No 419 also visits the North Norfolk Railway for its April 5-7 Spring Steam Gala. As this issue closed for press its second guest loco was yet to be announced.



Caley 419 starred at the East Lancs gala and on March 9 it passes Burrs, banked by 0-6-0T No 32 *Göthenburg*. (Brian Dobbs)

Correction

On page 36 of the April issue the captions for the images of Caledonian 0-4-4T 419 and Austerity 0-6-0ST 49 were transposed. Apologies to both photographers.



Final curtain for regular Wolsztyn steam

PKP Class Ol49 2-6-2 Ol49-69 puts on a fine display as it departs from Nowa Wieś Mochy station, past the crossing, with the 1133 Wolsztyn-Leszno on February 27. (Andrew Southwell)

THIS YEAR marks the final season of The Wolsztyn Experience (in Poland), which offers the world's only opportunity to drive a genuine main line steam train, on the world's last steam-hauled commuter service. Having run footplate courses for 18 years, The Wolsztyn Experience

Society has been hit by the twin challenges of reduced funding for the scheme from the regional mayor, and a large number of existing steam drivers retiring.

Although new drivers are being trained, with two undergoing the process at the moment, future

training removes the option of experience courses as they cannot happen together. The society says it hopes to have some sort of activity – alongside its main line railtour programme in 2020 – but it will not be in the same form as before. Despite this, four daily trains each way using

Ol49 2-6-2s continue in 2019 and the annual grand Wolsztyn steam loco parade on May 4 is also going ahead. It will include one of the Foxfield Railway's 0-6-0STs, making a four-day visit by road from Staffordshire during which it will stretch its legs on the main line.

STEAM EVENTS DIARY

Heritage Railway Events

Date	Railway	Event
April		
5-7	DRC	Saint Launch
5-7	NNR	That's Yer Lot Gala
6-7	CHR	Coal Train Weekend
6-7	EAR	Spring Steam Gala
6-7	SVR	Open House Weekend
6-14	SDR	50th Anniversary Gala
13	LR	1940s Weekend
14	COL	Colne Valley at War
14	FOX	20th Classic and Vintage Vehicle Rally
14	IWSR	Heritage Train Day
19-22	DRC	Impossible Dream event
22	BRS	Everything Goes
27-28	GWR	Wartime in the Cotswolds
27-28	RSR	Spring Steam Gala
28	GCN	Road Transport Event
May		
3-6	RER	Big Birthday Gala
4-5	LBR	100th Anniversary Spring Gala
4-6	BRS	Heritage Steam Gala
11-12	LYB	Spring Gala
11-12	SB	Giant Miniature Weekend
11-12	RHDR	Steam and Diesel Gala
25-27	GWR	Cotswold Festival of Steam Gala

25-27	NVR	Branch Line Weekend	
26-27	BRC	Steam Gala	
Heritage Railways			
BRC	Buckinghamshire Railway Centre	01296 655720	www.bucksrailcentre.org
BRS	Bressingham Steam & Gardens	01379 686900	www.bressingham.co.uk
CHR	Chasewater Railway	01543 452623	www.chasewater railway.co.uk
COL	Colne Valley Railway	01787 461174	www.colnevalley railway.co.uk
DRC	Didcot Railway Centre	01235 817200	www.didcot railway centre.org.uk
EAR	East Anglian Railway Museum	01206 242524	www.earn.co.uk
FOX	Foxfield Railway	01782 396210	www.foxfield railway.co.uk
GCR-N	Great Central Railway Nottingham	0115 9405705	www.gcrn.co.uk
GWR	Gloucestershire Warwickshire Railway	01242 621405	www.gwsr.com
IWSR	Isle of Wight Steam Railway	01983 882204	www.iwsteam railway.co.uk
LBR	Leighton Buzzard Railway	01525 373888	www.buzzrail.co.uk
LR	Llangollen Railway	01978 860979	www.llangollen-railway.co.uk
LYB	Lynton & Barnstaple Railway	01598 763487	www.lynton-rail.co.uk
NNR	North Norfolk Railway	01263 820800	www.nnrail.co.uk
NVR	Nene Valley Railway	01780 784444	www.nvr.org.uk
RER	Ravenglass & Eskdale Railway	01229 717171	ravenglass-railway.co.uk
RHDR	Romney, Hythe & Dymchurch Railway	01797 362353	www.rhdr.org.uk
RSR	Ribble Steam Railway	01772 728800	www.ribblesteam.org.uk
SB	Statfold Barn Railway	01827 830389	www.statfoldbarn railway.co.uk
SDR	South Devon Railway	01364 642338	www.southdevon railway.co.uk
SVR	Severn Valley Railway	01299 403816	www.svr.co.uk



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Epping Ongar Railway



With the Fife Circle Class 68-hauled services likely to cease soon, **Andy Flowers** examines the recent history of Scotland's final loco-powered commuter trains.

Fife

Direct Rail Services
Class 68 68019
Brutus stands
at Edinburgh
Waverley on
December 16, 2016
after arriving with
a fife Circle service.
(All photos author
unless stated)

The Fife Circle, the local rail service for the Kingdom of Fife north of Edinburgh, is provided by Abellio ScotRail (wholly owned by the Dutch National Rail Operator Nederlandse Spoorwegen). Services link the towns of South Fife with Edinburgh via the Forth Rail Bridge, with trains travelling north along the East Coast and the stations along the Firth of Forth.

The service

Starting from Edinburgh Waverley, the trains travel north along the East Coast Main Line to Inverkeithing (for clockwise services) or Thornton West and South Junctions, (4.5 miles north of Kirkcaldy) in the case of anti-clockwise services, before passing through the former Fife Coalfield area.

The train service is primarily composed of two main routes, Edinburgh to Kirkcaldy and Edinburgh to Cowdenbeath (and onwards to

Cardenden). Before reopening in 1989 the anti-clockwise line onwards from Kirkcaldy to Cardenden via Thornton South and West Junctions was freight only (closed to passengers in 1969). In the opposite (clockwise) direction trains run mainly to Cowdenbeath with a few peak services continuing to Cardenden. In 1992 BR opened a new station at Glenrothes and Thornton, followed later by Dalgety Bay in 1998 and Dunfermline Queen Margaret (serving the eponymous adjacent hospital) in 2000. Services now also call at Edinburgh Gateway (for Edinburgh Airport), which opened in 2016. With an increase in road traffic and congestion in Edinburgh, the Fife line has seen buoyant growth in passenger numbers.

Background

The history and ownership of what is now known as the Fife Circle is a long and complex one. Much of the line was owned and run ➔

Circle

Loco-hauled





ABOVE: The white spots of the ScotRail livery, as applied to 68007, are seen to good effect as the loco crosses the Forth Bridge on January 22, 2019.

by the North British Railway, with previous owners including the Edinburgh, Perth and Dundee Railway (previously known as the Edinburgh and Northern Railway, which had built much of the Fife Coast section of the route as well as the Thornton Junction to Dunfermline Branch, and which sold out to the NBR in 1862. With the opening of the Forth Rail Bridge by the North British in 1890, much of the Fife Circle Route as we know it today was complete and, with the line on to Dunfermline now cut off and effectively existing as a branch, the Dunfermline to Queensferry Railway (opened in 1877 with a ferry connection on to Edinburgh) also sold out to the North British. The North British became part of the LMS at the 1923 grouping.

The Fife Circle has become one of the busiest routes in Scotland and a priority for ScotRail's investment in rolling stock. Morning and evening peak services can be notoriously overcrowded and the use of loco-hauled coaching stock has provided much needed additional capacity on these key commuter services. Following the reopening of the Stirling to Alloa Line in May 2008, capacity over the Forth Bridge was freed up, especially after some freight was moved onto the new route.

Introduction

As far back as May 2008 First ScotRail had announced its intention to use diesel-hauled stock to ease overcrowding on the increasingly busy peak-hour Fife Circle trains into and out of Edinburgh Waverley, and planned to initially introduce two extra peak-hour loco-hauled diagrams from May 2009. Despite worries that using slam door stock might extend journey times, the company tendered for a loco and six hauled coaches to provide one peak-hour morning and

evening service from May 2009 through to December 2010. At the time it was thought that electrification of the Airdrie to Bathgate route would free up additional DMUs for the Fife line and the loco-hauled service would only be a short-term stopgap.

Regular loco-hauled trains began on December 14, 2008 using Class 67s hired in from EWS (which became DB Schenker in January 2009). The company had fitted a number of its Class 67s with cast steel brakes and RETB for use on the West Highland Sleeper services and these locos, generally restricted to Scotland, featured highly on the Fife trains. Despite this, all of the Class 67 fleet worked Fife Circle-hauled services at some stage, other than some of the Chiltern-dedicated locos – 67010, 67012, 67013 and 67014.

The first diagrammed hauled trains on the route began with the following services:

0632	Edinburgh-Glenrothes
0735	Glenrothes-Edinburgh (via Dunfermline)
1720	Edinburgh-Cardenden

Expanded service

From May 2011 the diagrams changed to a half circle in the morning and a full circle in the evening. Due to continuing capacity and DMU availability issues the use of loco-hauled sets expanded over the years. ScotRail announced on September 26, 2011 that it would introduce a second hauled set on the Fife Circle to cover for DMU 170393, which had been damaged in a July 27 derailment in Edinburgh Princes Street Gardens.

The overall costs of the loco-hauled programme were revealed when the Official Journal of the European Union (OJEU) announced in June 2011 that ScotRail had awarded an extension of the contract for the

supply of loco-hauled passenger services on the Fife Circle worth £3.5m. The contract was for provision of a driver, loco and stock (specified as either air-con Mk 2 or Mk 3). The supplier was to be responsible for maintenance and servicing of the rolling stock, including fuelling of the loco, with the exception of internal cleaning and watering that would be carried out by ScotRail.

DRS and the Class 68

The end of the First ScotRail franchise, and the takeover by Abellio ScotRail in 2015 saw the contract passed to Direct Rail Services. On February 20, 2015, 68004 ran from Crewe to Carlisle Kingmoor en route to DRS Motherwell with five Riviera Trains coaches, to begin crew training for the Fife services. The lack of available 37s, and their lower power for some strict point-to-point timings meant that 68s were the chosen class for the new duties. In preparation for taking over the trains, DRS began a programme of crew training in March 2015 using mainly 68004 and 68009 on empty coaching runs between either Motherwell and Mossend, Carlisle Kingmoor, Carnforth or Preston.

Class 68s took over the peak hours services on April 1, 2015. Two Class 68s were allocated for the duties, 68006 Daring and 68007 Valiant, which were repainted into a ScotRail variant of the standard Class 68 DRS livery with TOC branding and cab surround white dot patterns.

In association with Fife Circle workings, the Class 68 had made its passenger debut in Scotland on additional Ryder Cup relief trains, with 68006 (with 68005 on the rear) and eight Mk2 coaches forming an additional 1Z25 0623 Glasgow Central to Gleneagles on September 23, 2015.

A wide range of Class 68s have worked

The Fife Circle and Associated Railways Routes



services on the Fife Circle, when covering for the dedicated 68006 and 68007. They have included 68001-08, 68016-025, 68030, 68032 and 68033. The use of 68008 was particularly unusual being one of those allocated to Chiltern Trains' duties (as standby for 68010 to 68015). The trains are currently crewed by DRS drivers and two ScotRail conductors, with one extra to assist with unstaffed station dispatch, useful on the curved platforms on the route.

Coaches

Since the beginning of loco-hauled services there has been a range of coaching stock used, though all comply with the hire arrangement for Mk 2 air-conditioned stock. The early use of maroon-liveried EWS coaches, previously hired to GWR, led to the nickname 'The Harry Potter Train' by the locals. Replacement of the stock, with DB entering an agreement with Riviera Trains, was received favourably before the current DRS, ScotRail-liveried



Mk 2s were introduced in 2015. In DB Schenker days there were also occasional Mk 2 Cargo-D hire-ins when other coaches were under maintenance or refurbishment. Four of the maroon TSOs were stored at Mossend after replacement: 5631, 5954, 6110, 6139.

When DRS took over the contract, the previously used Mk 2s (11 in total) were stored at Thornton Junction before transfer into storage at Burton and Eastleigh. At Burton were 3292 2f FO 5657 2d TSO, 3279 2f FO, 3318 2f FO 3331, 2f FO, 3358 2f FO 3400 2f FO and 3424 2f FO. While at Eastleigh Works were 5632 2d TSO, 9494 2d BSO and 9522 2f BSO.

The two rakes of stock in use at the end of 2018 were:

2f TSOs: 5955, 6027, 5987, 6183, 2d BSO 9488 and 2f BSO 9539.

2f TSOs: 6177, 6176, 5976, 5952, 5965 and 2f BSO 9527.

Some negative comments had been received in by the local press regarding the use of 1970s Mk 2 coaches, and longer point-to-point times for the loco-hauled stock compared to DMUs, though the stock has been very well received by most commuters for being quieter, more spacious and more comfortable than the Sprinter and Class 170 DMUs they replaced. Furthermore, in the case of the Class 68s, start to stop times are now comparable or even better than the DMUs they are standing in for. On rare occasions, problems with the stock or locos has meant that DMUs have been substituted, generally formed from Classes 158 or 170 and, occasionally, a Class 156 or two, providing a cramped and uncomfortable journey for the unfortunate regular commuters.

Best use?

ScotRail has attracted some criticism for not using the loco-hauled stock on more intensive diagrams, in addition to the morning and evening peak services. There has also been some criticism that there are many miles of empty stock movements associated with the provision of the services, though these issues are not down to the TOC but are largely due to the lack of a DVT or DBSO preventing easy train reversals, coupled with the ➔

ABOVE: DB Schenker Class 67 67004 enters Dalmeny on September 8, 2010 after crossing the Forth Bridge. It is hauling the 2K14 1817 Glenrothes with Thornton to Edinburgh service. (Stuart Fowler)

LEFT: Almost two months after DRS Class 68s took over on the Fife Circle workings, 68004 enters Aberdour on May 28, 2015.



RIGHT: DB Schenker Class 67 67022 has just arrived at Edinburgh Waverley on August 14, 2013.



Current Fife Circle diagrams

Monday-Friday

Diagram 1

5K18 0457 Mossend-Cardenden (a0704) via Falkirk

2K18 0737 Cardenden-Edinburgh (a0837) via Dunfermline

5K19 ECS 0846 Edinburgh-Motherwell (a1110) via Shotts

5G13 ECS 1500 Motherwell-Edinburgh (a1642) via Cumbernauld

2G13 1708 Edinburgh-Glenrothes with Thornton (a1814) via Dunfermline

2K14 1817 Glenrothes with Thornton-Edinburgh (a1931) via Kirkcaldy

5K14 ECS 1942 Edinburgh-Mossend (a2047) via Shotts

Diagram 2

5K03 ECS 0451 Mossend-Edinburgh (a0619) via Carstairs

2K01 0636 Edinburgh-Glenrothes with Thornton (a0740) via Kirkcaldy

2G02 0744 Glenrothes with Thornton-Edinburgh (a0852) via Dunfermline

5G02 ECS 0903 Edinburgh-Motherwell (a1055) via Cumbernauld

5L69 ECS 1559 Motherwell-Edinburgh (a 1714)

2L69 1719 Edinburgh-Cardenden (a1822) via Dunfermline

5L70 ECS 1824 Cardenden-Mossend (a2028) via Cumbernauld

Fridays only

5L70 ECS 1824 Cardenden-Motherwell (a2112) via Falkirk

RIGHT: The other DRS Class 68 in ScotRail livery is 68006. It arrives at Rosyth on July 14, 2015 working the 2G13 1708 Edinburgh to Glenrothes with Thornton service. (Stuart Fowler)

need to service the locos and stock at separate facilities. Maintenance is currently performed at Mossend and Motherwell, though with the 67-hauled services, some maintenance was carried out at Millerhill, with minor stock maintenance and cleaning also on occasions at Perth. Major exams on the Class 68s require light engine movements to and from Crewe or Carlisle. One good knock-on effect of the large-scale need for ECS movements, for enthusiasts at least, has been the added opportunities for photography, with the ECS movements booked to and from Mossend and Motherwell via a variety of routes including Carstairs, Falkirk, Shotts, Cumbernauld and the Edinburgh Suburban line (see diagrams table above).

When the Forth Road Bridge was closed for repairs on December 4, 2015, ScotRail put on extra services between Edinburgh/

Haymarket and Dunfermline/Cowdenbeath to ease overcrowding (with motorists avoiding long road trips by switching to rail travel). The extra trains, using the stock locos and crew provided for the Fife Circle services, started on December 7. One set of coaches used top-and-tail 68s to avoid run rounds. DB Schenker provided a second rake for the shuttle service, which ran between Inverkeithing/Dunfermline and Edinburgh Haymarket using top-and-tail Class 67s. Locos that worked the 'Bridges' included 67008 and 67021 using the DBS coaches, and regulars 68006 and 68007 on the Fife stock. The diagrams involved six return runs each day with brisk start-to-stop timings. The road bridge reopened on December 23.

End in sight

A 2013 Scottish government paper suggested the completion date for the Fife Circle electrification as 2028. Since the paper was written the introduction of HSTs on internal long-distance services has reduced some of the urgent need for electrification on other main lines in Scotland and the Fife Circle may move up the list of priorities for introducing overhead wires, perhaps as early as 2023, though electrification of the Forth

Rail Bridge may be a sticking point.

Abellio ScotRail announced that as passenger numbers continue to increase in 2019 more of its peak trains will be formed of six carriages, with off-peak services generally to be three carriages, giving 5,000 extra seats each day. With electrification almost completed in the Central Belt, and with the new Class 385 and HSTs entering service, Class 170s will be redeployed to the Fife Circle to replace the loco-hauled stock.

The loco-hauled services are unable to continue in their current form after 2019 because the Mk 2 stock doesn't meet the PRM (Persons of Reduced Mobility) or TSI (Technical Specifications for Interoperability) compliance requirements that will be compulsory from January 1, 2020. Nevertheless, rumours still abound that there will be an exemption and the stock may be retained into 2020.

Enthusiasts are encouraged to enjoy the Fife-hauled services while they can, on what may prove to be the last regular diesel-hauled timetabled service trains in Scotland (not counting the Caledonian Sleeper Class 73/9s, of course). An announcement of the withdrawal of Class 68s and stock on these trains, possibly by May 2019, is expected soon – enjoy them while you can. [RI](#)



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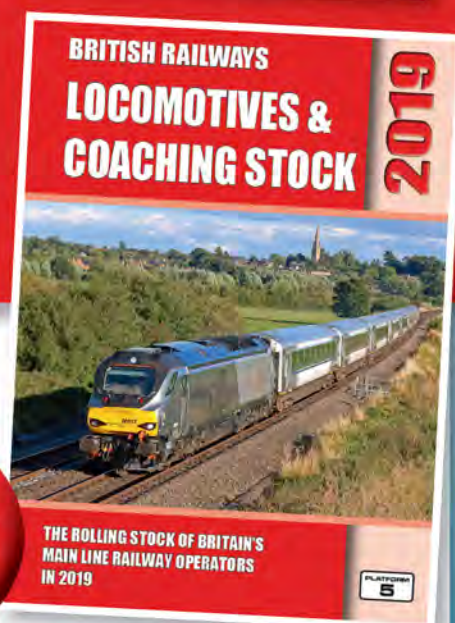
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Not the usual fayre in GWR or BR days, but 6023 *King Edward II* makes a fine sight powering along the Severn Valley Railway on April 21, 2018. The heritage line makes strenuous efforts to attract visiting locos to its steam and diesel galas each year. (David Dew)

Severn Valley Railway *Guide*

Among the handful of really large heritage lines in the UK, the Severn Valley Railway has acquired a well-earned reputation of being one of the best. Not only for the superb scenery it runs through, and for the varied timetable and special events it runs, but also for its innovation and the way it has coped with adversity. This is entirely down to the volunteers, permanent staff (around 70), directors, trustees and its General Manager, Nick Ralls. Under Nick's stewardship the SVR has continually invested in the line, its rolling stock and its people, to ensure it remains relevant and keeps railway history alive. ➔



RIGHT: Inside Hampton Loade's beautifully restored and very well kept signal box. As a working museum piece the manual semaphore signalling provides an excellent educational example for younger visitors. (SVR)



Investment and relevance

Speaking to RI in early March, Nick Ralls was keen to emphasise that the railway is moving forward successfully and has recovered well from the terrible flooding that caused so much damage in 2007. Even without that incident, the 16-mile long railway has required constant investment and maintenance, particularly to the numerous bridges and embankments. However, he is ambitious and eager for the railway to improve its cash position each year by £250,000. At the same time investment continues in the permanent way, infrastructure, and locos and rolling stock. The latter doesn't always guarantee a financial return, the £800,000 restoration of BR 4MT 75069 being a good example, but it is the right thing to do as a wider variety of motive power retains interest from both enthusiasts and the public as a whole.

Generating income obviously requires this investment level – you don't get one without the other – but the line's charitable arm is a considerable asset, supported by fare box income and secondary spending in cafes and souvenir shops.

Keeping children interested is vital, and the railway does a splendid job with its Engine House Visitor Centre, which also serves as an educational centre. In fact there are several attractions aimed at children along the line, but Nick is not keen on producing an interactive 'app'. He feels that would keep too many people glued to phone screens rather than soaking up the atmosphere and observing the real railway – and that would dilute the experience. Instead the SVR is focussing on the everyday passenger and those attending the themed events throughout the year.

The stabling of the Northern Belle stock recently was an excellent arrangement for the railway and the operator DRS, but now it is with West Coast Railways the arrangement has ceased. However, the train servicing infrastructure remains in place, so an agreement with another operator is a possibility.



Several restoration and repair jobs are underway inside the locomotive works on March 2. Nearest the camera is LMS 5MT 42968, which has required parts of its frame replacing. Immediately behind it is GWR 14xx Class 1450 undergoing an exam. (Mark Nicholls)

Locomotive Works

The SVR's steam locomotive works is at Bridgnorth. As well as the usual running shed, which undertakes exams, servicing, repairs and overhauls, the facility boasts its own boiler and machine shops, the latter which includes a wheel lathe. Other facilities include an overhead crane in the boiler shop, a set of lifting jacks and a wheeldrop facility, which was acquired from Leicestershire in 2010. Preliminary work has started on the new turntable, which should be finished next year. Testing of the soil stability has been done and some excavations made, since it will be to the west of the depot at the foot of the embankment on top of which lies the new car park. In association with the project, the depot yard will need completely relaying with a new track layout.

RIGHT: The boiler from GWR 51xx Class 2-6-2T 4150 undergoes restoration to working order inside the boiler shop at the locomotive works in early March. (Mark Nicholls)





ABOVE: Volunteers hard at work at Erdington Halt in June 2018 on the platform reinstatement project. It is now complete, and welcomed its first trains during the line's Spring Steam Gala in March. (Wikimedia Commons/Philip Pankhurst)

Diesel Loco Fleet			
Number/Name	Class/Title	Origin	Notes
D2957 (319290)	165DM	Industry	Operational (Bewdley)
D2960	165DM	Industry	Operational (Kidderminster)
D2961	165DE	Industry	Operational (Bridgnorth)
D3022	08	BR	Stored
D3201	08	BR	Operational
D3586	08	BR	Operational (Bridgnorth)
08635 (D3802)	08	BR	Stored
08896	08	BR	Stored/spares source
D4100 <i>Dick Hardy</i>	09	BR	Operational
09107	09	BR	Restoration
12099	11	BR	Operational
D9551	14	BR	Operational
D5410	27	BR	Restoration (Leicester)
33108	33/1	BR	Operational**
D7029	35	BR	Restoration**
37688	37/6	BR	Repairs/modifications**
40106	40	BR	Loan from the ELR
D821 <i>Greyhound</i>	42	BR	Operational**
50007 <i>Hercules</i>	50	BR	Operational**
50026 <i>Indomitable</i>	50	BR	Repairs**
50031 <i>Hood</i>	50	BR	Operational**
50033 <i>Glorious</i>	50	BR	Overhaul**
50035 <i>Ark Royal</i>	50	BR	Operational**
50044 <i>Exeter</i>	50	BR	Main line mods**
50049 <i>Defiance</i>	50	BR	Operational**
D1013 <i>Western Ranger</i>	52	BR	Overhaul**
D1015 <i>Western Champion</i>	52	BR	Engine repairs**
D1062 <i>Western Courier</i>	52	BR	Operational**
51941, 50933, 52064, 56208, 59250	108	BR	Operational

**Privately owned

Steam Loco Fleet			
Number/Name	Class/Title	Origin	Notes
600 <i>Gordon</i>	2-10-0	WD	Engine House
686 <i>The Lady Armaghdale</i>	0-6-0T	Industry	Engine House**
813	0-6-0ST	GWR	Operational**
1450	14xx 0-4-2T	GWR	Exam**
1501	0-6-0PT	BR	Operational**
2047	0-6-0ST	Industry	Overhaul**
2857	28xx 2-8-0	GWR	Operational**
4150	51xx 2-6-2T	GWR	Restoration**
4566	45xx 2-6-2T	GWR	Engine House**
4930 <i>Hagley Hall</i>	Hall 4-6-0	GWR	Restoration
5164	51xx 2-6-2T	GWR	Stored Barrow Hill**
5764	57xx 0-6-0PT	GWR	Engine House
7325	43xx 2-6-0	GWR	Engine House
7714	57xx 0-6-0PT	GWR	Operational
7802 <i>Bradley Manor</i>	Manor 4-6-0	GWR	Operational**
7812 <i>Erlestoke Manor</i>	Manor 4-6-0	GWR	Overhaul*
7819 <i>Hinton Manor</i>	Manor 4-6-0	GWR	Stored
34027 <i>Taw Valley</i>	WC 4-6-2	SR	Operational**
42968	5MT 2-6-0	LMS	Overhaul**
43106	4MT 2-6-0	LMS	Exam/repairs**
45110	5MT 4-6-0	LMS	Engine House
46443	2MT 2-6-0	LMS	Engine House
47383	3F 0-6-0T	LMS	Engine house**
48773	8F 2-8-0	LMS	Stored**
75069	4MT 4-6-0	BR	Operational**
80079	4MT 2-6-4T	BR	Engine House**
82045	3MT 2-6-2T	-	Under construction**
<i>Catch me who can</i>	0-2-2	-	Bridgnorth**

*At Tyseley Locomotive Works

RIGHT: Engine maintenance has become a lot easier since the Diesel Depot opened in 2016. An engineer attends to a Maybach MD655 on March 2, with Class 52 D1013 *Western Ranger* in the background. (Mark Nicholls)

The experience

As explained throughout this guide, there is a wide range of attractions to entertain visitors, be they enthusiasts or families. One of the most lucrative activities at many heritage lines is dining trains. The SVR offers several of these, including two steam-hauled dining services, each with menus that change with the seasons. The SVR's dining trains run most weekends throughout the year, and are the Severn Valley Limited, which uses authentic 1930s GWR stock, and the Severn Valley Venturer in which travellers ride in the comfort of a classic 1940s First Class dining car, hauled by a steam loco and looked after by a dedicated team of volunteers. The train runs from Kidderminster to Bridgnorth on specific dates from March to October, and after the meal passengers can travel freely for the rest of the day and visit The Engine House at Highley.

In addition, there are also other dining experiences, including Murder Mystery, Afternoon Tea, Cream Tea, and Gin and Rum Tasting trains.

For people with reduced mobility there is space in certain coaches, such as one of the LNER Gresley teaks, although others will be assisted in boarding if they are able to walk a short distance. A GWR vehicle is currently being modified to provide disabled access (see Heritage News, p22-26).

The SVR offers both steam and diesel footplate experiences, which provide a superb day out both for the budding driver and close friends/family, who get to ride along too. See the last page of this guide for your chance to win a steam driver experience.



Varied traction on display at Kidderminster Diesel Depot on May 18, 2018. From left to right are Class 42 Warship D821 *Greyhound*, Class 37 37688 and Class 50 50035 *Ark Royal*. (Simon Poole)

Diesel Depot

By far one of the most significant investments made at the railway in recent years has been the building of the Diesel Depot, which opened in 2016. Costing around £1m, the facility was paid for jointly by the Diesel Traction Group, The Fifty Fund, The Western Locomotive Association, The Class 08 Society, The DMU Group West Midlands, 12099 and Somerset Traction Ltd (D8188), with the SVR also contributing. Additional support came from CADdata, GBRf, Locomaster Profiles, Strathwood Publications, Virgin Trains and Visions International.

The benefit to the railway was the same as when specialist facilities were introduced by British Railways – keeping diesels away from the soot

and grime of steam locos is clearly beneficial. The building has three roads, two inspection pits and an overhead crane. The depot has 1,000 square meters of covered space, four new 35t Mechan lifting jacks, and a 10 tonne overhead travelling crane. There is a separate mess room for diesel group volunteers, as well as one of the railway's Mk 3 sleeping coaches (10713) to provide overnight accommodation to volunteers. The first locos entered the depot on January 30, 2016. In September 2017 trackwork was remodelled to permit access and stabling outside all shed roads in the South yard. AWS ramps were introduced in April 2018 after the railway obtained two from Network Rail and Siemens.



Class 35 Hymek D7029 is currently undergoing a comprehensive restoration at the Diesel Depot, where it is raised on jacks on March 2. (Mark Nicholls)

They were recovered from Birmingham New Street during its re-signalling and were installed in Kidderminster Yard to test home fleet and visiting locos' AWS systems before they leave for the main line. The facility is not normally open to the public, but access is given on special occasions, such as the annual May diesel gala.



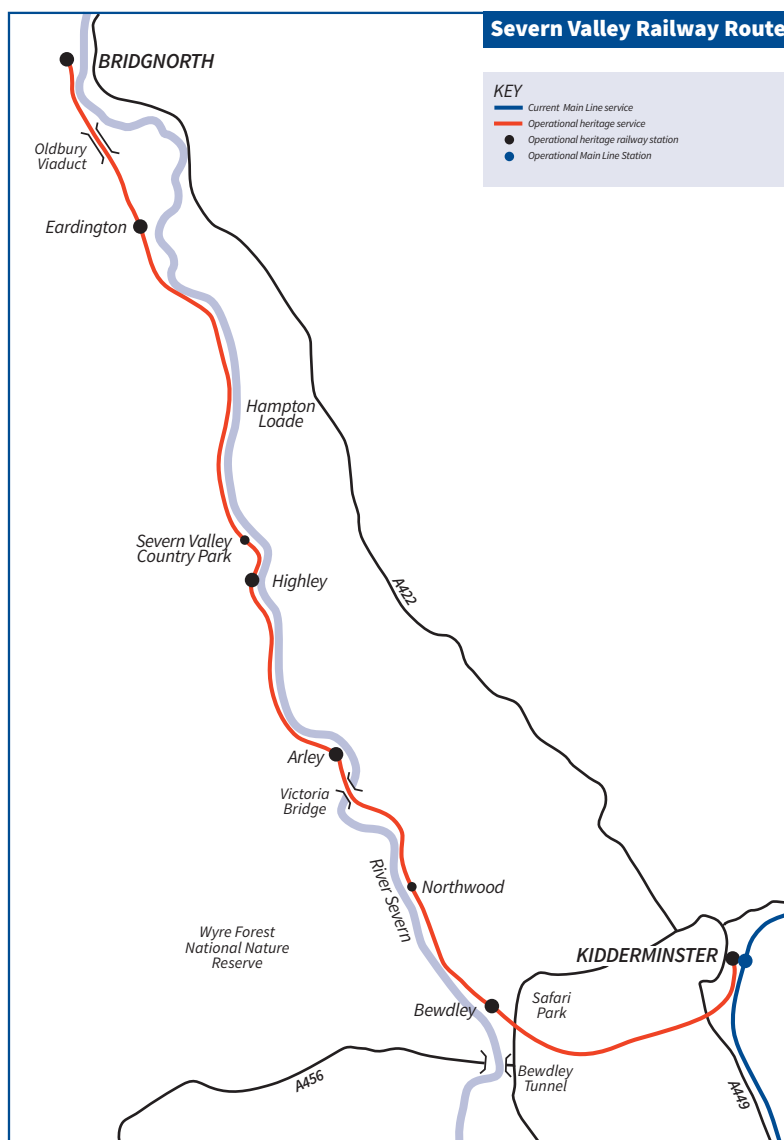
Loco Fleet

In the 49 years that the railway has been running services its locomotive fleet has gradually grown into what is now a very impressive collection. As well as its own locos, many privately owned examples also call the railway home thanks to mutual arrangements. This helps the SVR to provide a varied fleet for visitors to enjoy, while giving a home to the private owners and somewhere for their charges to stretch their legs. With 16 miles of undulating line available, locos are allowed to have a really good run out, albeit at only 25mph.

As of April 2019, the latest steam loco to return to traffic is BR 4MT 75069, following an £800,000 rebuild. Several major projects are underway inside the Bridgnorth Locomotive Works, including the restoration of 4930 *Hagley Hall*, the overhaul of LMS 5MT 42968 and the rebuild of former Barry resident GWR 51xx Class 2-6-2T 4150. Routine maintenance and exams are also undertaken at Bridgnorth.

The investment made at the Engine House at Highley means that visitors can get to see locos currently not in traffic, either awaiting restoration or repairs, or simply held in reserve. The SVR is one of the few heritage lines that has such a facility.

The diesel fleet is equally impressive and includes a considerable collection of Type 4s, in particular the Class 50 Alliance's locos, some of which are main line certified. The line is also home to six diesel hydraulics, with three currently serviceable, while other privately owned classes are also in residence. Seven standard BR 350hp shunters (classes 08/09), plus a non-standard Class 11, are vital assets and can be seen at work on an almost daily basis, even when the line is closed to visitors, either on engineering trains, ECS moves or other shunting duties. Equally vital in this role are the three ➔



ABOVE: The line is home to five Class 108 DMU vehicles, a pair of which stands in the southbound platform at Bewdley on October 15, 2004. (Wikimedia Commons/Our Phellap)



ABOVE: One of the line's best known landmarks is the Victoria Bridge. GWR 56xx Class 0-6-2T 6695 trundles across with a demonstration freight on October 5, 2010. (Wikimedia Commons/ Duncan Harris)

Special Events

Event	Date
Open House Weekend	April 6/7
Superheroes in the Severn Valley	April 15-22
Champagne on the Train	May 4/5
The Antiques Railshow	May 11
Spring Diesel Festival	May 16-18
Mixed Traction Day	May 19
The Cocktail Express	May 25-26
Food & Drink Fayre	June 1/2
The Gin Train	June 22/23
Step back to the 1940s	June 29/30, July 6/7
BigBand Show (Kidderminster)	June 29, July 6
The Rum Train	July 13
Day of Dance	August 3
Steam on the Road	August 10/11
Classic Vehicle Day	August 31
On the Buses (Bewdley)	September 1
Autumn Steam Gala	September 19-22
Autumn Diesel Gala	October 3-5
Christmas Gift Fayre	October 26/27
Ghost Trains	October 26, 30/31
Evening Scenic Specials	Saturdays from April 20 until September 14*
Santa, Carol and Festive Specials	Weekends in December until Christmas**

*Except May 18, June 29 and July 6.

**Festive trains continue into the New Year.





Ruston & Hornsby 165DM/DE shunters, two of which can usually be found at the Bewdley carriage restoration facility and the Bridgnorth Locomotive Works.

Planning the loco rosters for the year is a daunting task, especially the steam and diesel galas that require visiting locos to be catered for. Duncan Ballard from the operations team explained the complexities to RI in early March and it is clear that bringing locos from around the UK is both

complicated and costly. Therefore, the benefits must be carefully weighed against the outlay involved. Exchanges of locos are a way to mitigate some of the expense, and can guarantee visitor numbers at busy events if something rare for that part of the world is brought in.

Rolling stock

The SVR is home to one of the largest heritage coach collections in the UK. ➔

ABOVE: LNER Gresley Teak Restaurant Car 7960 brings up the rear of the 1120 Kidderminster to Bridgnorth service on March 2. It was providing accommodation to passengers on the Gin Tasting experience. (Mark Nicholls)



Severn Valley Railway

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Web	www.svr.co.uk
Address	Severn Valley Railway (Holdings) plc, Number 1, Comberton Place, Kidderminster, DY10 1QR

The annual spring diesel gala has a well-earned reputation for bringing in main line registered locos. These often provide unusual combinations, such as Colas Class 56 56078 and GBRf Class 73/1 73136 at the 2018 event. (Thomas Nicklin)

Stations

The SVR is blessed with eight stations, two of which are request stops, while another has just had its platform reinstated but is not yet in regular use. The manned stations are very well kept, and presented to represent typical GWR rural stations of yesteryear. Apart from the two request stops, all stations have at least two lines, which permit trains to pass. One exception is Highley, where the loop doesn't have facing point locks on points to the sidings, which are a legal requirement for passenger-carrying lines, meaning trains carrying fare-paying passengers cannot use the loop. It is, of course, available to engineering trains, demonstration goods trains and empty stock movements. The passing loops mean the SVR can run one of the most intensive timetables of any heritage line, something that is particularly noticeable on gala days.



Among the amenities at Kidderminster is a 'newsagent kiosk', which is actually a confectionery stall. (David Dew)

Kidderminster Town

Many a visitor will assume that Kidderminster Town station has been painstakingly restored. However, that isn't the case as it was built by the SVR, modelled on the original GWR facility at Ross-on-Wye. The canopy was installed in 2006 to provide a covered area between the booking hall, refreshment room, souvenir shop and toilets. Looking towards the platforms, the Kidderminster



Another superbly maintained country station can be found at Hampton Loade, along with a model railway and the nearby Unicorn Inn. (Mark Nicholls)

Railway Museum is to the right and features a wide range of railway artefacts, as well as the Coalyard Miniature Railway that takes passengers to the viewing area. The area can also be accessed on foot and from there a path leads to the Diesel Depot – open to the public only on specific dates or for pre-arranged guided tours. Just off the platform ends is the Kidderminster Signal Box, which was added in 1987. The line's main carriage restoration facility, the North Star Carriage Works, is between the SVR station and the main line station. Car parking is available beside the station at £4 per day. The King & Castle pub is also on the station concourse and is open even when trains aren't running. Beside the souvenir shop is a confectionery stall and station fund kiosk. On gala and events days various sales stands are usually set up around the concourse offering a variety of railway merchandise. The main line station is adjacent and provides easy access for visitors from the Midlands, Birmingham and the south west. Just south of both stations is a connection from the main line, providing direct access to Network Rail tracks.

Bewdley

Once a junction, Bewdley is one of the line's largest stations and has three platforms. The loop platform is often used extensively on certain gala days for shuttle trains to and from Kidderminster. The beautifully kept station oozes atmosphere, especially with the loco sidings and plate-layers hut at



A busy scene at Bewdley on October 5, 2018 during the 50s@50 gala with 50049 Defiance (50011 Centurion on the side visible) arriving from Kidderminster bound for Bridgnorth. The building in the distance is used for long-term carriage restoration projects. (David Butcher)

the Kidderminster end. On the opposite side of the tracks is another coach restoration area, where long-term projects are gradually bringing old rolling stock back to life. The former goods shed is used by the wagon restoration team. Facilities include parking, toilets, and the Trakside Buffet, while old railway coaches are used as sales points for various railway items and second-hand books. The Georgian town is moments away on foot and is a fascinating place to spend a day, with plenty to explore, including riverside walks, the Town museum and Jubilee Gardens. And anyone wanting food is spoilt for choice.

Northwood Halt (request stop)

This tiny halt features a grass platform beside a small lane crossing, which is controlled by lights and has no barriers.



GWR 14xx Class 1450 calls at Arley station, which is a wonderful example of a GWR country stop and is beautifully maintained. (SVR)

Arley

Arley is a delightful country station that is literally 'out in the sticks'. There is no road access, so the train is the only way to get there. The pleasant station has been excellently restored and boasts a refreshment room and sales outlet (both usually weekends only) and toilets. However, it is the riverside walks and the nearby Harbour Inn that are particularly popular attractions. A number of picnic areas are available by the station, perfect on a sunny summer's day, while the Arley Arboretum is also worth a visit, with a round walk and visit taking about two hours. If you venture into the small village you'll find a footbridge over the River Severn leads you into Arley where there is a small shop and a café.

Highley

Of the SVR's stations Highley is one of the smaller examples, with a single short platform and a few buildings. Situated on a curve, it is another fine example of a country station, with a goods loop and some sidings, as well as an access line into the Engine House attraction. The station is controlled by the signal box opposite the platform and passengers waiting or watching can see the token exchange take place between the signalman and the footplate crew every time a train arrives.

The Engine House, reached by a short 150yd walk, attracts a lot of



Looking north from the Bridgnorth footbridge on August 16, 2009 with LMS Ivatt Class 2-6-0 46443 to the left. On the right are the station buildings and the Railwayman's Arms. In the distance the signal box can be seen, while on the extreme left is the locomotive works. (Wikimedia Commons/Matthew Black)



The single platform at Highley can best be described as frantically busy for several minutes every hour, and blissfully quiet between trains. Overlooking the River Severn, it is the stop for the Engine House exhibition and well worth spending some time at. (Mark Nicholls)

visitors and the station can be surprisingly busy. Coal mining was once a strong industry in the area, and the sidings are a legacy of that period. Refreshments are available on the platform, and the station is ideally situated in the Severn Valley Country Park. The local pub is the Ship Inn, which has a restaurant and overlooks the River Severn, and is a short but steep walk from the station.

Country Park Halt (request stop)

The line's second request stop provides walkers with good access to the Severn Valley Country Park.

Hampton Loade

The station and the nearby 'sleepy' hamlet are among the quietest parts of the railway, with only the trains providing much action. With its platform-end signal box, delightful buildings and milk churns standing on the Kidderminster-bound platform, the station is a wonderfully atmospheric place. There is a refreshment kiosk, toilets, picnic area and outlets selling second-hand books and railway memorabilia. A model railway can be found just off the Bridgnorth end of the south-bound platform, while the nearby Unicorn Inn offers alternative refreshments. The ever-present River Severn is only a short walk away.

Eardington Halt

The former station at Eardington is currently closed (since 1982), but the platform has recently been rebuilt and was used during the recent Spring Steam Gala.

Bridgnorth

The SVR's northern terminus is a popular starting point for visitors to the line. It features a mostly original station building dating from 1862, although it has undergone many changes over the years, with more to come. Facilities are much improved following the opening of a new refreshment room this year, made possible after a £2.5m fund-raising effort in 2017. A new 'west' car park has opened for the 2019 season, adding to the available spaces, which cost £4 per day. The Railwayman's Arms provides plenty of liquid refreshment and can be found on Platform 1. There is a souvenir shop on Platform 1 too, along with a sales stand in the waiting room on Platform 2 selling railway memorabilia and second-hand books.

The Locomotive Works (steam) is beside Platform 2, but is not generally open to the public, except on special event days. It is easily viewed from Platform 2, the footbridge, or from the new 'west' car park that overlooks it. The town itself is a fascinating place, split on two levels – 'high' and 'low' – that are separated by a sandstone cliff. A good way to travel between the two is the Bridgnorth Cliff Railway, the oldest and steepest inland funicular railway in England. With a castle to explore, plenty of small shops and a medieval Town Hall, you'll not be short of things to do.



Visiting steam locos are welcomed every year for gala events and among the most popular in recent years was Caledonian Railway McIntosh Class 812 (LMS Class 3F) 0-6-0 828 in beautiful CR lined blue livery. The loco waits to depart Bridgnorth on a service to Hampton Loade in March 2012. (Wikimedia Commons/Hugh Llewellyn)

It numbers around 80 vehicles and ranges from pre-grouping stock through to the ever-present BR Mk 1. Five rakes are in regular use, formed up as follows:

Set C	BR Mk 1s in Crimson and Cream.
Set GW2	GWR coaches, both pre- and post-grouping, as well as a BR Mk 1 buffet in Chocolate and Cream.
Set M	BR Mk 1s in Maroon.
Set L	LMS (and BR built to LMS design) in Maroon.
Set N	LNER and GNR Teak.

The sets usually comprise six to eight coaches, but up to ten can be used depending on demand. In addition some other sets are also formed up. Set S is 'The Severn Valley Limited' diner set in GWR Chocolate and Cream. Up to 2016 it was pre-book only, and from 2017 it has been reduced to four coaches to allow the railway to use smaller locos. On Sundays it has two additional vehicles to provide more Standard Class accommodation. Set VV is 'The Severn

BELOW: GWR Manor Class 7812 Erlestoke Manor gets underway from Kidderminster Town on August 30, 1984, a month after services began running to the station. The 'new' station building has yet to be added. (Rail Photoprints/Hugh Ballantyne)



Heritage revival

With the aim of preserving a section of the route, the Severn Valley Railway Society was formed in July 1965 after about 50 local enthusiasts met at the Coopers Arms public house in Kidderminster. Its ambition was reinforced by the establishment of a new Severn Valley Railway Company in May 1967. A bold ambition it was, with the ultimate aim of re-establishing the route between Bridgnorth and Kidderminster. However, that couldn't be achieved in one go and the SVR

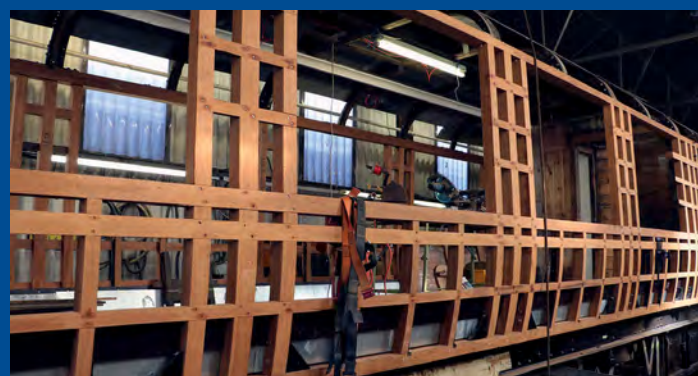
first purchased five and a half miles of line between Bridgnorth and Alveley Colliery from BR at a cost of £25,000. A Light Railway Order was granted in May 1970 permitting the first trains to begin between Bridgnorth and Hampton Loade. Coal traffic from the colliery ceased in 1969 allowing the SVR to acquire a

further eight and a half miles of track to Foley Park for £74,000, funded by the flotation of a public company. Train services duly reached Bewdley in May 1974. Eight years later and the sugar traffic from Foley Park also ceased and the SVR was able to acquire the final stretch of line through to Kidderminster for £75,000. At the same time the SVR rented the former Comberton Hill goods yard at Kidderminster from BR, on which a new station was eventually built in time for through trains to the town, which started running on July 30, 1984.

With the route complete, subsequent years have seen the SVR investing in its facilities and adding more visitor attractions. Since 1984 these have included the commissioning of a new signal box at Kidderminster in 1987, the opening of a new boiler shop at Bridgnorth in 1990, the purchase of the freehold of Kidderminster Town station in 1994, the opening of a new carriage shed at Kidderminster in 2003, the completion of the east wing and canopy of Kidderminster Station in 2006, and the opening of the Engine House Museum at Highley in 2008. Several key anniversaries have also come and gone, such as the heritage line's 40th anniversary in 2010 and marking 50 years since the birth of the Severn Valley Railway on July 6, 2015.



The former goods shed at Kidderminster Town now serves as the line's carriage works. Among the vehicles receiving attention in early March were an LMS full brake and a BR Mk 1 coach. (Mark Nicholls)



The restoration of period coaches is a painstaking process that takes several years. Built in 1932, GWR Collett Kitchen Diner First 9615 is currently undergoing a massive rebuild at Bewdley. (Mark Nicholls)

Carriage Works

The SVR's primary carriage restoration and repair facility, the North Star Carriage Works, is at Kidderminster and occupies the former goods shed. It has a machine shop and fabrication equipment to carry out a full range of body and bogie repairs. It also contains equipment recovered from former BR works to calibrate and adjust dynamo voltage regulators and to thoroughly overhaul and test vacuum brake equipment, a facility that is almost extinct elsewhere. The Works is not open to the public due to safety regulations. Just past the Diesel Depot is the long, four-road, curved carriage shed, used for storing and servicing many of the line's coaches. It is capable of housing full-length rakes.



The SVR runs Santa specials and other seasonal services in December and early January. GWR Manor Class 7802 *Bradley Manor* calls at Arley with one of the Santa Specials on December 9, 2017. (SVR)

Valley Venturer', which is two carriages attached to a service train at Bridgnorth and comprises BR Mk 1 RBR 1682 and First Open 3103. Meanwhile, Set T, the 'Toplights', is made up of the spare serviceable GWR carriages not included in Set GW2; it is used for charters, galas, and filming. Also available are observation saloons 80969 and 80972, which can be privately chartered and attached to a regular train. Furthermore, Autotrailers 178 and 238 are suitable for push-pull trains. Several other carriages are in use as volunteer accommodation or as storage.

The SVR also has Post Office Sorting Vans and General Utility Vans (GUVs), plus several vehicles in storage or under restoration. Among these is 1932 GWR Collett Kitchen Diner First 9615, which is currently under long-term restoration in one of the small buildings at Bewdley. The SVR acquired it in 1973, but it was withdrawn from use in 2005 due to its poor state – most of the woodwork was rotten and had to be replaced. Restoration work began in October 2017 and as of March this year the whole body frame above the solebar has been replaced with new materials. To meet the latest regulations modern kitchen equipment will be fitted, but otherwise the vehicle will be in standard GWR form. Marsh Kirby and Martin Turbutt are to be commended for the superb work they are doing on the project, which should be completed in a couple of years.

The SVR is also home to more than 100 wagons of all shapes and sizes, dating from the 1880s to the 1980s, with examples from all four post-grouping railways, plus many pre-grouping, private owner and BR wagons. Most are preserved for historical interest but others, such as ballast or rail wagons, are necessary to maintain the railway.

Many wagons are in long-term storage

awaiting restoration, or on static display. The majority of the wagons used in the demonstration goods train reside at Bewdley at the wagon workshop. Efforts to provide additional covered storage for wagons are ongoing by the Wagon Review Group.

Signalling

Apart from the connection to the main line at Kidderminster, which is controlled by colour light signals, the remainder of the SVR is handled by traditional lower quadrant GWR signals. The signal arms are of both metal and wood, and there is even a rare concrete post supporting the down starter at Highley.

Signals are controlled at boxes at each station, apart from the two halts, and Bewdley has a north and south box to control the extensive layout there. All track sections between Bridgnorth and Bewdley North employ the Tyer's Electric Train Token system. During quiet periods the Arley and Hampton Loade signal boxes can be switched out when not required. Arley yard may be accessed with the signal box switched out due to the presence of an intermediate token instrument, which also enables a train to depart from or terminate in the yard when the box is switched out.

The Engineer's siding at Eardington is controlled with a ground frame, although there is no intermediate token instrument and so the Highley-Bridgnorth token directly unlocks the two-lever frame. Consequently, Hampton Loade signal box must be switched out when Eardington siding is used.

At Bridgnorth a ground frame at the northern end of the layout permits movements from the Hollybush siding, which also serves as the headshunt for locos running round, into and out of the Boiler Shop. An Annett's key unlocks the frame and it is released by a lever in Bridgnorth box.

Absolute block is used between Bewdley ➔

History

The railway running through the Severn Valley was built between 1858 and 1862 to connect Hartlebury, near Droitwich Spa, with Shrewsbury. It was 40 miles long and included stations at Stourport-on-Severn, Bewdley and Arley in Worcestershire, and Highley, Hampton Loade, Bridgnorth, Coalport, Ironbridge and Broseley, Buildwas, Cressage and Berrington in Shropshire.

The route was built by the Severn Valley Railway Company but was run from its opening day on February 1, 1862 by the West Midland Railway, which was absorbed by the Great Western Railway on August 1, 1863. Towards the end of the following decade, in 1878, the GWR added a line from Bewdley to Kidderminster, meaning trains could then run from the Black Country through to parts of Shropshire. The majority of Kidderminster to Bewdley trains continued through the Wyre Forest line until it was closed in the 1960s. At Buildwas Junction, which later became the site of Ironbridge Power Station, Severn Valley services connected with trains from Wellington to Much Wenlock and Craven Arms.

Although the Severn Valley route was planned to be double tracked, it was in fact laid as a single line. Principle sources of revenue for the route were the collieries of Alveley and Highley, but overall the line was never a financial success. Passenger traffic diminished after nationalisation in 1948 and the route fell victim to the Beeching cuts during the 1960s, although it had been listed for closure prior to the publication of Beeching's 'The Reshaping of British Railways' report on March 27, 1963. Despite objections, the line closed to passenger services on September 9, 1963 and to through freight on November 30. The track north of Bridgnorth was lifted immediately after closure, but coal flows continued south of Alveley until 1969. A minimal passenger service continued to run between Bewdley, Kidderminster and Hartlebury until January 1970. The final British Rail-operated freight services running between the British Sugar Corporation factory at Foley and Kidderminster continued until 1982.

The Engine House

One of the most impressive additions to the railway by far in the last decade has been the Engine House. The facility is built on land adjacent to Highley station and provides covered accommodation for locos currently out of service, displays of other rolling stock, and an education/interpretation centre. It was due to open in mid/late 2007, but because of the severe flooding that summer rail access to the site wasn't completed until March 2008. The first exhibits arrived by rail on the 14th and 16th of that month, which permitted the attraction to open in conjunction with the full line reopening. As locos are removed for repair, restoration or overhaul, so others take their place, ensuring a turnover of exhibits. Also included is a travelling post office sorting van (80300), Royal coach 798 and some wagons.

On March 8, No 7 Typhoon from the Romney, Hythe & Dymchurch Railway was placed on display alongside 600 Gordon, which had just visited Kidderminster to be turned.

As well as rolling stock the facility has a timeline exhibit tracing the history of the SVR's history and the Peter's Railway Young Engineer's Centre.

In fact, the SVR's education service is based at the Engine House and provides a range of curriculum-based school programmes. Led by an experienced team and in conjunction with partners at local museums and



A view from the Engine House balcony showing four of the locos on display on March 2; on the left are LMS 3F 47383 and Black 5 45110, while on the right are 0-6-0T 686 The Lady Armaghdale and LMS 2MT 46443. (Mark Nicholls)

open house weekends and Christmas themed activities. There is the splendid 'The Flag & Whistle Food Stop' café on the upper floor, complete with a balcony overlooking the line and the River Severn – a perfect place to take photographs from.

The land the Engine House stands on was originally sidings for Highley Colliery and was later used as the 'Landsale Yard' for Alveley Colliery. It was acquired by the SVR in 2005.

outdoor learning centres, sessions are designed to enhance and consolidate children's learning. It is suitable for all ability levels across EYFS, KS1 and KS2, and where possible each programme can be tailored to meet specific needs and study areas. Each programme includes return train travel from Kidderminster in reserved seats and free parking for coaches and minibuses. The educational programmes run from May to July and throughout September. Off-peak programmes run during April, October and November, but without train travel. Bookings can be made by calling 01746 862387, 01746 860901 or 01746 860909 or by email to education@svrlive.com. Various events take place there throughout the year, including children's 'Family Fun' days during school holidays and half term,

North and Bewdley South boxes along the double track section through Platforms 1 and 2, while the single track through Platform 3 is controlled with a direction lever. The line furthest from the main station buildings, known as the Rock siding, is a double-ended siding. The line on to Kidderminster is single track and is track circuited throughout.

The boxes on the line all have original cast

iron GWR name plates, except for Bridgnorth that has a replica. The Kidderminster signal box nameplate was recovered from the box that used to stand on the up end of the down platform at Network Rail's Kidderminster station. The lever frame from the same box was moved to Arley, which has an LNWR signal box, originally from Yorton after the original was demolished.

Track and infrastructure

The SVR has its hands full maintaining its track and infrastructure. However, its 16 mile length, numerous bridges and embankments means keeping everything in tip top condition is very demanding – and it doesn't come cheap. Chris Bond, who is responsible for the track and infrastructure, told RI that works on Borle Viaduct (south of Highley) have been completed. During the past winter contractors were appointed for the first phase in renovating the structure, which was showing fresh signs of water penetration. Work began on January 8 with the removal of the track, ballast and material down to the existing concrete 'launching'. Investigation revealed that the water penetration was occurring at the edge of the area previously filled in 1977, which had been shuttered and had had mortar capping applied to seal it. The capping had since failed and the shuttering rotted away. Additional drainage discharge points were added and high specification sealer used to cure the problem.

Water ingress has also caused issues at Falling Sands Viaduct and it is next on the list for similar treatment and the SVRCT reached its £397,000 funding target in March. The bridge is currently subject to a 10mph speed restriction; the work is expected to be undertaken between January and Easter next year. The Bewdley viaducts have also required attention to stonework, and stone has to be brought in from St Bees in Cumbria, which is a very similar match to the original.

The line's steel overbridges, as with all its structures, are subject to five-yearly inspection, with reports written recommending any work required. As with some other lines, the use of continuous welded rail away from station areas is being

The 2007 floods

Probably the severest damage ever inflicted on a heritage line occurred on the evening of June 19, 2007 when a tremendous thunderstorm hit the Severn Valley, depositing a month's rainfall in 30 minutes. The route was badly damaged in several places, notably between Bridgnorth outer home signal and Northwood Halt, where the line suffered numerous landslides that left several sections of track suspended in mid-air. Cuttings were filled with debris and at Highley the up starter signal and the embankment that it stood on were washed away. Further along at Hampton Loade the station access road, which is also the only road to the village, was also washed away.

Exactly a month later, on July 19, another serious storm caused more damage in around 45 different places as rain fell on the already saturated ground. In particular there was a massive slip in the Northwood Lane area. Around ten spots were so badly affected that major engineering work was required before reconstruction could even get under way. It was estimated that the line between Hampton Loade and Arley, including Highley station and the new Engine House museum, would probably not be functional until spring 2008. Such was the amount of rebuilding required, the

section from Bridgnorth to Hampton Loade didn't reopen until February 9, 2008. The entire line from Kidderminster to Bridgnorth finally reopened on March 21, 2008. As well as the necessary repair work, the opportunity was taken to improve drainage, with the previous 44 culverts beneath the track prior to the floods increased to 144. Considerable help was provided to the SVR by other heritage railways, including the Mid-Hants, Gloucestershire Warwickshire, West Somerset, Avon Valley, Dean Forest, Great Central, North Yorkshire Moors and Bluebell. Funding the massive repair bill was an equally monumental task and began with an appeal launched on June 25, 2007. The final cost of repairs was estimated at approximately £3.7m. The money came from various sources and was started by an initial grant of £750,000 from the European Regional Development Fund. The remainder came from a grant of £500,000 from Advantage West Midlands, £250,000 from the Heritage Lottery Fund, and £1m from the SVR's insurers (£500,000 for embankments, £350,000 for structures, signalling and track, and £150,000 specifically for Borle Viaduct). An additional grant of £377,000 from the ERDF was also made, with £560,000 coming from the public appeal and the rest from the SVR's own reserves.

used as track comes up for replacement. It is cheaper, more reliable and costs less to maintain.

Another serious issue is the control of vegetation, particularly on the bridges and viaducts, as once roots get established they can cause significant damage to structures. Contractors using ropes are used for this as it is much quicker and cheaper than erecting scaffolding.

Current developments

The SVR continues to invest in its facilities and the most recent project to come to fruition is the reinstatement of the platform at Eardington. Following five years of fundraising Eardington Halt has received more than £28,000 investment to return its platform. The original was removed in 1984, but with the help of bricks donated from the demolition of a bridge at a railway project near Bristol, and the support of local company JSR Construction, the station is back.

A developer has bought the estate behind the station and is planning to build lodges for visitors; consequently the station would be ideally situated for them and could benefit the new owner and the railway. Eardington could become another request stop on the line; talks between the parties are continuing.

At Hampton Loade a specialist is restoring



the station building windows, and along the line any stonework requiring repairs is looked after by a specialist stonemason.

The former Bristol Bath Road Depot turntable is to be re-used at Bridgnorth, as part of an investment at the Locomotive Works to provide greater operational flexibility. The turntable is currently dismantled but will be overhauled and extended by six inches to safely accommodate larger engines. It will be sited to the west of the current shed, with the depot track layout altered considerably. The civil engineering element is expected to be completed by the end of this year, subject to planning and board approval, and the allocation of share funds, and be available for use in 2020; an additional outside loco

pit will also be provided. It will offer the prospect of through steam charters from the main line connection at Kidderminster running to Bridgnorth, where the loco can be turned and serviced before its return trip.

As part of the ongoing investment at Bridgnorth, the existing station building is to be restored, the waiting room reopened and the bar extended. Platform 2 is also going to be extended to the south.

The Future

The prospect of extending the line north through Bridgnorth Tunnel to Ironbridge and maybe Shrewsbury has long been mooted, but the fact is, while the trackbed is mostly still there, it has been built on just north of the tunnel. And, of course, the railway's funds have to go on maintaining what it already has.

For now the SVR is concentrating on track renewals and bridge repairs as a priority, along with the major projects mentioned at Bridgnorth. Something that is being considered is the establishment of a new permanent way yard and wagon workshop on the site of the former sugar beet facility at Foley. **RI**

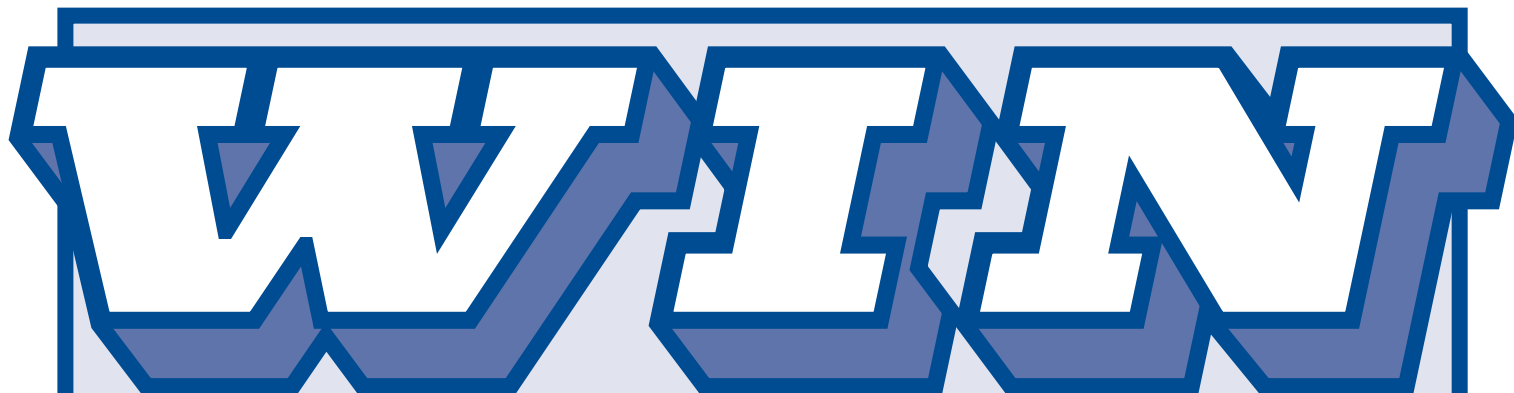
LEFT: The recently finished refreshment room at Bridgnorth is just part of the massive investment being made at the station. (Mark Nicholls)

BELOW: The SVR's General Manager, Nick Ralls, has been in charge for around 20 years and is determined to keep investing in the railway, its staff and its rolling stock. (SVR)



Acknowledgements

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Bob Darvill
News Writer

Preserved Diesels



Hunslet Engine 2641 on display at Eureka! Halifax with a Mk2 coach on January 19. (Ben Buckle)

CONTINUING ON from last month's notes, a few more interesting locos are worth a mention. Situated in the grounds of Eureka! The National Children's Museum in

Halifax, West Yorkshire, is a BR Mk 2 coach and a quite rare industrial loco. It is Hunslet Engine 2641, a small 70/77hp 0-4-0DM built in 1941 for Royal Naval Armament

Department and delivered new to Crombie, Fife. It spent its entire working life at Crombie and due to the very nature of the work carried out there very few visitors were allowed and as a result the loco was rarely seen.

Eventually it became surplus

to requirements and was offered for disposal. It was acquired by Bargate Motor Spares of Huddersfield in around 1984. This firm had never dealt with locos before and it is unclear why it was purchased. However, in 1992 the Eureka! Museum was looking for a loco to display and as Huddersfield is close by it bought 2641. Few people have any idea of its history, and of course the work it did moving armaments during World War Two.

We previously mentioned that several 'industrials' can be found preserved in Europe, the custodians of which show a sense of pride in their steeds. One example can be found in the town of Freyming-Merlebach in the area of Moselle, France, near the German border, which was once the heart of the coal mining industry. Preserved with a couple of tubs is a small 0-4-0DM that was built by the French firm of Societe Anonyme des Locomotives et Locotracteurs Diesel (LLD), which was based at Bonneuil-sur-Marne. It was used underground at a local colliery and is now displayed at the Avenue de Park – the pride is evident as it is free of graffiti and vandalism.

Hunslet Engine 8998

BUILT IN 1981 as one of a pair of locos for Esso, Hunslet 8998, and its sister 8999, were 0-6-0DH locos weighing in at 45 tons and fitted with General Motors 420hp 12V71N engines. HE 8998 was originally delivered to Milford Haven in West Wales, while HE 8999 went to Fawley. When Milford Haven ceased rail traffic, HE 8998 was transferred to Fawley in 1985 to join its sister. It then spent all its working life at Fawley, but was overhauled at Statfold Barn in 2007. It eventually passed to the ownership of Hunslet Engine, which was responsible for its maintenance, but was then leased back to the Fawley site on a contract hire basis.

Rail traffic ceased at Fawley in 2016, but 9889 remained on site, stored under cover in the shed. Eventually it was moved to Barton-under-Needwood last year and in June 2018 it moved to DIRFT Crick to cover for a loco failure. This was just a short-term move as it went back to Barton-under-Needwood in November 2018. As it was originally built for use at an oil refinery it was fitted with air start – an electric start could possibly cause sparks, not a good mix with oil/petrol products! After its return to Barton-under-Needwood, a conventional electric start was fitted and during February it went out on contract hire to Cleveland Potash, Tees Dock.



The LLD 0-4-0DM preserved at Freyming-Merlebach, France on July 6, 2002. (Bob Darvill)

News and Moves

DURING THE last few weeks quite a few moves have occurred. Firstly the movements to/from Hunslet Engine. The overhaul of MoD locos is nearing its completion and 01521 TH V333 was returned to Bicester in February and replaced by 01513 TH V318 from Kineton; the latter was quickly turned around and sent back in early March. The final example to be dealt with was 01524 TH 301V, which arrived at Barton-under-Needwood from Ludgershall in February.

Lafarge Tarmac at Barrow-upon-Soar has recently received a new Zephir road/rail loco and therefore TH 290V (Rebuilt HE 9382), on hire from Hunslet Engine, was no longer required and was returned to Barton-under-Needwood in early March.

The overhaul of Thos Hill 150C on behalf of Ed Murray has been completed at the Chasewater Railway. It was completely stripped down and rebuilt and has been repainted and adorned with the

name *BRITISH STEEL*. In early March it was sent north to the British Steel site at Skinningrove on contract hire. It should be remembered that the frame, wheels and other parts came from a 1957-built Sentinel vertical boiler steam loco.

One interesting move into preservation has been a loco from the contract firm of J Murphy & Sons. In 2001 the firm purchased eight 2' 0" gauge Schöma diesels – Schöma 5694 to 5702. They were used in the

tunnelling of the London Electric Ring Main and once it was completed they were then used on other contracts. It appears they are now surplus to requirements and in February Schöma 5697 was donated to the Bala Lake Railway. It is a modern 51hp Type CHL-40G and should be of considerable use for the railway extension that is planned at Bala. It is also understood that Murphys is looking to dispose of the other Schöma examples and is open to offers.

The Seaford

Stephen Roberts travels along the delightful route from Lewes to Seaford and discovers a surprisingly busy part of the Southern franchise.



d Branch

The 0855 Seaford-Brighton service, formed by Southern Class 313 313220, arrives at Lewes' Platform 4 from where it forms the 0913 service on to Brighton on January 23, 2018. (All photos author unless stated)

I love a semi-rural branch line, so the Seaford Branch in East Sussex was tempting. Built in 1864, it was intended mainly to serve the important port of Newhaven and the town of Seaford. A regular service continues to this day, excepting the Newhaven Marine branch, which still exists but is fenced off from the prying eyes of the public (and certainly not contributing to any timetables). It's a pleasant trip from East Sussex's county town to the small resort of Seaford.

History

The London to Brighton railway was completed in 1841, and in 1846 a further line was opened across the South Downs between Brighton and Lewes. A year later Lewes benefited from a more direct route to London following the completion of its own line running north-west to Keymer Junction (via Plumpton), where ➔





ABOVE: Southern Class 313 313201, forming the 1135 to Seaford calls at Southease's Platform 2 on January 22, 2018.

it joined the Brighton-London line (1847). A racecourse opened at Plumpton in 1884.

The man responsible for the Seaford branch was Frederick Banister, Chief Engineer of the London, Brighton and South Coast Railway (LB&SCR). The first section opened in 1847 to assist the transportation of goods in and out of Newhaven, with the single line extension to Seaford completed by 1864. The latter would be doubled in 1904 but singled again in 1975.

All the lines in the area were originally run by the LB&SCR, which chose Newhaven as its preferred port for cross-channel traffic. There was a small amount of ferry business before the railway, but by the 1860s around 40,000 passengers were conveyed annually, growing to 111,600 by 1893, and 202,000 by 1903. The route's apogee was just before World War Two, with 383,000 passengers flitting across in 1938. Apparently there was also a healthy traffic in gold bullion, with 173 tons (a month) carried in 1930. Winter passenger services ended in 1956, although roll-on/roll-off ferries caused a temporary revival from 1964. There was even a sleeper train to Scotland for a while.

Of course, ferry traffic meant boat trains, so there have been some splendid locos seen on this route in days past. Schools Class engines just about fitted on the 1917 60-foot Newhaven turntable for the return trip, but the mighty King Arthur Class was too big and had to run back to Brighton to be turned.

Lewes and the Junction

One tome refers to a route from Haywards Heath to Seaford via Lewes, but the branch service commences at Brighton. I chose to start my journey at Lewes, however, as that felt like the junction station for the direction I was heading.

There is a lot to put Lewes on the map, including a castle plonked here by one of William the Conqueror's acolytes and a priory dedicated to St Pancras that got the treatment at the time of the Dissolution. There was also a battle fought there in 1264 during the 2nd Barons' War (Simon

de Montfort et al). Previous residents have included revolutionary pamphleteer and author Thomas Paine (*The Rights of Man*) and diarist John Evelyn (a contemporary of Pepys). It even has its own local currency (the 'Lewes Pound') and small paths called 'twittens'. The town sits snugly down, hemmed in as it is by the South Downs; in fact it's in the South Downs National Park.

Lewes station opened in 1846 as a terminus for services from Brighton and five years later someone placed a sleeper on the track nearby, the subsequent derailment killing five people. The station was re-sited in 1857 and witnessed another fatality when a boiler explosion in September 1879 killed a driver. The station was then totally rebuilt in 1889 to complete a complicated history of three structures. The first train entering the new Lewes was a down newspaper train on June 17, 1889.

The arrival of electrification in 1935 saw significant changes, with platform lengthening, a new signal box and

alterations to junctions, bridges and tunnels. The current station was badly affected by flooding on November 5, 1960, ironic considering Lewes is famous for its fiery Bonfire Night celebrations. Although Lewes is busy, it probably would have been busier still in the past as there was also a line heading up to Uckfield from here, which closed in 1969, plus a Lewes-East Grinstead passenger service, which was withdrawn in 1955. In fact, there were all of six lines heading through Lewes in the past and still four today. HRH the Prince of Wales (the future Edward VII) would have seen the station at its busiest when he arrived in 1897 to patronise the Lewes Summer Races. The proximity of Lewes Racecourse proved a handy source of revenue for the railway until the course closed in 1964.

Five-platform Lewes is the largest station I visited on this trip. The main facilities are at street level (Station Road), on the upper floor of a two-storey building, where there is the ticket office, concourse and refreshments (Costa Coffee). The platforms are below, accessed via stairs, lifts (Platforms 1, 4 and 5) or a ramp (Platforms 2 and 3). Station Road goes over the tracks just north of the station. The station building itself has contrasting brickwork but has lost its one-time carriage canopy.

The platforms are unusual, being arranged in a 'V' shape with a large courtyard in between (note the old platform here, now infilled with gravel) bordered by Platforms 2 and 3 and the main station buildings. On Platform 2 is The Runaway buffet and snack bar. My sources suggested I needed to find Platform 5 for my train to Seaford, and there was I thinking it was nice to find we had 'the branch platform', but it actually left from Platform 3.

Heading east out of Lewes is splendid, with views of castles, ruins and a famous brewery (Harvey's) for those whose interests are anti-sobriety. You cross a bridge over the Ouse, the steel piers encased in concrete following damage inflicted by a barge in 1935. In 1942 the bridge was 'decked' to allow military vehicles over during a wartime emergency. There are glimpses of white cliffs – in fact you see

RIGHT: Newhaven Town station, looking north towards the level crossing and signal box. The box is to be demolished following the recent signalling upgrade.





plenty of chalk as there's a cutting through an outcrop just before the junction.

At Southease Junction you leave the East Coastway Line, which runs betwixt Lewes (west) and Eastbourne and Hastings (east). From the Junction the distance down to the terminus at Seaford is around 7¼ miles. Now you head across flat marshlands towards the coast, following the Ouse, with lovely views along the way.

Southease

After 3.8km (2¼ miles) the first station is at Southease, which is handy for the South Downs Way. This two-platform stop was opened in 1906 as 'Southease & Rodmell Halt', renamed Southease in 1980, and is 800m or half a mile east of the village. The other village featured in the original nomenclature, Rodmell, is more than one and a half kilometres or a mile away. It was served initially by a pair of petrol-powered railcars, but push-pull trains became the norm until electrification.

It's a bit of a rural idyll as the station is surrounded by agricultural land on an island between the Ouse and a backwater, and there is a level crossing north of the station leading to a farm and the A26, with gated access to the platforms at the crossing. The feeling of open space is reinforced by the fact there was once a racecourse between the railway and the Ouse, from the late-1920s to early-1940s. This wasn't Lewes, this was Southease, a course of nearly seven furlongs that irritated famed Rodmell resident, the author Virginia Woolf, who didn't take kindly to a racecourse popping up on her doorstep. The station must have been busier then. Well, on race days anyway,

which were Tuesdays and Thursdays in the season. When I drove to the station to take pictures, I descended respectfully through the little hamlet mentioned in the Domesday Book and clattered over a weak wooden bridge, very 'Bridges of Madison County', with the Ouse below me, which was nerve-racking. I felt quite fortunate to get some shots of a train at the station as this is the one stop on the line that many services miss out.

In contrast to all this rural charm, the station is functional with the ubiquitous modern shelters and open footbridge, where the South Downs Way crosses

much of it to Spain.

The tracks headed across the Ouse over a swing bridge, built in 1866. The junction was just north of the Town station and lines headed down the other, western, side of the Ouse and harbour. The West Harbour railway, or West Quay branch, saw its last working in August 1963, with demolition starting almost immediately afterwards. The Earl of Sheffield added a tramway c1880 to take chalk from his Meeching Quarry (Whiting Works), situated a short distance west of the harbour, to the wharves. There were also ice stores nearby, with consignments coming from Germany

ABOVE: As well as the signalling modernisation the Seaford Branch has also been the subject of track renewals in the past month. Freightliner Class 66/5 66529 leads a ballast train through Newhaven Harbour on March 8, 2019. (Chris Livings)

"Heading east out of Lewes is splendid, with views of castles and Harvey's famous brewery for those whose interests are anti-sobriety."

the line. I hoped for something more traditional further down the line.

Originally, in between Southease and the next stop at Newhaven Town was Newhaven Town Yard. There was also a line (tramway) branching off eastwards to a cement works (Sussex Portland Cement Company). The rail that served North Quay was opened in 1891 and was used primarily for timber traffic, although marine-dredged ballast also landed there; before being conveyed by rail to wherever it was needed around the network. There was also a scrappage service, the Cedar Sidings seeing many carriages disposed of, with the steel departing by sea,

in the pre-refrigeration era. The branch served a tarpaulin and rope works, too, plus an oil depot (1928), established for the first oil-fired ferry (MV *Worthing*).

The branch's main business, however, was conveying material for essential breakwater maintenance. The 1889 breakwater was 2,800ft long, so there was plenty to maintain. The breakwater line ran down towards the lighthouse, although the track was unfit for use by the time of its closure in 1963. The dual road and rail swing bridge was replaced by a new high-level road bridge in 1976, and this can be seen clearly from Town station. ➔



ABOVE: The art deco style station building at Bishopstone – note the gun emplacements added during World War Two.

Newhaven Town

Newhaven Town (opened 1847) is 8.33km (5¼ miles) from Southerham Junction and, as the name implies, is the station for the town of Newhaven, whose centre is a short trot across the road bridge over the ever-present Ouse. The ferries to France are accessed alongside.

The station has two platforms with a connecting footbridge and an extensive canopy and old buildings on the up Platform 1, with a smaller shelter on down Platform 2. The buildings include a waiting

before closing in 1963; it is now a private workshop. Harbour Company engines had their own shed on the East Quay.

An early 1980s rail guide described Newhaven as: 'a pleasant little port and town, with ferries to Dieppe, a yacht marina and fishing boats'. Another tome, a comprehensive guide to England, dismissed the place as 'a town of no particular interest in itself'. It could be worse; Seaford didn't even merit a mention.

Ports experienced a very different side of life during wartime, and early in World War

Newhaven Harbour and Marine

Newhaven Docks once had extensive sidings, with the railway swing bridge connecting both sides of the Ouse. Those sidings are now overgrown or gone. Initially horses shunted wagons around the quayside lines, with steam locos introduced from 1881 – a second-hand Manning Wardle to begin with. The East Quay, on the other side of Ouse from the West Quay branch, dates from 1886.

Newhaven Harbour is a very short hop from 'Town', as you might expect, little more than a quarter of a mile. The proximity of the Harbour station to the old Marine station was part of the rationale for the latter's closure, yet the station for cross-Channel ferries is ironically Town today. Harbour has staggered facing-platforms on a curve serving the line to Seaford. At the southern end of the up platform was a non-electrified siding to the East Quay. Beyond this, off the curve leading to Seaford, was the terminus (Newhaven Marine) for boat trains.

Harbour (1886), reached via an approach road lined with station cottages, has some original buildings, albeit boarded-up and looking distinctly parlous. The fact Town is now being pushed as the station for ferry departures has seen a sharp drop-off in the numbers of passengers using Harbour. Unsurprisingly, this has prompted murmurings about its long-term future; it sounds like a case of 'constructive dismissal'. Harbour station's name board once said 'Newhaven Harbour and Hotel', referring

room, toilets and ticket office, which is open from 0615 to 1250 weekdays. At the north end of the station is a barrier crossing, which replaced gates in 1964. The platforms are accessed via footpaths from the crossing. Looking north there was once a sizeable goods shed for local traffic, with the line to the swing bridge and West Quay bending around between this and the station. The 1887 loco shed would have been down a curve that began just before the crossing and headed between the platforms and the Ouse. The shed was made into a sub-shed of Brighton in 1955

Two the Dunkirk evacuation saw wounded servicemen coming home to the sanctuary of Newhaven. *The Isle of Guernsey*, which conveyed spring flowers from the Channel Islands during peacetime, had berths for 243 men; but packed in far more, some seriously wounded, as it negotiated the perilous journey back to Newhaven. Four years later, the opportunity to head back the other way came with D-Day when Newhaven hosted an array of small craft geared towards the assembly of troops. Later, Newhaven was one of the ports where German POWs arrived, destined for transit camps around the UK.

"It wasn't just passengers headed across the Channel. The 'Grand Vitesse' freight train for London was an overnight service from Paris."

to the London & Paris Hotel, which was adjacent to the station on the harbour side. Passenger signs in English and French would have been about because of the cross-Channel steamers; you can still spot some today. A large tower to the side of the station was used to supply hydraulic power to dockside cranes.

It wasn't just passengers headed across the Channel, though. The 'Grand Vitesse' freight train for London was an overnight service from Paris, noted for perishables. The Paris connection was exemplified with the aforementioned London & Paris Hotel (1848), a prominent building on the East Quay that was requisitioned by the Navy (1939), extensively damaged during the last war and demolished eventually in the late-1950s, partly because trade didn't pick up after the conflict.

After Newhaven Harbour comes Newhaven Harbour Junction, with separate lines diverging for Newhaven Marine, terminus of the closed Marine branch, and the continuance of the branch to Seaford. After Newhaven Harbour the line was reduced to single track in 1975 as an economy measure. As such, it is one of the few single-track third-rail lines in the UK.

Newhaven Marine and East Quay were built on land reclaimed in the 1880s south of the London & Paris. Although the Seaford line was electrified in the 1930s, the boat trains continued to be steam-hauled because of the lack of flexibility offered by fixed-unit EMUs. The boat trains would consist of a mix of passenger coaches and brake-vans because of the high quantity of luggage.

Electric locos became available when the



3rd rail was extended into Marine station in 1949. British Railways Southern Region electrics (later Class 70) were used initially; there were only three in class, but 20002 and 20003 were certainly used on the Newhaven route. Newhaven railwaymen referred to these as 'Hornbys', and they do look like model engines, to be fair. The final scheduled steam-hauled boat train was on May 14, 1949 and it was powered by Schools Class 4-4-0 30929 *Malvern*. However, relief boat trains were still steam-worked for

several years. From 1959 the electric locos were Southern Region HAs (later Class 71), and then JA/JBs (Class 73 under TOPS) from 1962, before becoming EMU-worked from 1970.

Just to complicate matters, the original station in this vicinity was Newhaven Wharf (1847), which closed when Marine opened in 1886, although the latter was named Newhaven Harbour (Boat Station) to begin with, not becoming Newhaven Marine until 1984. The loss of winter

BELOW: Southern Class 313 313219 waits to depart Seaford with the 1554 service to Brighton on January 22, 2018.



Passenger numbers (2015/16)

Lewes – 2,614,000

Southease – 17,966

Newhaven Town – 326,000

Newhaven Harbour – 55,070

Bishopstone – 28,982

Seaford – 767,000

ferries, plus the fact the station was so close to the Harbour station, condemned it to closure. The buildings have recently been demolished and there have been no train services there since August 2006 due to safety concerns, although my sources tell me that a parliamentary train used to call there each evening at 2015.

There is still a single platform long enough for a dozen coaches and a run-round loop. Apparently the branch can still be utilised sometimes for turning around diverted trains, should there be disruption on the Eastbourne line, or to assist so-called 'ghost trains' in switching back to Harbour. This whole area changed markedly with the closure of Marine station, the disappearance of both the hotel and custom house and the utilisation of East Quay for roll-on/roll-off vehicle ferries.

Aptly, considering its current spectral qualities, the station featured in a BBC Radio 4 programme, *The Ghost Trains of Old England* (2010). Just to add to the sense of the surreal, it is allegedly still possible to find Marine on some self-service ticket machines, although attempts to purchase a memento-ticket are apparently thwarted.

Another station closure

Bishopstone Beach Halt (1864-1942) is the only other closed station on the branch. It was built for residents of Bishopstone and Tide Mills villages, but intended primarily for the 60-100 of the Mills' workers. Although the storehouses closed in 1883, they remaining in use until 1900, and the station persisted for another 60-odd years, used mostly by holidaymakers. The station opened as Bishopstone, and was renamed Bishopstone Halt in 1922, before its closure in September 1938 when what is now Bishopstone station (below) was built. There was a change of heart in April 1939 and the Halt was reopened, this time called Beach Halt. Its stay of execution was short-lived, however, having fewer than three years to run before its final closure. The down platform still exists, albeit with no track, but the site cannot be visited by the public. There was a signal box at the Seaford end of the station to control a level crossing and sidings, which were lifted in 1922.

There was also a freight branch (tramway) to Bishopstone Tide Mills, which ran through the village, as well as another line running parallel to the shore, mainly used for collecting shingle, which was an extension of the East Quay line. This is a landscape of massive shingle banks, which is treeless and windswept.

Bishopstone

Bishopstone station on the western edge of Seaford is about a mile from Bishopstone itself. You are now around seven miles from Southerham Junction. The Grade II Listed station (1938) was designed by James Robb Scott in Art Deco style and has a single platform today. It was reputedly based on the London Underground station Arncliffe Grove in North London, which was designed by Charles Holden (again Art Deco). The rather grand looking building was intended as the centrepiece of a residential development that never quite took flight, so the station appears somewhat marooned today.

The main building is symmetrical, with an octagonal central booking hall and two wings, one of which contained the ticket and parcels offices, whilst the other was the preserve of the waiting room and toilets. When it was opened the station had two platforms in a cutting, accessed via stairs from a footbridge that linked to the main building.

In 1940 a pair of pillboxes was built on the roof and they are still present and blend into the overall building quite well. In July the same year, German fighters machine-gunned a train near the station, killing the driver and wounding several passengers, although the train was little damaged. Since line singling in 1975, all trains use the former up platform, which curiously is the one furthest from the station building. The former down platform is still there, albeit fenced off and looking rather overgrown. The live platform has a shelter of a decent length and is reached via the footbridge – a rarity in that it has a roof.

The station has been unmanned since 1988, the buildings unused except for a newsagent's in the former booking office/parcels office. Sadly, 'Linda's General Stores'

is closed and to let. The main access to the platforms is still through the octagonal booking hall. There are quaint signs, including 'For trains in both directions' and 'Way out and Beach' – not very enticing in January, believe me. St Andrew's Church is worth a peek any time though. It is reputedly the county's oldest, possibly having 8th century origins.

Seaford

After Bishopstone the train negotiates a 1 in 100 ascent to a summit before starting to drop again to the seaside and finally pull into Seaford (1864), the end of the line. Perhaps surprisingly, Seaford is around 153km (95 miles) from London Bridge (via Plumpton). As it is a terminus, I was surprised to find the station has only one working platform, although there used to be two until single track came in 1975. There also used to be a small goods yard on the south side of the terminus, and an additional one on the north side that was added in 1904, but goods services ceased in May 1964. The first goods shed, on the south side, was demolished to make way for a new health centre in the 1980s. At the end of the line there was once a sector plate (shown as a turntable on maps), which ceased to be needed with electrification, although the last steam train at the terminus is thought to have been on July 25, 1963; not a passenger train, but a loco pulling two vans of school luggage! The signal box was on the approach where passenger lines and sidings diverged. Two electrified sidings remain for carriage stabling, one in what was the bay platform, the other beyond the active platform.

Seaford might have been a grander affair as it was originally envisaged as a through station to Eastbourne. Nevertheless, there is still a rather pleasant main station building. Seaford Museum is worth a little detour as there's a working model of the station as it existed back in the 1920s. Today's station has a passenger lounge, ticket hall and 'Steamworks' café, which claims to be open from 0645 to 1100 and 1700 to 2300 weekdays, although I couldn't put that to the test. No doubt some of Seaford's 23,000 residents do.

Train Services

When the branch opened there were six trains on weekdays and three on Sundays. Fifty years later the service had been augmented to 11, some of which were direct to and from London. Railmotors were seen from 1906 and by 1912 there were no fewer than 22 trains between Lewes and Seaford on weekdays, half being motor trains. The line was electrified as long ago as 1935 using the 750V DC 3rd rail method and this saw greatly increased services, with more than 50 trains on the Seaford line. After the war the service continued, although with only an hourly train to and from Brighton. A daily through train between Newhaven Marine and Portsmouth Harbour was trialled in the summer of 1966, while the announcement of a through service between Newhaven and the north of England in 1986 was trumped by the bold pronouncement in the same year of the construction of the Channel Tunnel.

Today's typical weekday off peak service is two trains per hour between Brighton and Seaford, calling at Lewes; and then all stations (except Southease). There are

BELOW: The busy station at Lewes as Southern's 377148 (with 377152 at the rear) calls with the 0924 service to Eastbourne on January 23, 2018.



Modernisation



The interior of Newhaven Harbour signalbox, the only one of the three to close that retained its old lever frame, on February 25. The structure is to be transferred to the Newhaven Ports Authority for its own (unspecified) use. (John Vaughan)

The area around Lewes and the Seaford branch underwent signalling modernisation in March. All lines, including the branch, were closed between March 7 and 10 and the signal boxes at Lewes B, Newhaven Town and Newhaven Harbour were due to close, with signalling control transferred to the Three Bridges Rail Operating Centre. However, the commissioning of the new equipment was delayed and so this will take place at a later date, meaning the existing boxes remain in use.

As part of the £20m upgrade, from March 11 new LED colour light

signals and light weight supporting posts and gantries were to be brought into use. The project is a continuation of the Coastway East work, whereby Berwick, Hampden Park, Pevensey & Westham and Eastbourne signal boxes have already been closed. Of the three signal boxes affected Lewes B is a listed building and is to be retained for possible community use, subject to planning permission and safe access. The Newhaven Town signalbox is to be demolished, and Newhaven Harbour signalbox is to be transferred to the Newhaven Ports Authority.

occasional peak services as well, which continue to London Victoria. During off-peak times passengers can change at Lewes to pick up connecting services to Victoria. Passenger take-up on the line has increased during the last 15 years or so, with the notable exception of the Harbour station.

Traction

Current services are provided by Southern using Class 313 and Class 377 'Electrostar' EMUs. The 313 EMUs were built by BREL York over 1976-77 and were the first BR units to have both a pantograph for overhead lines and shoe-gear for 3rd rail supply. They are today the oldest EMUs in regular service on the national network. On my two-day exploration I saw four different 313s on the branch, but no 377s.

Timetabling

The Seaford to Brighton service is Southern timetable C7. It reveals that

the earliest Brighton-Seaford departure (Monday to Friday) is at 0545 (Lewes 0600) that arrives in Seaford at 0619. Yes, the branch line trip from Lewes can be less than 20 minutes. I found the service to be a pretty regular one; for example there are six arrivals in Seaford between 0713 and 0919. Even during the mid-morning to mid-afternoon slack period, there are two trains per hour in each direction. The earliest Seaford departure in the week is the 0509 (departs Lewes 0532 and arrives Brighton 0548). The last departure from the terminus is at 2325 (arrives Lewes 2340 and Brighton 2358).

A quick jaunt

I always like to sample the line more than once when I do these trips and, on a second occasion, I opted to try a journey from Bishopstone to Lewes and back. Boarding the fairly civilised 0857, I made sure I sat on the left-hand side heading north to get a

good view of what was Newhaven Marine. You can see the extant platform, which once hosted mighty boat trains. Talking of boats, there was also a Ro-Ro cargo ferry in (the *Seven Sisters*), a 19,000ton, 143m long vessel, built in 2006 and registered in France. Sources informed me that she'd come in from Dieppe the previous morning. The entrance to the port is next to Town station. Newhaven has plenty of industry, as you'd expect around a port, and Newhaven Roadstone Ltd is a large presence on the left heading out of the town. However, pretty soon heavy industry is replaced by open country. The train rushes through Southeast, which really is in the middle of absolutely nowhere. What makes this trip is that sudden contrast. Lewes is not far away and about five minutes after zipping through Southeast, you're in East Sussex's county town, having negotiated the junction and slid past Lewes box into Platform 4. [R1](#)

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Mature partn will help the charter



Pip Dunn
News Writer

ABOVE: The A1 Steam Locomotive Trust's 60163 *Tornado* will now have the option of operating with West Coast Railways, following an agreement between the two organisations. (A1SLT/Marcus Gilmour)

The railways, and the charter market especially, never cease to amaze me as literally anything is possible. Well, sort of. But I was taken aback even more a few weeks ago when I got wind that both Riviera Trains and The A1 Steam Locomotive Trust were starting to work with West Coast Railways. With the former it's a case of working again, but for the latter it's a first.

Why was this such a shock? Well, there's no denying that over recent years there has been – how shall I say this politely – a lot of 'politics', some 'clashes of personalities', and a few vocal 'strong characters', all resulting in a few fallings out between the parties. But let's not dwell on the past, let's look to the future. Is this good news? Yes, it is. It is VERY good news. It demonstrates

a maturity on all sides. And maturity and working together is imperative in the railways, as bickering and fighting between companies is never good.

So I, and many others, welcome these moves. What do these efforts to work together mean? Well, it means Riviera and the A1SLT have another operator to work with, and it gives WCR more customers. WCR is undoubtedly the most experienced main line steam operator and it has shown over the years that it can be flexible and deliver things other TOCs can't, or won't. Now cynics might say, WCR has taken the decision to cooperate because it has now got some serious competition. New kid on the block, Locomotive Services Limited, has a set up at Crewe that is growing, steadily and rapidly. It has some serious, and I mean serious, financial backing behind it. As one industry expert told me, LSL losing ten grand would be like you or I losing a tenner.

It wouldn't be an issue.

Therefore, to me it's obvious: LSL could take on WCR if it wanted to, which I am not saying for a moment it does. WCR has enjoyed a monopoly status in the steam market for many years, being the major player when others, like FM Rail, have fallen by the wayside. And at a time when DB Cargo has been unable to fulfil the steam demand of many promoters, WCR has seized the initiative and taken the business. And fair play to it for doing so. Steam has been a big part, even the core, of its operation, not a sideshow as it has been with others.

But those days are gone, and LSL has the ability to be a threat to WCR's business, if it so desires. I'm not saying LSL will be out to take work from WCR, but looked at from the opposite end of the spectrum, it gives promoters somewhere else to go. And, of course, Vintage Trains is also on the horizon, now a fully-fledged main line steam



erships market

operator, albeit one in its infancy.

WCR has had its issues in recent years, well documented within these pages, but I have to admit; it has upped its game immeasurably since it fell foul of the ORR four years ago. The business has improved no end and is far more professional than it has ever been. There have always been good, nay great, staff working at the coal face, many of them career railwaymen with years and years of experience. Now they are really getting the chance to show that.

The move by the A1SLT to use WCR is one I didn't see coming. WCR had always refused to operate 60163 *Tornado* and it's my opinion, let's not beat about the bush here, that it was simply politics rather than anything like a sound reason for this 'boycott'. Comments from both parties in the past decade, many misplaced and ill-judged, have seemed to suggest that hell would freeze over before the two parties

would work together.

However, there have been some changes in the structure of the A1SLT senior hierarchy and it seems that the slate has been wiped clean. Some may suggest that maybe the LSL threat is the reason, but I think it's just an honest and mature realisation that working together can be beneficial to both parties, and this has finally made them put aside their differences.

Another factor in this collaboration is the fact that WCR, Riviera, the A1SLT, and others, have all been working together on key challenges facing the charter market, such as retention toilets, and central door locking, and obviously relationships have improved in the course of these conversations.

So what do these new collaborations mean? Well, for a start, WCR is operating the 2019 programme of Torbay Express trains, part of the Riviera umbrella. This is especially interesting as in years gone by WCR has started similar Sunday trains from the Avon area to Dorset and Devon to compete with the Torbay Express. Also, WCR has undertaken some FTR and test runs with 60163, as well as filling in as TOC when DB Cargo couldn't resource a train. The future for *Tornado* is good. The A1SLT will continue to work with DBC, but these moves mean it will no longer have all its eggs in one basket.

The bigger question is, what is the future for DBC in the steam market? Or, as one industry source said to me, what is the future for DBC full stop? The company has lost traffic hand over fist in the last decade. It has had to streamline its staff drastically and, in the freight market, it has been 15 years or more since EWS (as was) was the only gig in town. I reckon the steam duopoly of WCR/DBC is over and over the next five years to a decade there will be a switch to a WCR/LSL duopoly. We shall see.

What is good is that WCR has put its issues behind it. It's not perfect. No operator – maroon, blue, red or green ever will be. But no longer can one think of WCR as the bunch of... Well, let's not go there. Let's all look to the future. ➔

BELOW: Class 33 33111 shunts U-Boat 31806 and Battle Of Britain Class 34072 257 Squadron off Swanage Shed to allow Class 08 D3591 on to the shed road with a Branch Line Society brake van special on February 27. The BLS is offering an equally interesting trip around the ECO Power Environmental facility in Doncaster on April 13. (Jordan Skinner)



Steam Charter Train Diary

Date	Route	Promoter	Operator	Traction
April				
4	Chinnor-Swanage	SD	WCR	61306
6	Bristol-Plymouth	A1ST	DBC	60163
6	Camforth-Redmire	RTC	WCR	45690
6	Birmingham Moor-St-Worcester	VT	VT	7029
11	Liverpool St-Dereham	SD	WCR	61306
13	Crewe-Stratford-upon-Avon	ST	LSL	LSL Pool
13	Camforth-Blackpool	RTC	WCR	WCR Pool
13	Tame Bridge-Carlisle	UKR	DBC	60163
13	Manchester-Carlisle	WCR	WCR	44871+45407
16	Slough-Minehead	SD	WCR	61306
17	Camforth-Shrewsbury	WCR	WCR	WCR Pool
18	Victoria-Shalford	BEL	DBC	35028
19-21	Fort William-Mallaig	WCR	WCR	45407
20	York-Edinburgh-York	RTC	WCR	60009
22-26	Fort William-Mallaig	WCR	WCR	45407
27	Paddington-Bristol	RTC	WCR	46233
27	King's Cross-York	A1ST	DBC	60163
27	Dorridge-Chester	VT	VT	7029
28	Plymouth-Taunton	RTC	WCR	46233
29	Taunton-Preston	RTC	WCR	46233
29/30	Fort William-Mallaig	WCR	WCR	45212
30	Preston-Edinburgh	RTC	WCR	60009+45407
30	Hellifield-Carlisle	WCR	WCR	WCR Pool
April				
1-31	Fort William-Mallaig	WCR	WCR	45407/45212
1	Edinburgh-Aberdeen	RTC	WCR	60009
2	Edinburgh-Stranraer	RTC	WCR	61264+45407
3	Ayr-Scarborough	RTC	WCR	61264+45407

4	Taunton-Kingswear	SD	WCR	61306
4	Leicester-Holyhead	A1ST	DBC	60163
4	Crewe-Cardiff	ST	LSL	LSL Pool
13	Manchester-Carlisle	WCR	WCR	44871+45407

Notes: LSL Pool – unspecified locomotive from the Crewe Pool of 34046, 46100, 70000.
WCR Pool – unspecified locomotive from the Camforth Pool of 35018, 44932, 45690, 45699, 48151.

Promoters

A1ST	A1 Steam Locomotive Trust	01325 460163	www.a1steam.com
BEL	Belmond	0845 0772222	www.belmond.com
BLS	Branch Line Society	07785 112044	www.branchline.org.uk
NER	North East Railtours	0191 2523774	www.srps.org.uk
NT	Nenta Traintours	01692 406152	www.nentatraintrains.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
ST	Saphos Trains	0800 0385320	www.saphostrains.com
UKR	UK Railtours	01438 715050	www.ukrailtours.com
VT	Vintage Trains	0121 7084960	www.vintagetrains.co.uk
WCR	West Coast Railways	0844 8504685	www.westcoastrailways.co.uk

Operators/stock providers

DBC	DB Cargo
DRS	Direct Rail Services
GBRf	GB Railfreight
LSL	Locomotive Services Ltd
VT	Vintage Trains
WCR	West Coast Railway

RIGHT: One of the most interesting tours of the year so far has to be Pathfinder's 'Here, There & Everywhere' on February 15/16. It traversed numerous branch lines in the Thames Valley and around London, and is seen here at Maidenhead, with 37402 leading, waiting to visit Bourne End. (Leo Martin)

Torbay Express dates

The news that WCR is now working with Riviera leads me nicely on to the news that the dates for 2019's Torbay Express trips have now been confirmed. The trains will again start at Bristol Temple Meads and run to Kingswear, but some will run via Weston-super-Mare and others via Bath. They start on July 28 with a run via Bath Spa, Trowbridge, Westbury and Taunton. Then there are two Sundays, August 11/28, when the trains run via Yatton, Weston-super-Mare and Taunton. There are also two more Bath dates – September 8/22.

The pool of locomotives is 60009 *Union of South Africa*, 6233 *Duchess of Sutherland* and 6201 *Princess Elizabeth*, although the A4 is currently doubtful. The trains will feature First, Standard and Premier Dining accommodation, although the latter is not available for passengers joining at Taunton. More details, including fares, are available at www.torbayexpress.co.uk

Oban for 37s

A pair of Large Logo ex-Inverness Class 37s are set for a return to the Scottish Highlands on May 27 when 37025 *Inverness TMD*, owned by the Scottish Class 37 Group, and 37418, on hire to Colas, are pencilled in to work a North East Railtours' excursion from Newcastle to Oban.

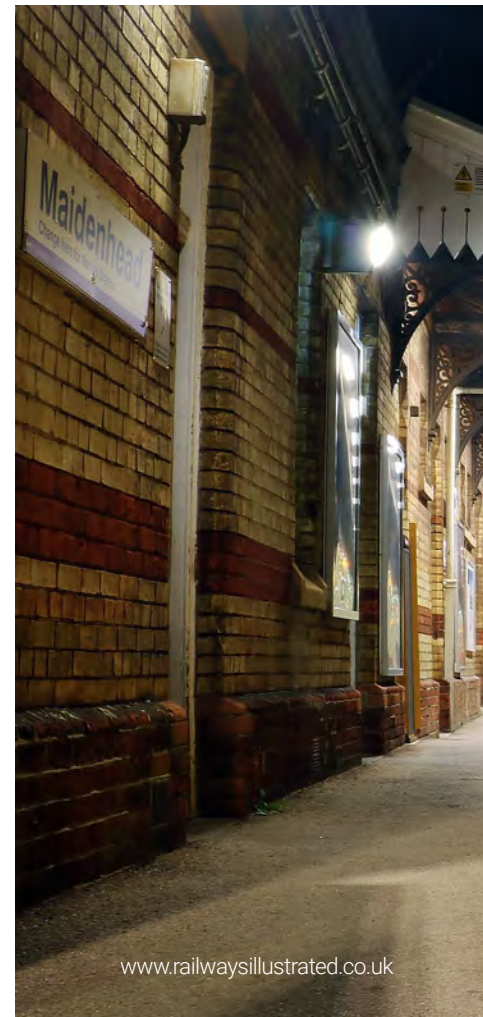
This should be 37418's first main line passenger working in more than

15 years, having been retired by EWS in early 2004. The train is due to leave Newcastle at about 0530 and pick up at Cramlington, Morpeth, Alnmouth and Berwick. After a break of between two and three hours in Oban, it will return via the same route, arriving back in Newcastle around 2345. The train will use Scottish Railway Preservation Society stock and the train operator should be GB Railfreight.

More trains from the SRPS

The SRPS has announced two charters for June. The first is on June 1 from Linlithgow to Kyle of Lochalsh running via Edinburgh, Kirkcaldy, Ladybank and Perth. The train will set down at Plockton for an anticipated hour and a half break, or Kyle for an hour.

Two weeks later, on June 15, is a trip from Glenrothes with Thornton to Llandudno, with the option of a longer stay in Chester. This train will also pick up at stations to Edinburgh and Lockerbie before continuing via the WCML to Preston and then heading to Chester. The journey will then take the West Coast Main Line over Beattock and Shap summits, and through Lancaster and Preston to rural Cheshire and along the North Wales Coast. The SRPS maroon carriages will be hauled by diesels. The Train Operator for these two trains has yet to be finalised, so that, in turn, will dictate the traction.



UKR heads to Merseyside

UK Railtours has announced a track bashing tour to Merseyside on June 1. The 'Curvey Weaver' is a classic 'Forgotten Tracks' railtour to the north-west of England, in particular the area around the River Mersey. The train will traverse some lines that have not seen a passenger train for more than a quarter of a century. It will start at Euston and continue to Crewe before heading to Walton Old Junction Sidings and Latchford where the first reversal will be made. The train will continue via Warrington Bank Quay (Low Level), Ditton Jn, Liverpool South Parkway (reverse), Allerton East Jn and into Garston Freightliner Terminal. The return will be via Ditton, Frodsham Curve, Chester, Mouldsworth, Hartford Jn, Middlewich and Sandbach, and then back to Crewe and ultimately Euston.

UKR says that there are likely to be a few 'added extras' that are not yet confirmed which, if agreed, will further enhance what is already a very appealing 'tracky' railtour.

Deltic in Doubt?


On March 3, Deltic D9009 *Alycidon* suffered a major failure while returning the A1SLT's 'Auld Reekie' charter from Edinburgh to Doncaster. The loco experienced a high voltage power surge which damaged No 2 generator and all six traction motors (see 'What's Happening To' on pages 28-30). This is a major issue for the Deltic Preservation Society, but it must be stressed that this is the first time the loco has failed on charter trains since it returned to the main line in 2012.

The DPS says it is "currently working with our charter providers on the best way to resolve this, particularly with Pathfinder's May 11th charter in mind". At the moment it is too early to say if that train, a DRS operation taking the loco to the Harrogate Circle, King's Cross and Cleethorpes, will run with the 55, with other traction or be rescheduled.

Rare track and shunter trip

The Branch Line Society and PLEG have agreed a visit for Saturday April 13 to the ECO Power Environmental facility in Doncaster on the former Rossington Colliery site. Four trips will run using 08527 as traction, hauling the BLS's mess van *Molly*, which can carry 50 passengers. The trips will cover all available lines at the recycling facility, including both loops adjacent to the ECML through to the end of the siding. The trips will run at 1000, 1115, 1230 and 1345 and will last approximately 45 minutes each.

All profits will be donated to local good causes nominated by ECO Power Environmental. Please note the site is strictly no smoking and there are limited toilet facilities. The BLS is investigating provision of a mobile catering vehicle to provide hot drinks and light refreshments. It is planned to provide a complimentary bus shuttle from Doncaster station to the site, and return, in conjunction with Black Prince Buses.

These trips will not be repeated, and so this is a one-off opportunity. There will be no extra charge for non-Branch Line Society members, and under-18s are welcomed and will travel at half price, but must be accompanied by an adult. More details and bookings at www.branchline.uk 

Modern Traction Diary

Date	Route	Promoter	Operator	Traction
April				
6	Euston-Llandudno Junction	UKR	DBC	67
6	Peterborough-Fort William	SR	LSL	47x2
7	Fort William-Mallaig	SR	LSL	47x2
8	Fort William-Peterborough	SR	LSL	47x2
13	Banbury-Penzance	PF	DRS	68+88
19	Eastleigh-Aviemore	PF	DRS	37x2, 68
20	Aviemore-Kyle of Lochalsh	PF	DRS	37x2
21	Aviemore-Wick	PF	DRS	37x2
22	Aviemore-Eastleigh	PF	DRS	37x2, 68
26	Bo'ness-Crewe	BLS	DRS	88
27	Shrewsbury-Berwick	SR	LSL	47x2
27	Crewe-Gourock	BLS	DRS	37x2, 88
28	Crewe-Bo'ness	BLS	DRS	66
May				
4	Norwich-Holyhead	NT	DRS	68x2
4	Victoria-Swanwick	UKR	DBC	66
8	Southport-Stratford-upon-Avon	WCR	WCR	47/57
11	Shrewsbury-Canterbury	SR	LSL	47x2
11	Willington-King's Cross-Cleethorpes	PF	DRS	55009, 68
11	King's Cross-Wolsingham	UKR	DBC	67
18	Newcastle-Stratford-upon-Avon	WCR	WCR	47/57
18	Stevenage-Cardiff	UKR	GBRf	66
22	Scarborough-Stratford-upon-Avon	WCR	WCR	47/57
25	Huddersfield-Paignton	RR	DRS	37x2
27	Bristol TM-Skegness	PF	GBR	20x2, 66
27	Newcastle-Oban	NER	GBRf	37x2
30	Dumfries-Scarborough	WCR	WCR	47/57





Inside Crewe Electric Depot on February 27, 1988 with from left to right 81009, 85024 and 87101 in attendance. (Gavin Morrison)

The prominent diesel depot featured in last month's issue somewhat overshadowed the electric depot that provided locos and EMUs for a wide range of services.

BR's 1955 Modernisation Plan sought to invest heavily in Britain's railway with the rapid replacement of steam with diesel. However, a jewel in the plan was the electrification of the West Coast Main Line, for which a fleet of electric locos

was ordered. To control the AC loco fleet and manage the 25kV AC system, a line organisation of District Electric Traction Engineers (DETE) was set up by the London Midland Region. Each DETE was to have a District Electric Traction Depot with facilities for the maintenance and repair of the new rolling stock, along with workshops and amenities for the overhead line and distribution repair and maintenance gangs. With DETEs set up at Liverpool (Allerton)

and Manchester (Longsight), Crewe was the natural choice for the next DETE due to the large volume of freight brought to Crewe Basford Hall for re-marshalling and onward transportation, along with the express passenger, parcels and postal services that were also heavily concentrated in the area. As the electrification spread south, Rugby and Willesden became the final two DETEs, with electric control rooms at Crewe, Rugby and Willesden. The Crewe DETE area



Crewe Electric

Continuing his look at Crewe's traction depots, **Alex Fisher** turns his attention to the electric facility, a place that is difficult to access and has had more than one rebirth.

covered from Weaver Junction, Chelford and Macclesfield in the north, to Rugeley in the south, while the Crewe electric control room had responsibility for all of the electrified network north of Rugby.

Crewe's construction

An area for the Crewe Electric Depot was identified where the old carriage workshops, yard and storage sheds south of the Chester line and opposite Crewe Works had once

stood. The site was cleared in the late 1950s and initially used as an electrification construction depot. Construction of the electric traction facility, a four-road depot measuring 300ft by 95ft, began in 1959. It was designed for the servicing and maintenance of EMUs and electric locos only and included offices, workshops and other amenities occupying a two-storey block, integral with and running the complete length of the depot on its southern

side. It was made of brick and corrugated sheeting on steel frames, with a single gable-style glazed and pitched roof also clad in corrugated sheeting. Each road was electrified and had a 270ft long pit, a length suited to the four-car EMUs it was to service.

To facilitate a safe environment for staff working on vehicle roofs there was a near-foolproof system to separately isolate and earth each road. Another feature was the offsetting of the overhead line on road ➔

No 1, which was closest to the amenities block, to the maximum off-centre stagger of 18 inches. Moving the wire gave improved access to roof equipment, such as the air blast circuit breakers and, of course, the pantograph, which was especially useful if these items had to be removed by a mobile crane. No 1 road had a specially strengthened concrete floor, on which stood two sets of four Matterson lifting jacks. As electric locos are lighter, the jacks only had to lift 20 tons each, compared to around 25 tons for diesel locos. The jacks facilitated the lifting of two locos or two EMU coaches for work such as bogie swaps, and attention to traction motors and wheelsets.

The electric depot was equipped to maintain around 80 locos and 40 EMUs. An electrification depot was also set up at East Didsbury on the Styal Loop line, where the first section of OHL was energised. Newly delivered electric locos were tested and commissioned there, along with driver training and maintenance staff familiarisation in order to give management a head start on their introduction. The electric depot opened with the code 5H, and EMU and loco maintenance began in early 1960. The control room became fully operational on September 12, 1960 ready for the electric services on the Manchester to Crewe line that commenced the same day.

The depot could be accessed from both ends, along with direct access to Crewe Works. A connection via the famous Eagle Bridge was a single line between the works and carriage works yard over the Chester to Crewe line where it joined the Steel Works Yard just west of the Deviation Works. The Eagle Bridge name was derived from the four cast iron eagles decorating it that reputedly had been sent for scrap from a collapsed viaduct in north Wales but were saved from the melting furnaces and mounted on the bridge. This story has recently been refuted by three historians who've concluded that the eagles came from Robert Stephenson's Dee Bridge on the Chester to Holyhead Railway at Roodee in Chester. After Eagle Bridge was raised during electrification works, the eagles were obscured, so they were later removed and two were sent to Crewe Heritage centre when it was opened in 1987. A third was placed outside the electric depot and the last stands outside the Eagle Bridge Health and Wellbeing Centre on Dunwoody Way.

RIGHT: Fresh from the Brush production line, Class 92 92034 at Crewe Electric on May 27, 1995 undergoing acceptance to the British Rail fleet. (Colour Rail/R Hunter)

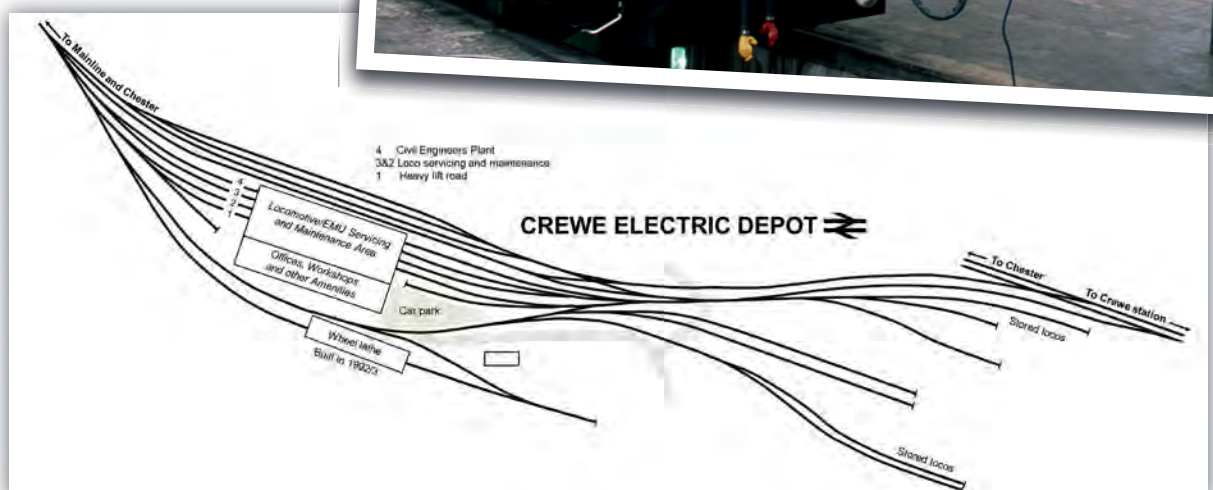
RIGHT: Crewe electric depot. For clarity, not all main lines are shown. (Alex Fisher)

Evolution

The DETE organisations were disbanded in April 1965 as the management of staff and equipment was split. Drivers, secondmen and guards came under the control of area managers, while locos, wagons, carriages, electrification, plant and machinery maintenance came under the control of what was to become the Area Maintenance Engineers (AMEs), who were responsible to the Regional Chief Mechanical and Electrical Engineers (CM&EE) for maintenance standards, and the Divisional Manager for day-to-day running of the railway.

Following the closure of Crewe South steam shed, an AME (formerly depot superintendent) was installed at Crewe Electric under the divisional manager at Stoke, with a wide sphere of responsibility covering the electric and diesel depots, the maintenance and repair of the overhead line equipment and its power supply, carriages, wagons, plant and machinery. In early 1966, the plant and machinery staff were moved from their base south of the north steam shed into the electric depot. They later became responsible for all maintenance and repairs to Civil Engineers' on-track plant including track layers, tampers and cranes, for which they were given road No 4, the furthest away from the amenities block within the depot.

Initially, no electric locos were allocated to Crewe Electric as they were all in the ACL Western AC Lines pool, which was set up in November 1959. The same





ABOVE: An overview of the Crewe Electric yard during the open day held on October 15, 1994. (Gavin Morrison)

locos tended to return to the same depots time after time and Crewe Electric ostensibly saw AM4 (Class 304) EMUs from the Liverpool and Manchester to Crewe services along with AL1s (Class 81) and AL5s (Class 85). Alongside the EMU and loco work, the staff were also required to attend call outs to Crewe station and Basford Hall to attend running repairs and fault finding.

As Crewe Works didn't have OLE, Crewe Electric removed pantographs and air blast circuit breakers before the locos were sent to the works for overhaul. When completed, the locos returned to Crewe Electric where the serviced pantograph and air blast circuit breakers were refitted. Under the BRB's new manufacturing and maintenance policy the bulk of the electric loco overhauls were later moved from Crewe Works to Stratford Depot. Crewe Works still undertook some work on the electric fleet, but by then it had the facilities to undertake the full commissioning work.

Under TOPS the depot's code was changed to CW in May 1973, but this changed again in December 1973 when Cricklewood became CW and Crewe Electric's code became CE with the 'E' standing for 'Electric'; Crewe Diesel became CD. With the disbanding of the LMR locomotive control system in May 1973, the depot finally received its first allocation, with initially Class 81s E3003-8/10-8/20-3 and 81001 along with Class 85s D3058-64/6-93/5-7 and 85010/39.

In March 1975 the majority of Crewe Electric's Class 81s were transferred to Glasgow's Shields Road Depot to coincide with the opening of the northern section of the WCML electrification. Coming to Crewe Electric in April 1975 were the ten North British Locomotive Company-built Class 84s, 84001-10. Three of them were withdrawn in 1977, 84005/7 in April 1977 followed by 84004 in November 1977. January

1978 saw the withdrawal of 84006 along with 84009 in August 1978. 84001 succumbed in January 1979 and the axing of 84008 in October 1979 left just three of the class in traffic. 84002 was withdrawn in September 1980 and 84003/10 were the last two members and went in November 1980.

In June 1982, the depot had an allocation of 40 Class 85s, and by the mid-1980s the Class 81s were based at Glasgow Shields Road. Class 82s and 83s were based at Longsight Manchester, Class 85s at Crewe, while Class 86s and 87s were based at Willesden. By the mid-1980s the original West Coast electric fleet was showing its age, as a lack of investment in the electrified network saw withdrawals accelerate.

Several fires that led to withdrawals were indicative of the poor state of the early electrics. 85033 was condemned in March 1983 after suffering fire damage, although by that time virtually every serviceable part had been stripped from it. A fire suffered by the pioneer Class 81 81001 at Carstairs while working the 1115 Euston to Stirling Motorail service on August 26, 1983, saw it withdrawn in July 1984. The WCML's yards were starting to fill up with withdrawn AC locos, with Cockshute holding blue asbestos Class 82 and 83s, while Crewe Electric had some Class 82s, 83s and 84s. When the final three Class 82s ceased to be used on ECS duties from Euston in 1987 they were withdrawn and also went to Crewe Electric's 'graveyard'. There they remained until 1993, when 82008 was purchased by Pete Waterman and 82003/5 went to Booth at Rotherham for scrap.

APT-P acceptance

The APT-P was unveiled to the public on June 7, 1978 but pressures from government meant BR pushed the sets into public service

in the winter of 1980-1 on runs between London and Glasgow.

Following the closure of Crewe Gresty Lane Wagon Repair shops, the maintenance of Civil Engineers' on-track plant was transferred there in May 1983 in order to free up space for Crewe Electric to take on the maintenance of the two APT-P train sets that had been allocated there. A dedicated team, with support from Derby, undertook considerable work to try and cosset the sets into giving an acceptable level of service. Modifications were made to the facility, including the lengthening of the concrete aprons on No 1 road and the lengthening of the electrification isolating roads to allow simultaneous work on the two power cars.

Engineers spent more than two years making technical modifications and the APT re-entered passenger service in August 1984, to less publicity but a much better press. However, it was too little too late for BR, Crewe and the APT, as plans to order a fleet of 60 next-generation APTs were dropped. Ultimately, a train for the masses was spurned, only for the technology developed to eventually return to the WCML in the form of the Pendolino.

Rfd reprisal

The inception of sectorisation meant that every loco had to have a sponsor and every depot had to have a specialised purpose. In 1986 Willesden was earmarked as the WCML passenger depot for the Class 86 and 87 fleets, which had a long-term future, while Crewe and the first generation AC electrics were running on borrowed time. The EMU fleet was moved to Longsight in 1987 and, following an in-depth BR review of the maintenance and repair of locos and rolling stock, it was announced that Crewe Electric would cease these duties after 1990, with ➔

the future for its 80 staff being in serious doubt.

However, Railfreight Distribution required a depot for its electrics and it took on Crewe Electric as its base for locos used on Speedlink and RfD duties. In 1989, RfD identified the need for more AC electric traction and with the impending late delivery of Class 90s, the decision was made to convert ten Class 85s to dedicated freight use. This entailed removal of the train heating, reducing the maximum speed to 75mph, and reclassifying them as Class 85/1. The first loco chosen was 85006, which was renumbered 85101 in June 1989. The remainder, through to 85110, were renumbered by July 1989. Fires weren't eliminated, however, and four more Class 85/1s conversions were undertaken, beginning with 85004 converted to 85111 in November 1989, 85007 to 85112 in March 1990, and 85003 to 85113, along with 85011 to 85114, in September 1990.

RfD also claimed ownership of much of the former Class 86/0 fleet and subsequently 35 of the Class 90s, basing them at Crewe and declaring the depot as its sole base for electric traction. By mid-1991 the 85s' usefulness had been all but expended, except for a brief swan song for five that were assigned to ECS duties – 85101 and 85040 at Euston, 85110 at Liverpool Lime Street, 85018 at Manchester Piccadilly, and 85113 that later joined the two at Euston. Their duties were short-lived and withdrawal soon came, with the majority of the class being dumped at Crewe's electric graveyard. They stood there for more than a year until BR began to dispose of them, and in December 1992 Pete Waterman purchased 85104 (ex-85012 and E3067) for preservation. That purchase was cancelled, however, after it was discovered that it and many other Class members had had their internal cabling wrecked after their sale, and so Mr Waterman purchased 85101 instead. MC Metals in Glasgow received the rest of the class, which journeyed north in batches of three. Compensating for their loss were 87101 and some Class 86s, which were first allocated to the depot in March 1989. The depot also found greater prosperity with the arrival of a large number of Class 90s, beginning in March 1990.

From May 1990, the depot came under the sponsorship of Railfreight as a Level 4 site capable of undertaking major examinations, including traction motor and wheel changes. Crewe's locos were signified by a black diamond emblazoned with an eagle, while

RES' electric locos had the eagle on a red square. The eagle motif, of course, harking back to those cast iron birds that once adorned Eagle Bridge, adjacent to the depot.

In July 1991, the Speedlink network was closed down, but, on a brighter note, RfD was named as the freight operator for the Channel Tunnel. A new Moesch wheel lathe was installed in its own two-loco length building added as part of the '92 project' in 1992/3. And as Channel Tunnel operations began in June 1994, the depot officially became Crewe International Electric Maintenance Depot (IMED). A notable naming was 90126 on March 24, 1993, which was given the appellation *Crewe Electric Depot Quality Approved*. Having lost its InterCity livery, though, the loco was renamed *Crewe International Electric Maintenance Depot* on October 15, 1994. The depot was also home to the freight sector Class 90s, except those that later became part of Freightliner.

A phased introduction of Class 92s began in February 1995, with 92018 allocated to Crewe Electric. Ultimately, RfD's fleet of 30 Class 92s, along with SNCF's and Europorte 2's combined 16, were duly allocated here. Crewe had to learn to deal with the complexities of the Class 92s in-cab signalling equipment for use in the Channel Tunnel, the first time the depot had dealt with railway signalling equipment. Such was the technical proficiency required to work on the equipment, its staff had to be certified and had to have undergone competence testing to allow them to work with it. Crewe IEMD had its own test train for a while and it would often make a test run to Carlisle with a loco fresh from Brush's Loughborough works, following major modification work. A prominent reflection of Crewe's international role was the painting of three Class 90s in foreign railways liveries: 0128 *Vruchtverbinding* in SNCB/NMBS (Belgian Railways) livery, 90130 *Fretconnection* in SNCF (French Railways) livery and 90129 *Frachtverbindungen* in DB (German Federal Railways) livery. Of note is that while most depots had a fleet of Class 08s, Crewe Electric only really had 08824, which notionally carried the number IEMD001 during its time there.

Eclectic electrics

While Crewe Diesel was well accustomed to open days, the electric depot spent most of its time in near obscurity until it threw

open its doors on October 15, 1994. The only diesels present then were Class 08s 08661/799/907, Class 37 37029 and four Class 47s, 47019/53/145 and 375. Electric locos naturally formed the bulk of the display with 73006/109, 86102/210/424/608/15/8/22/33, 87101, 90020/1/126-8, 90129/30/2, 91005, 92003/5-7/9/16/7 in attendance.

Another open day was held on May 3, 1997. In those early privatisation days it seemed as though the new companies were keen to show off their traction in the latest colour schemes. DRS Class 20s and EWS Class 37s were just some of the main line locos seen alongside preserved quartet AC electric locos 81002, 82008, 83012 and 85101, all displayed in as-bought condition. In 1993, E3003 (81002) had been repainted into Electric Blue by Crewe Electric for its first preservation owner, although by 1997 it had faded somewhat. 82008 was in a rough approximation of BR livery, 83012 was in fading InterCity colours and 85101 was displayed inside the main shed in as-withdrawn Rail Blue.

In the early privatisation years, a market place for depot facilities ensued and thus the depot broadened its remit beyond electric traction. For example, its wheel lathe was used for everything from Intermodal wagons to diesels, and even an 8F steam loco. With its experience with the Class 304 EMUs, it was well placed to take on a commissioning and maintenance role for the 16 Class 325 postal units, along with Shields Road. The depot also undertook bespoke jobs on Regional Railways' North West Class 323 EMUs, as well as work for Central Trains.

After protracted sales negotiation, RfD was acquired by EWS on March 12, 1997, which along with RES and the former trainload companies meant that EWS controlled 90% of the railfreight market. EWS concentrated its electric fleet upon the depot, and as the 2000s came it was Crewe Diesel that faced the axe as it was easier to accommodate diesels in the smaller and better-suited Crewe Electric rather than have to wire the diesel depot, which was far bigger than traffic of the day required. Operated by DB Cargo, the depot now presents a somewhat forlorn sight, having become a bit of a dumping ground for withdrawn locos. It has outlived its big brother, though, and while its workload has been heavily curtailed by DB Cargo's loss of market share in a freight sector, it carries on, albeit in a much-reduced role. **RJ**

BELOW: Prior to entering service, brand new Class 90 90001 stands inside the depot on February 2, 1988 coupled to a test coach while on static tests. (Gavin Morrison)



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079/19

Gala

2019 Preview

The 2019 gala season got under way in March with some lines running early events. However, the season really gets going in April and May and so here **Pip Dunn** and **Mel Holley** detail what to expect at the various diesel and steam events.

Diesel

April

The year's first busy weekend is April 5-7, with two impressive galas on the calendar. The Mid-Norfolk Railway will have its home fleet of 47367 and 47596 joined by long-term guests 03197 and 33202, and by visiting HST prototype power car 41001, 50008 *Thunderer* and a DRS loco – class to be determined, but a 37 seems most likely. The same weekend the upwardly mobile Chinnor & Princes Risborough Railway's gala sees 31163 making its debut as 97205 in its new Research livery, and it will line up alongside resident Class 17 D8568 and 37227, plus guest locos D7612 from the South Devon Railway, a DRS Class 37 and a Class 66/7 from GB Railfreight.

On April 12-14 there is a gala at the Weardale Railway. At present only home fleet Class 31s are lined up with 31106/190/459/465, but they are expected

to be joined by a guest loco or two. Some of the Class 08s based at the railway could also be involved.

April 13/14 is the Great Central Railway's first gala of the year and while Class 20 D8098 is definitely out of the running, new arrival at the line, 50017 *Royal Oak*, should be a big draw. Other guests will be Class 14 D9537 and, subject to availability, a GBRf Class 66/7, and they will run alongside the home fleet of D5185, D5830, D6535, 37714, D123 and 1705.

Class 14 D9537, which lives at the East Lancashire Railway, will then move to the Ecclesbourne Valley Railway in time for its April 26-28 diesel event where it will work alongside 31206, 33103 and 73210. The same weekend, not far away, the Foxfield Railway has a diesel event and while several of its industrial shunters will be in action, 33102 from the Churnet Valley Railway ☺

Diesel galas usually throw up some unusual combinations. DRS Class 37/4 37401 *Mary Queen of Scots* leads Class 25/1 25059 approaching Oxenhope with the 1520 service from Keighley on July 1, 2018. (Ian Dixon)



Diesel Galas/Events

April

Date	Railway	Locos
5-7	MNR	33202, 41001, 47367/596, 50008, DRS loco
5-7	CPRR	D8568, 25262, 31163, 37227, 667xx, DRS 37
12-14	Wear	31106/190/459/465
13/14	GCR	D9537, 25035, 31463, 33116, 37714, 45125, 47117, 50017, 66xxx
26-28	EVR	D9537, 31206, 33103, 73210
27/28	FR	Industrial locos, 33102
27/28	EOR	20001, 25262, 31438, 37029, 47635

May

3/4	KWVR	20031, 25059, 31163, 37075, 41001, 50031/049
4-6	CVR	08633, 31271, 33021/102
4-6	DRC	D9516/51
9-12	SR	25185, 26007, 31163, 33012, 44004
11/12	SCR	03152, 09004, 73003
16-18	SVR	08015, 09012, D9551, 25185, 31163, 33108, 37688, 40106, D821, 41001, 44004, 46010, 50033/044, D1062, 55019, 60xxx, 664xx, 667xx, 88xxx
25/26	PR	D2953, D2854, D2205/84, 03113/139, 07001, D9525, 97654

June

14-16	NNR	31207, 37032
20-22	WSR	D9526, 33048/057, D7017/18, 47840
23	WSR	D9526, 33048/057, D7017/18, 46010, 47840, 50049
23	Fawley Hill	03120

July

4-6	ELR	D9531, 24054, 25279, 33109, D832, 45108, 47402/765, 50015, 56006
21-23	SDR	D2246, 09010, 25185/262, 33002, 37037
26-28	GWR	20137, 24081, 26043, 37215/248, 45149, 47376, 50035, 73129

August

2-4	SpVR	33063, D821, 73140
3/4	LR	26010, 31271, 47449
10/11	EVR	31206, 33103, 73210
17/18	CR	26001/014, 27024

September

6-8	GCR	20098, 25035, 31463, 33116, 37714, 45125, 47117, 50017
13-15	DFR	D9521/55, 31466, 73001
14/15	EOR	20001, 31438, 37029, 47635
14/15	GCRN	20154, 46010, 47292, 56097
21	ELR	40106/135, 50015
28/29	LR	26010, 31271, 47449

October

3-5	SVR	D9551, 33108, 37688, D821, 50007/031/033/044/049, D1062
12/13	GWR	20137, 24081, 26043, 37215/248, 45149, 47376, 50035, 73129
19/20	SpVR	33063, 73140



ABOVE: The 125 Group's prototype HST power car 41001 is in demand this year with several bookings at galas across the UK. The classic loco heads away from Ruddington at the Great Central Railway – Nottingham on February 24. (Alistair Grieve)

BELOW RIGHT: Gresley A4 60009 *Union of South Africa* could be available for more gala visits later in the year as its main line certificate expires soon. The loco calls at Didcot on February 16 with a railtour. (Spencer Conquest)

BELOW: The East Lancashire Railway can be relied upon for some spectacular diesel running at its galas. Resplendent in its ScotRail livery, Class 47/7 47765 heads the 1800 Bury to Ramsbottom service at Springside Farm on July 6, 2018. (Tom McAtee)



will be a major draw.

Finally, the same weekend, the Epping Ongar Railway has a gala with home-based 31438, D6729 and 47635 – the 47 making a return to traffic after several years out – joined by guests D7612, 8001 and home-based DEMU 205025.

May

May starts with the Keighley & Worth Valley Railway holding a May 3/4 event, with home fleet 20031, 25059 and 37075 joined by 97205, 41001, 50031/049, a pair of GB Railfreight Class 73/1s (to be confirmed) and either a Class 68 or 88 from DRS. On May 4-6 the Churnet Valley Railway's event should see residents D3800 and 33021/102 joined by visiting 31271. The Didcot Railway Centre also has an event over the same three days, with Class 14 D9516 joined by visiting classmate D9551 from the Severn Valley Railway.

One of the major events of the year is always the Swanage Railway's diesel gala and it is set for May 9-12. Confirmed guests are D7535, Class 26 26007 and D4 *Great Gable*, which will join resident locos D6515 and 33111. Other visitors will be added to the roster, including something from the GBRf stable. Unlike previous years there will be no main line trains to and from Wareham as the London Transport 4TC that has been used in the past will be undergoing repair. Those visiting might like to detour via the Swindon & Cricklade Railway, which holds a diesel event on May 11/12 featuring D2152, D3668 and E6003.

Another of the 'must attend' galas in the calendar is the SVR's three-day event – set for May 16-18. The current confirmed guests are D7535, 97205, 33108, 37688, 40106, 41001, D4, 46010, 55019, a GBRf Class 60 and 66, and a DRS 66 or 88. Home fleet locos D3022, D4100, D9551, D821, 50033/044 and D1062 should also star. Pretty much something for everyone again. 41001 should be coming with five of the 125 Group's Mk 3 coaches and be working full round trips, including the mixed traction day on the Sunday.

Finally for May, the last weekend of 25/26 sees Peak Rail hold another shunter event,

this year held in memory of RI contributor Andrew Wilson, with some or all of D2953, D2854, D2205/84, 03113/139, 07001, D9525 and 97654 expected to star.

June

June sees the usual early West Somerset Railway gala move back a couple of weekends and it will now run on June 20-22, with guest locos 46010 and a Class 50 from Kidderminster – most likely 50049 – due to join any serviceable home fleet traction. It is hoped Hymek D7018 will make its long-awaited return to traffic, but that is still to be confirmed. Home fleet D9526, D6566/75, D7017 and possibly D1661 should be in action.

The North Norfolk Railway is also planning a diesel gala in its usual mid-June slot, and it is hoped both D5631 and D6732 could be back in traffic. They will be joined by visiting locos, of which just Deltic D9009 *Alycidon* has been confirmed so far. A more unusual diesel event is set for June 23 at Fawley Hill, the private railway of the late Sir William McAlpine. Resident 03120 is due to star and a guest loco may be involved.

July

One of the highlights of the annual calendar is the July East Lancashire Railway gala, set for July 4-6. Residents D9531, D5054, D7629, 33109, D832, 45108, D1501, 47765, 50015 and 56006 should all be in action as well as between three and five guest locos, which should be announced soon.

A major shift this year has been the South Devon Railway's moving of its annual diesel gala from early November to July 21-23. Resident locos D2246, D3721, D7535, D7612 and D6501 should star, hopefully with 6737 and possibly some guest loco(s) as well. A week later is the Gloucestershire Warwickshire Railway diesel gala, with 50035 *Ark Royal* the guest – becoming the first 50 to be at Broadway, possibly since the line closed in 1976... or indeed ever. D8137, 5081, D5343, 37215, D6948, 45149, 47376 and E6036 also star – the Class 24 making a welcome return to traffic after several years out undergoing overhaul.

August

August is always quieter for diesel galas due to the school holidays, but the Spa Valley Railway has always had the first weekend of the month set aside for its main diesel event. This year it has a guest in the shape of Warship D821 *Greyhound* joining its serviceable home fleet, including 33063 and 73140. The same weekend, August 3/4 is the Llangollen Railway's 1960s gala, with guest 31271 joining D1566 and, if available, D5310. A week later, on August 10/11, the Ecclesbourne Valley Railway will be running 31206, 33103

and 73210, while on August 17/18 it's the Caledonian Railway's event with D5301/14 and D5370 in action.

September

In September there is a lot more action, although most events are home fleet galas. On September 6-8 the GCR has its second main gala and it's possible D8098 may return to action to work alongside D5185, D5830, D6535, 37714, D123, 1705 and 50017. The weekend of September 13-15 sees the Dean Forest Railway's gala, with a guest loco usually brought in to line up alongside D9521/55, 31466 and 73001. The same weekend is another Epping Ongar Railway gala and the Great Central Railway (North) also has an event planned, with 20154, 41001, 46010, 47292 and 56097 all expected to take part if available. Guest locos are usually added to the roster.

The ELR has a September 21 English Electric day planned with any serviceable EE locos rostered, while September 28/29 is a diesel weekend at the Llangollen Railway.

October

Finally October, and for this year the SVR is running a second diesel gala of the year – set for October 3-5. This is a low-budget event to give the home fleet locos a good run out, but don't rule out a visitor or two. The following weekend is the GWR's second gala, which 50035 will still be around for. And finally, October 19/20 is another diesel event at the Spa Valley Railway, with any available home fleet locos taking part.

Remember, all locos listed are subject to availability and guest engines may be added to events once transport has been arranged and contracts signed. We recommend you check the PLEG website for the best up-to-date information, plus rosters when they are known.



Steam

One of the greatest challenges for steam gala organisers is finding suitable 'guest' locomotives, but this year may be a little different thanks to the availability of a pair of 'top link' examples.

The imminent end this spring of the main line certificate for A4 60009 *Union of South Africa*, means it will potentially be available for a 'farewell gala tour'. As this issue closed for press, it was having some mechanical and boiler attention, ahead of picking up the last few trains in its main line programme, and starring at the North Yorkshire Moors Railway's Season Opening Gala in late March. The initial plan that would have seen it go to Scotland to be exhibited in a new museum in Fife once its main line certificate had expired is currently 'parked', due to the failure to secure planning permission. This means that No 9 is potentially available, and with vacant gala slots later this year there could be a happy match for organisers, and also a 'last hurrah' for its many enthusiasts before it goes on permanent static display.

Having taken the decision last year to abandon thoughts of main line running for blue GWR King 6023, Didcot Railway Centre is now offering it for hire. Having said that, borrowing a premium Class 8 doesn't come cheap, especially given the access restrictions that the land-locked Didcot site faces. This means that it's only likely to appear at one of the 'big league' lines. As yet nothing's been announced, but we understand that nothing's been ruled out.

The other possibility in the mix remains A1 60163 *Tornado*. After nearly a year out of action following its motion failure at speed on the East Coast Main Line, there's plenty

of revenue catching up to do. The A1 has a reasonably busy schedule over the summer, but there are currently some gaps in the autumn. That could create opportunities for some rail-connected lines whose gala budgets can cope.

The other high-profile LNER Pacific, the so-called People's Engine 60103 *Flying Scotsman*, still creates a draw. However, this year's bids from heritage lines saw only the Swanage Railway (where it visited just after RI closed for press) and the Nene Valley Railway, which hosts it in late September, selected as successful bidders, alongside 12 days of main line running. The Nene Valley's September 28-30 gala with 60103 will be garnished with some other 'opportunities' and, given *Scotsman's* limited roaming this year, it should be quite a draw. This will be the loco's second NVR visit in 12 months. It also previously worked over the Wansford-based line in 1994.

It's your birthday...

The challenge of finding suitable locos means this year no 'themes' as such have been announced yet, but one thread runs through the calendar, that of anniversaries. While it's something enthusiasts are never short of, it's now the railways celebrating their own birthdays, rather than those of their former constituents. Like the Keighley & Worth Valley's anniversary last year, this means a look back to the early days and in some cases returning pioneering locos 'home'. Always one to put on a really good gala, the West Somerset Railway has lined up June 8/9 to mark its 40th anniversary, ahead of its main October 3-6 Autumn Steam Gala.

While not an anniversary as such, B1 61306 *Mayflower*, a former long-term resident at the Nene Valley Railway when owned by the late Gerald Boden, makes a one-off return

to the line between railtours, giving rise to a special event on June 29/30. And if you want to take themes to the limit, most railways are running 1940s events with passengers in period dress, also covering the war years. ➔

Steam Galas/Events

May

Date	Railway	Locos
3-6	RER	Big Birthday Gala
4-5	LBR	100th Anniversary Spring Gala
4-6	BRS	Heritage Steam Gala
11-12	LYB	Spring Gala
11-12	SB	Giant Miniature Weekend
11-12	RHDR	Steam and Diesel Gala
25-27	GWR	Cotswold Festival of Steam Gala
25-27	NVR	Branch Line Weekend
26-27	BRC	Steam Gala

June

7-9	EOR	Annual Steam Gala
8/9	WSR	40th Anniversary Weekend
15	TR	Anything Goes
21-23	WHR	Past, Present & Future weekend
22/23	TLW	Open Weekend
29/30	APE	Swords to Ploughshares

July

20/21	FOX	Summer Gala
21	MHR	Alton Bus Rally

August

3/4	AVR	150th Anniversary event
25-26	BRC	50th Anniversary Weekend
30-1	NNR	Autumn Steam Gala
30-1	WEL	Gala Weekend

September

19-22	SVR	Autumn Steam Gala
28-30	NVR	<i>Flying Scotsman</i> Gala
27-29	EOR	25th Anniversary Gala
27-29	NYMR	Annual Steam Gala
28/29	TLW	Open Weekend

October

3-6	WSR	Autumn Steam Gala
3-6	GCR	Autumn Steam Gala
4-6	FR	Victorian Weekend
5-6	CVR	Anything Goes
5-6	NNR	Home Fleet Running Weekend
11-13	BR	Giants of Steam
11-13	SR	Autumn Steam Gala
18-20	ELR	Autumn Steam Gala
18-20	MHR	Autumn Steam Gala
26	RHDR	End of Season Parade

November

1-3	BKR	Steam Gala
16-17	GCR	Last Hurrah Gala

December

29-30	WSR	Winter Steam Gala
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ABOVE: This year sees the return to the main line of GWR Castle 7029 *Clun Castle*, seen on its first loaded test run on February 21. The loco will no doubt be a popular attraction at the Tyseley Locomotive Works' open day on September 28/29. (Graham Nuttall)

What's in the toy box?

While the gala focus often tends to be on visiting locos, the whole spectacle is greater than the sum of its parts. Photo-charters aside, it's often the only occasion where freight stock gets a spin out, while lines with sufficient capacity also run 'branch trains'. And, of course, normally everything that's steamable is put into service, hence the popularity of 'everything goes' galas.

While the Isle of Wight Steam Railway is unique among ex-BR lines in only running pre-grouping coaches, others such as the Severn Valley, North Norfolk, Keighley & Worth Valley and Bluebell Railways have vintage carriages that are only run at galas. They also supply these on bespoke 'vintage train' days, and among them is the Midland Railway - Butterley, whose only steam events this year focus specifically on the carriages, rather than the locos.

While some enthusiasts might sniff at the prospect, there is a growing interest in classic cars and buses, with a number of railways devoting special days to these. The most noteworthy is the Mid-Hants Railway, which works with the organisers of the Alton Bus Rally. It's the largest of its kind in the south and the long-running event offers free rides around the countryside, connecting with the railway on July 21.

No leaves on the line

With gala costs, and therefore financial risks, increasing there are fewer steam galas than in previous years. A number of railways that used to run two or even three a year have trimmed them down to one, while others are not running any at all, as family-themed events aimed at children prove more lucrative. While the spring is relatively busy with galas, it's this autumn that is busier.

The Bluebell Railway's 'Giants of Steam', historically one of the best events in the calendar, makes a welcome return on October 11-13 as the line's motive power shortage has now eased. There will be plenty of competing events on the last weekend of September and the first three weekends in October, as the calendar demonstrates. All

railways are promising visiting engines, although as yet none have been announced.

It's not all about big!

While it's big locos that grab most people's attention, there are some events that you must not miss for sheer spectacle. The sight of industrial engines ploughing up the 1-in-19 Foxfield Bank on mineral wagons is only available during the line's annual gala; that section is not open for regular passenger trains. So make sure you put July 20/21 in your diary. Already six locos (including a

guest) are promised.

Again, an experience not to be missed is the Romney, Hythe & Dymchurch's end-of-season parade of all its home fleet during its season-closer at the end of October. Finally, for a flavour of what a steam centre open day used to be like in the 1970s, and to see all its fleet in steam, plus the only opportunity to visit the normally closed-to-the-public Tyseley Locomotive Works, its annual Summer Open Weekend on June 22/23 is a must. And there's normally a guest loco too. **R**

Heritage railways

Abbrev.	Name	Telephone No.	Website
APE	Apedale Valley Light Railway	0845 0941953	www.avlr.org.uk
BH	Barrow Hill Roundhouse	01246 475554	www.barrowhill.org
BR	Bluebell Railway	01825 720800	www.bluebell-railway.co.uk
BRC	Buckinghamshire Railway Centre	01296 655720	www.bucksrailcentre.org
COL	Colne Valley Railway	01787 461174	www.colnevalleyrailway.co.uk
DFR	Dean Forest Railway	01594 845840	www.deanforestrailway.co.uk
ELR	East Lancashire Railway	0333 320 2830	www.eastlancsrailway.org.uk
EOR	Epping Ongar Railway	01277 365200	www.eorailway.co.uk
FOX	Foxfield Railway	01782 396210	www.foxfieldrailway.co.uk
FR	Ffestiniog Railway	01766 516000	www.festrail.co.uk
GCR	Great Central Railway	01509 632323	www.gcrailway.co.uk
GCN	Great Central Railway-Nottingham	0115 9405705	www.gcrn.co.uk
GWR	Gloucestershire Warwickshire Railway	01242 621405	www.gwsr.com
IoM	Isle of Man Railways	01624 662525	www.gov.im
IWSR	Isle of Wight Steam Railway	01983 882204	www.iwsteamrailway.co.uk
KESR	Kent & East Sussex Railway	01580 762943	www.kesr.org.uk
KWVR	Keighley & Worth Valley Railway	01535 645214	www.kwvr.co.uk
LB	Lynton & Barnstaple Railway	01598 763487	www.lynton-rail.co.uk
LC	Lincolnshire Coast Light Railway	-	www.lclr.bravesites.com
LR	Llangollen Railway	01978 860979	www.llangollen-railway.co.uk
LWR	Lincolnshire Wolds Railway	01507 363881	www.lincolnshirewoldsrailway.co.uk
MHR	Mid-Hants Railway	01962 733810	www.watercressline.co.uk
MNR	Mid-Norfolk Railway	01362 851723	www.mnr.org.uk
MR	Middleton Railway	0845 6801758	www.middletonrailway.org.uk
NNR	North Norfolk Railway	01263 820800	www.nnrail.co.uk
NVR	Nene Valley Railway	01780 784444	www.nvr.org.uk
NYMR	North Yorkshire Moors Railway	01751 472508	www.nymr.co.uk
PBR	Pontypool & Blaenavon Railway	01495 792263	www.pbrly.co.uk
RHDR	Romney, Hythe & Dymchurch Railway	01797 362353	www.rhdr.org.uk
RSR	Ribble Steam Railway	01772 728800	www.ribblesteam.org.uk
SDR	South Devon Railway	01364 644370	www.southdevonrailway.co.uk
SR	Swanage Railway	01929 425800	www.swanagerailway.co.uk
SVR	Severn Valley Railway	01299 403816	www.svr.co.uk
SPA	Spa Valley Railway	01892 300141	www.spavalleyrailway.co.uk
TAN	Tanfield Railway	07508 092365	www.tanfield-railway.co.uk
TQM	Threlkeld Quarry & Mining Museum	01768 779747	www.threlkeldquarryandminingmuseum.co.uk
TLW	Tyseley Locomotive Works	0121 7084960	www.tyseleylocoworks.co.uk
TR	Talylyn Railway	01654 710472	www.talylyn.co.uk
WHR	Welsh Highland Railway	01766 516000	www.festrail.co.uk
WEL	Welshpool & Llanfair Railway	01938 810441	www.wlfr.org.uk
WSR	West Somerset Railway	01643 704996	www.west-somerset-railway.co.uk



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February 19

37175 tnt 37418 1Z97 0939 Derby RTC-Cardiff Canton via Cheltenham.
43190 + 43010 5V74 0956 Hull-St Philips Marsh via Derby and Cheltenham.
47812 + 47815 0086 1000 Leicester LIP-Eastleigh Works via Oxford.
59205 7C28 1328 Exeter Riverside-Whatley via Honiton.
70806 6Z30 0903 Eastleigh East Yard-MoD Marchwood, 0Z30 1201 return.

February 20

59005 7C28 1328 Exeter Riverside-Whatley via Honiton.
68001 6G94 1222 Basford Hall-Bescot.
87002 1S26 2353 Euston-Glasgow Central.

February 21

20189 + 20142 7Z20 Derby RTC-Derby RTC via Stoke, snowplough test run with ADB965209 and ADB965231.
43190 + 43010 5E19 0925 St Philips Marsh-Hull.
66025 6Z20 0902 Toton-WH Davis Shirebrook with 964025, 6Z21 1320 WH Davis Shirebrook-Toton with 70 6723 039-7, 70 6723 104-9, 70 6723 007-4 (310694, unpainted), 70 6723 021-5, 964025.
73966 5D73 0905 Polmadie-Kilmarnock Bonnyton Depot (Brodie Rail) with Mk 5s 15008, 15106, 15001, 15002, 5D74 1530 return
88002 + 68033 0Z66 Oxford Carriage Sidings-MoD Bicester, 6Z66 1800 MoD Bicester-Kingmoor with MoD super flask and DRS escort coaches.
92023 5M05 1042 Polmadie-Carlisle with Mk 5s 15006, 15104, 15203, 15316, 15324, 15325, 15329, 15326, 5S07 1420 return.

February 23

37407 + 90006 0Z90 1130 Crewe Electric-Norwich Crown Point via WCML, Stevenage, Cambridge, Thetford.
57314 tnt 57313 1Z44 1109 Paddington-Cardiff Central Northern Belle Six Nations special, 1Z45 2003 return.
67012 tnt 67021 1Z60 1031 Victoria-Cardiff Central British Pullman Six Nations special, 1Z62 2041 return.

February 24

37409 tnt 37059 1Q78 0958 Inverness-Inverness PLPR IM train via Thurso and Wick.
57313 tnt 57314 1Z35 1200 Paddington-Swindon Northern Belle via Reading, 1Z36 1357 Swindon-Paddington via Reading, 1Z37 1700 Paddington-Reading, 5Z37 1754 Reading-Carnforth.
66766 + 60021 + 66777 + 66774 6E27 2102 Tuebrook Sidings-Doncaster Down Decoy with three box wagons.
86638 0T01 0805 Mossend Down Yard-Mossend Down Yard via Shotts, Midcalder Junction, Shotts – first AC electric under its own power on newly electrified Shotts line, testing of OHL at 30mph, then 86638 tnt 86627 4T01 Mossend Down Yard-Mossend Down Yard via Shotts, Midcalder Jn, Shotts with empty IKA Megafret twin, testing of OHL at line speed.

February 25

43175 + 43127 0M99 0927 Haymarket-Brush Loughborough.
56091 + 50008 0Z66 0947 Leicester LIP-York Holgate via Chesterfield and Moorthorpe, 0Z67 1400 return test run for 56 after long term engine repairs.
66771 + 802110 6X80 0852 Dollands Moor-North Pole.
68002 + 68004 6O62 0208 Crewe-Dungeness,

6M95 1629 Dungeness-Willesden Brent low level waste containers on PFA flats.
70802 6Z24 1018 Cardiff Canton-St Philips Marsh with PCAs BCC11000, BCC11120, BCC10686 for tyre turning.
70812 6L39 0500 Bridgend Ford Sidings-Dagenham Dock.
92020 + 92010 + 90045 0Z90 0759 Crewe HS-Wembley InterCity Depot, 92020 + 90041 0Z91 1320 return.

February 26

43190 + 43010 5V83 0956 Hull-St Philips Marsh.
43182 + 43138 0S04 1000 Brush Loughborough-Haymarket.

Rotherham via GSW, Hexham, Doncaster with PCA cement wagons for scrap.
57312 + 66998 0E19 1550 Longport-Hull King George V Dock.
66771 + 802111 6X80 0852 Dollands Moor-North Pole.
70801 1358 St Philips Marsh-Aberthaw with three PCA off the wheel lathe.
92042 + 66001 + 745104 5L99 2315 Dollands Moor-Ripple Lane via HS1.

February 28

37175 3Q14 1028 Westbury-Westbury ultrasonic test train via Weymouth, 3Q01 2300 Westbury-Bristol Temple Meads via Salisbury,



66059 + 60065 6V40 1405 Eastleigh Yard-Westbury.
66060 6Z62 1622 Portbury-Newport Alexandra Dock Jn with empty foreign twin container flats that arrived in 2018.
66773 + 466022 5X81 1931 Tonbridge West Yard-Ilford.
92020 0Z90 0835 Crewe Electric-Wembley InterCity Depot, 92020 + 92038 + 90044 0Z91 1407 Wembley InterCity Depot-Crewe Electric.

February 27

37884 + 4558xx 5Q70 0309 Stewarts Lane-Wolverton.
55009 + 31128 0Z35 1420 Burton-Sheffield, 0Z36 1733 return test run for the Deltic.
56302 6Z56 1005 Barassie Yard-Booths

Southampton, Salisbury and Bath.
37884 + 710103 + 37601 5Q42 0919 Old Dalby-Crewe via Corby, Bedford, Bletchley, Northampton, Nuneaton and Stafford.
66001 + 745104 5Q99 0343 Ripple Lane-Norwich Crown Point.
66849 tnt 66850 6C97 0558 Llanbradach-Westbury, long welded rail train.
67005 4Z20 0854 Toton-WH Davis Shirebrook, 12 HYA (371004/007/010/015/018/021/023/026/030/035/040/047), 4Z21 1320 WH Davis Shirebrook-Toton, 11 HRA (70 6723 048-8, 035-5, 001-7, 042-1, 050-4, 032-2, 041-3, 040-5, 030-6, 027-2, 038-9).
73966 0Z73 0747 Craigentinny-Doncaster Decoy, 0Z59 2045 Doncaster Decoy-Eastleigh Works via Chesterfield, Derby, Oxford for wheelset change.

March 1

56078 + 37418 + 37099 0Z56 1120 Nottingham Eastcroft-Basford Hall.
 59206 7C28 0045 Exeter Riverside-Westbury via Honiton, 7C27 1430 Westbury-Exeter Riverside via Honiton.
 66850 tnt 66059 6W99 0530 Pontypridd-Westbury, long welded rail train.
 66955 6S05 0334 Tees Dock-Polmadie with Mk 5s 15208, 15323, 15322, 15321, 15317, 15207, 15109, 15004.
 70814 6Z35 2219 Millerhill-Aberdeen Craiginches, engineers.
 90036 + 67024 4A06 1335 Crewe Electric-Wembley Yard with five JNA box wagons.

66207 5Z54 1425 Eastleigh Works-Doncaster Belmont via Reading and ECML, empty Riviera charter stock.
 70811 tnt 70806 6F31 2155 Westbury-Totnes, autoballasters.

March 3

47245 0715 Inverness-Helmsdale, 6U35 1015 Helmsdale-Dunkeld & Birnam with stoneblower, 1710 Dunkeld & Birnam-Inverness.
 55009 0Z55 0750 Burton Wetmore-Edinburgh, 1Z65 1720 Edinburgh-Doncaster 'The Auld Reekie', traction motor problems at Drem, eventually continued to Berwick where held to await assistance from 67004 ex Tyne Yard,

GB Railfreight/Caledonian Sleeper Class 73/9 73968 at Spean Bridge on February 20, taking empty Alcan PCAs back to Fort William from Tulloch after the failure of 66746, which is on the rear, half a mile north of Tulloch. This is the first instance of a Sleeper 73/9 working a freight train on the West Highland Line. 73968 was working the 1Y11 0450 Edinburgh Fort William sleeper when it got as far as Tulloch before being sent light to rescue 66746 and the 6E45 0807 Fort William to North Blyth. After clearing the main line it took its own train to destination and returned light before taking 6E45 to Fort William. (Garry Lennon)



92028 6B71 0350 Dollands Moor-Wembley Yard with 23 new Freightliner MWA box wagons.
 97303 + 37418 tnt 37099 6C70 1338 Basford Hall-Aberystwyth, 15 autoballasters, non ERTMS Class 37s to work in weekend possession between Aberystwyth and Machynlleth.

March 2

43190 + 43010 1A92 0823 Hull-King's Cross, 1H03 1148 King's Cross-Hull.
 47815 0M60 1150 Eastleigh Works-Leicester LIP via Oxford.
 56078 tnt 56113 6C37 1331 Basford Hall-Euston ballast opens.
 57316 tnt 57313 1Z11 0600 Peterborough-Carlisle, both removed at Hellfield for steam 8F 48151, 1Z15 1520 return.

reached Newcastle 204 late at 2213, arrived Doncaster at 0002, 120 late after omitting routing via Leeds.
 56113 tnt 56078 6C37 1200 Euston-Wembley Yard.
 66708 + 73971 0S66 0953 Eastleigh Works-Craiginchinn via Oxford, Walsall and WCML.
 67028 + 91102 5Y29 1415 Leeds-Bounds Green.
 70801 6C20 0720 Nailsea & Backwell-Westbury via Taunton (run-round), autoballasters.

March 4

37116 tnt 37219 1Q90 1518 Derby RTC-Ferme Park PLPR IM train via Oakham, Ely, Cambridge, Audley End, Cambridge, Harlow, Liverpool Street, Broxbourne, Liverpool Street, Chingford, Liverpool Street, Enfield Town, Liverpool

Street, Barking Upney Junction, Lea Bridge and Canonbury.
 56098 + 56081 + 47727 0Z55 0852 Leicester LIP-Doncaster Decoy, 56081 + 56098 + 47727 0Z57 1241 return – test run for 56081.
 56103 0Z56 1010 Willesden DCR Sidings-Leicester LIP via Northampton, Birmingham International, Perry Barr, Walsall, Burton and Sheet Stores.
 56113 tnt 56078 6C37 0309 Wembley Yard-Basford Hall.
 60066 6E02 0609 Bescot-Boston Sleaford Sidings, 6V15 2018 Boston Sleaford Sidings-Swindon Stores; new steel working via Nottingham, Water Orton, Cheltenham and Kemble.
 70812 6L39 0500 Bridgend Ford Sidings-Dagenham Dock.
 70814 6Z35 0435 Aberdeen Craiginches-Millerhill.
 88002 + 37038 tnt 37409 3Z37 0906 Derby RTC-Kingmoor with Network Rail DBSO and brake force runner DB977969 – Class 88 added to front at Crewe.

March 5

37116 tnt 37219 1Q96 15.03 Ferme Park-Ferme Park PLPR IM train via Upper Holloway Goods Loop, Barking, Shoeburyness, Gas Factory Loop, Leigh-on-Sea, Fenchurch Street, Grays, South Tottenham, South Acton, Stratford, Clapham Junction, Streatham Hill, Clapham Junction, South Tottenham, Barking Upney Junction and Canonbury.
 57313 tnt 57316 1Z90 0553 Cleethorpes-Carlisle via S&C, 1Z93 1530 return.
 66782 6M81 1345 Immingham Humber International Terminal-Ratcliffe Power Station, failed at Carlton and recovered by 56078 and 56113, passed Nottingham at 1904, 130 minutes late, terminated at Beeston. Restarted next day with a fixed 66782 as 6M48 0421 Beeston South Junction-Ratcliffe Power Station.
 90037 1D02 0633 Kings Cross-Leeds.

March 6

37116 tnt 37219 1Q97 1041 Ferme Park-Cambridge PLPR IM train via South Tottenham, Barking, Stanford-le-Hope, Barking, Liverpool Street, Harwich Town, Colchester, Clacton, Liverpool Street, Southend Victoria, Stratford, Shenfield, Liverpool Street and Harlow.
 37610 3Q74 2200 Mossend-Inverness via Cumbernauld and Aviemore.
 37884 + 57312 0L58 1427 Leicester LIP-Ilford, 37884 + 317722 + 57312 5G46 2215 Ilford-Ely Papworth via Harlow.
 47815 tnt 37608 5L46 0715 Leicester LIP-Ely Papworth with barriers 6330 and 6338, 37608 + 47815 5E23 1244 Ely Papworth-Wabtec Doncaster with 6330, 42281, 42551, 42277, 42072, 6338.
 56098 + 56081 0Z56 0752 Leicester LIP-Peak Forest.
 66753 + 802112 6X80 0852 Dollands Moor-North Pole.
 66762 4D90 1145 Doncaster Decoy-WH Davis, Shirebrook with HYAs 371106 and 371122.
 67006 5O61 0953 Wembley Yard-Eastleigh Works with Riviera charter set.
 67007 1S25 0414 Edinburgh-Inverness.

March 7

37116 tnt 37219 1Q98 1429 Cambridge-Cambridge PLPR IM train via Ely, Norwich, Yarmouth, Norwich, Lowestoft, Ipswich, Lowestoft, Norwich and Ely.
 37402 + 37425 6Z37 1210 WH Davis Shirebrook-Crewe Coal Sidings with eight new FNAs.

47815 + 37608 5M59 0615 Wabtec Doncaster-Leicester LIP with barriers.
47853 5Z76 0931 Crewe Holding Sidings-Eastleigh Works with Mk 2d BFK 17159.
57316 tnt 57313 1Z56 0634 Chesterfield-Carlisle, 57313 failed at Blackburn so train rerouted via Carnforth instead of S&C to remove 57313 from rear, with 47826 going on top of 57316 to double-head 1Z58 1529 Carlisle-Chesterfield.
59203 0Z59 1040 Westbury-Cranmore, 0Z60 1224 return – route refresher in preparation for ‘The Somerset Strimmer’ railtour.

March 8

47853 5Z77 1218 Eastleigh Works-Crewe Holding Sidings via Reading and WCML with Statesman Mk 2 coaches 9479, 3229, 3438, 3312, 1211, 3348, 3344.
68001 1Z22 0708 Carmarthen-Wishaw via Hereford, WCML (loco change at Carlisle with 68016 taking over), Cumbernauld, Falkirk Grahamston, Edinburgh, Portobello Junction, Carstairs Six Nations rugby special.
73970 5Z11 2123 Polmadie-Fort William, first Mk 5 test run to Fort William (15006, 15104, 15203, 15316, 15324, 15325).

Oakham, March, Middleton Towers and Ely.
66434 on 4H47 05.04 Mossend-Inverness failed between Dalwhinnie and Kingussie on single line section, 47245 sent from Inverness to assist forward, 4H47 reaching Inverness Yard at 1230, 171 late.
68016 1Z27 0932 Motherwell-Carmarthen via Carstairs, Niddrie, Portobello, Edinburgh, Carstairs, WCML (loco change at Carlisle with 68019 taking over), Shrewsbury, Newport Six Nations rugby special.
70811 6L39 0500 Bridgend Ford Sidings-Dagenham Dock

March 12

57312 5E23 1203 Ely Papworth-Wabtec Doncaster with 6330, 40703, 6338.
60026 6E09 0711 Liverpool Biomass Terminal-Drax Power Station.
73202 0Z96 1009 Stewarts Lane-Eastbourne via Victoria, Redhill, Lewes, 0Z97 1404 return.

March 13

37521 3Q72 2055 Norwich Carriage Sidings-Colchester Reception Line ultrasonic test train via Great Yarmouth, Norwich, Reedham,

Steam A1 60163 tnt 37706 1Z63 1014 Edinburgh-Aberdeen via Perth, 1Z65 1756 return.

March 15

37601 + 387130 5Q51 0948 Reading Traincare-Ilford, unit for Heathrow Express modifications.
37706 5Z66 1037 Portobello Junction-Bo'ness Junction Exchange Sidings, charter empty stock.
57313 tnt 57314 1Z67 0800 Paddington-Evesham Northern Belle via Oxford, 1Z68 2000 return.
66124 + steam A1 60163 5Z63 2322 Joppa Straight-Carlisle Wapping with support coach.
67005 5Z07 1155 Tyseley Steam Trust-Pengam with Riviera Mk 1s 1671, 1813, 3066, 3068, 3110, 3119, 3120, 4927, 4946, 4949, 6310, 21272.
68018 + 68034 6O62 0103 Crewe Coal Sidings-Dungeness, 6M95 1629 return.
92023 3Z93 0113 Crewe-Euston, 3Z26 2113 Euston-Glasgow Central with seven Mk 5s (15329, 15325, 15324, 15316, 15203, 15104, 15006).

March 16

47810 tnt 47853 on 1Z60 0607 Crewe-Portsmouth Harbour ‘Statesman’ via



Triple headers are a rarity on the national network these days, and to see one featuring three differently liveried Class 37s at the helm is quite remarkable. The threesome, Network Rail's 97304 and Colas' 37418 and 37099 pass Severn Bridge Jn signal box on March 11 with the 6Z71 empty autoballasters for Crewe Basford Hall. (Darren Peake)

March 9

43025 + 43165 1C77 1003 Paddington-Penzance, 43165 back in use with GWR after Hull Trains use.
43186 + 43172 0Z77 1230 Laira-Laira via Newton Abbot, test run for 43172 Harry Patch after G exam at Laira, first working since late October 2018.
66717 6Z66 0300 Dollands Moor-Tonbridge West Yard with new MWAs.
68006 tnt 68007 2Z10 1119 Glenrothes with Thornton-Haymarket Six Nations rugby additional, 2Z11 1800 Haymarket-Inverkeithing via Fife Circle.
73970 5Z12 0810 Fort William-Polmadie, first Mk 5 test run from Fort William (15006, 15104, 15203, 15316, 15324, 15325).

March 10

66726 5S66 0953 Eastleigh Works-EG Steele, Hamilton via Oxford and WCML with Royal Scotsman (99965, 99967, 99960, 99961, 99962, 99963, 99964, 99968, 99969, 99337).
70805 tnt 67023 6C73 0905 Toton Yard-Harrowden Jn, ten autoballasters.

March 11

37175 3Q22 2219 Derby RTC-Carlisle via Chesterfield, Swinton, Shipley, S&C.
37521 3Q65 1924 Derby RTC-Cambridge via

Lowestoft, Saxmundham and Ipswich.
43172 + 43165 2T04 0706 Newton Abbot-Paignton, 1A12 0748 Paignton-Paddington – 43172 back in traffic after G exam.
88004 + 88006 6D43 0731 Crewe Coal Sidings-Valley, 6K41 1457 return.
92020 + 66730 6L48 1549 Garston-Dagenham Dock.

March 14

37521 3Q71 2058 Colchester Reception Line-Norwich Carriage Sidings ultrasonic test train via Ipswich, Bury St Edmunds, Cambridge, Bury St Edmunds, Ipswich, Saxmundham, Lowestoft and Reedham.
47727 5Z78 0949 Toton North Yard-Leicester LIP with two translator coaches.
56091 + 56103 6X56 1423 Doncaster Wood Yard-Old Dalby with a railvac.
66302 0M98 1400 Georgemas Junction-Georgemas Junction via Tain, RETB training run.
66724 6V07 0738 MoD Bicester-MoD Warminster via Swindon and Westbury, empty Warwells.
66847 6Y48 0900 Eastleigh Yard-Hoo Jn.
92023 3Z11 0020 Glasgow Central-Euston, 3Z92 2113 Euston-Crewe with seven Mk 5s (15329, 15325, 15324, 15316, 15203, 15104, 15006).

Shrewsbury, Severn Tunnel, Bath, Salisbury, 1Z62 1632 return.
57601 tnt 57316 1Z47 0608 Hull-Liverpool Lime Street via Copy Pit, 1Z49 1540 return.
59201 tnt 59206 1Z78 0747 Victoria-Cranmore ‘The Somerset Strimmer’ via Olympia, Newbury, Bath, Avonmouth, Bath and Westbury, 1Z79 1600 return via Newbury and Olympia.
67005 1Z08 0545 Cardiff-Carlisle ‘Cumbrian Mountaineer’ via Shrewsbury and Shap, steam A1 60163 1Z09 1415 Carlisle-Cardiff via Shap (vice booked route of S&C due to flooding), loco change at Crewe.
73962 tnt 73964 1Q79 0949 Hither Green-Derby RTC PLPR IM train via Victoria, Maidstone East, Sevington, Maidstone East, Barnes and the MML.

March 18

37608 + 47815 + 180102 7Z80 1335 Doncaster-Crofton, Grand Central's 180102 on 1A65 1218 Sunderland-King's Cross had failed at Grantham on 16/3, then dragged from Grantham to Doncaster (vice Heaton) by 67015 the following day.
59102 + 92019 0A06 1335 Crewe Electric-Wembley.
67013 1S25 0414 Edinburgh-Inverness. **RI**

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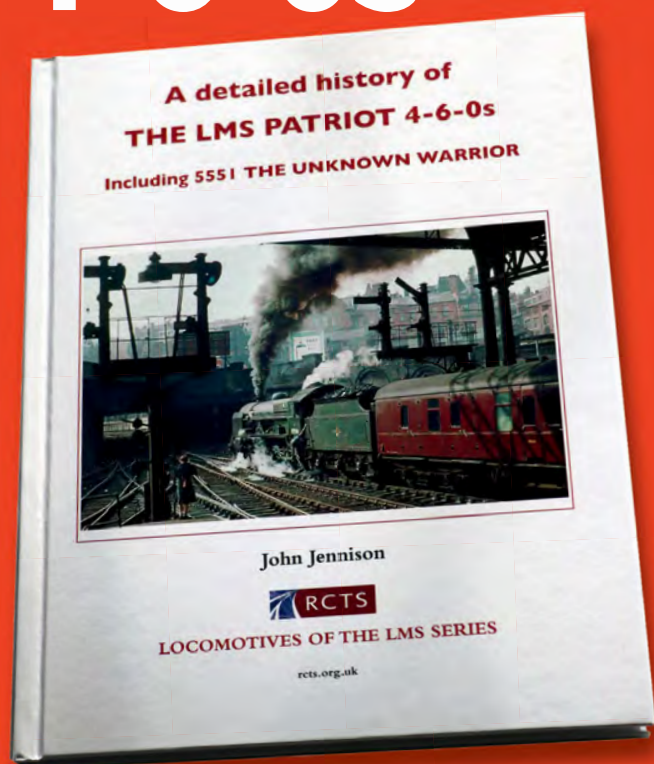
HORNBY
magazine

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PRODUCT OF THE MONTH

A detailed history of the LMS Patriot 4-6-0s



AUTHOR: John Jennison
PUBLISHER: RCTS
ISBN: 978 0 9934908 1 1
PRICE: £24.95
WEB: www.rcts.org.uk

ONCE AGAIN the Railway Correspondence and Travel Society has come up with the goods – no pun intended. Following in the same style adopted for previous books in the ‘detailed history’ series, this work concentrates on the LMS 4-6-0 Patriot class. Author John Jennison has once more excelled himself by providing a simply huge number of facts about the locomotive’s history, technical specification, career and allocation information, plus a lot more besides. There is a monumental level of detail included, such as modifications, boiler histories, mileages, maintenance, liveries and performance charts, all neatly packed in 224 pages. There is also a section on the

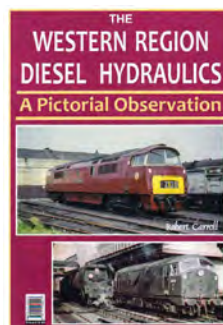
building of loco 5551 *The Unknown Warrior* – a new construction aimed at filling the gap since no original Patriot was preserved. The book is superbly illustrated and includes a series of colour plates on the final pages. But it is the incredible amount of detail that really stands it out. As with the author’s previous works on LMS types, his painstaking research has paid dividends, and as one would expect from the RCTS, this is another fine edition to its catalogue. If LMS locos are your passion, then you’ll be hard pressed to find a better work on the subject. I can wholeheartedly recommend this book because regardless of whether or not you’re an LMS aficionado, it is a superb piece of writing and one for any steam enthusiast. (MN)

The Western Region Diesel Hydraulics

AUTHOR: Robert Carroll
PUBLISHER: Irwell Press
ISBN: 978 1 911262 21 3
PRICE: £10.99
WEB: www.irwellpress.com

THIS IS an 80-page perfect-bound softback colour pictorial covering the very popular subject of diesel hydraulics. There is an argument that there must surely be enough books on this subject, but I would counter that so long as it’s good, fresh and well-written material, then the more books the merrier. The work covers all hydraulic classes, although not in equal measures. In fact, the Class 42/43 Warships form the bulk of the book, with 34 pages devoted to them. This is not a bad thing as, firstly, that section features the

majority of the hitherto unpublished pictures and, secondly, because, let’s face it, it’s the Class 52 Westerns that have had the majority of coverage over the years. The latter, like the Hymeks, ‘only’ get 14 pages each, although there are some cracking Class 35 images. Understandably, due to their lack of longevity and a scarcity of material, the little Class 14s only get three pages – though the picture of D9553 at Stroud Wallbridge is a joy to see. The Class 22s also get nine pages, with some real gems included. Overall, this is a pretty good book. The captions are also good, which has been the biggest issue with similar books from Irwell in recent times, and the reproduction is excellent given the age of the images. If you like diesel hydraulics, then this book is certainly worth acquiring. (PD)



UK Rail Series 1-5 2019

AUTHOR: Trevor Roots, Alex Ford
PUBLISHER: Inter City Railway Society
ISBN: n/a
PRICE: £6.00-£17.00
WEB: www.intercityrailwaysociety.org

THE TWENTIETH edition of the ICRS Combine (UK Rail Series No 2) is up to the usual high standards expected from the Inter City Railway Society. This year it is joined by four other publications – the Pocket Book (No 1), UK Wagons (No 3), UK Name Directory (No 4) and Locomotives (No 5). Starting with the Combine, it follows on from the very excellent work done by

Trevor Roots in last year’s edition and I must say, the presentation is improved. The technical panels for various rolling stock are now in light grey and are much easier to read. All of the latest deliveries are included, along with class details for many new units yet to be delivered, such as the Class 769 FLEX, along with vehicle details for Classes 720, 745, 755, 777 and all of the Hitachi IET fleets; the new ROG Class 93s are also listed. The pocket and locomotives books are essentially extracts from the Combine, but minus the technical details. The UK Wagons book does what it says on the tin and lists all wagons in use on the UK rail network, as well as detailing the Channel Tunnel shuttle fleet and London Underground engineering stock. The fourth in the series is the Name Directory and what an impressive work it is! Every name carried by modern rolling stock, including locos, DMUs, EMUs, coaches, metro, tram-trains, DVTs, departmental stock and even snow ploughs are listed, along with the dates each name was worn. If that wasn’t enough, the same list is also presented in alphabetical name order. Without doubt these are some of the best UK rolling stock reference books yet published – essential for any rail fan’s bookshelf. (MN)



First Generation Eastern and North Eastern Region Diesels in colour

AUTHOR: David Dunn
PUBLISHER: Book Law Publications
ISBN: 978 1 909625 85 3
PRICE: £23.99
WEB: www.booklaw.co.uk

BOOKLAW HAS produced some impressive colour volumes of diesel in the 1960s in recent years, and this latest offering is a superb collection of

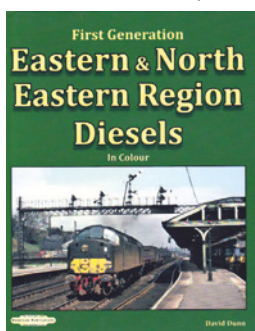
amazing, never before published, views of all manner of diesel types across the Eastern and North Eastern regions. The majority are of BR green diesels, of course, but there is a smattering of BR blue, which started to appear on the scene from the mid- to late-1960s. As well as the expected

images of the ECML and other main lines, there are plenty of photographs of branch and freight lines. There are

some belting shots, including a pair of Class 03s at Silksworth Colliery, Class 27s at Billingham and Stamford, a Class 04 at Hartlepool, a Class 25/0 at Guisborough, and several good Class 17 Clayton photos as well. Then there are the trains themselves to drool over, with superb unfitted mixed freights, some with brake tenders, and there are interesting passenger vehicles featured as well. There is also a good selection of depot and works shots, Class 14s at

Hull Dairycoates and withdrawn Class 15s at Doncaster, for example. There are even images of the Prototype Deltic and DP2 to boot. All in all this is a truly superb book from start to finish as it heads south from Tweedmouth to King's Cross. The images are superb, especially given their age, the

reproduction is wonderful and the captions informative and well-written. This is a must-buy book. (PD)



Steam Memories: 1950s – 1960s

BR Locomotive Workshops Midland Region and Southern Region

AUTHOR: David Dunn
PUBLISHER: Book Law Publications
ISBN: 978 1 909625 89 1 and 978 1 909625 88 4
PRICE: £9.99 each
WEB: www.booklaw.co.uk

RAILWAY WORKSHOPS were, and still are, fascinating places. Engines being built, repaired or undergoing heavy overhauls is

something the public rarely gets to see, and both of these books take you behind the scenes at several facilities, most of which are now just part of history. The Midland Region volume looks at Crewe, Derby and Harwich, with the images covering the steam era. Aside from the various locomotives, the photos provide a glimpse of what the infrastructure inside each works was like.

The Southern Region book examines Ashford, Brighton and Eastleigh workshops, the latter being the only one from both volumes that survives and still functions. Again only steam features,

but there are some extremely rare and interesting images of each facility in its heyday. Apart from the incorrect use of two apostrophes on the cover of both books, they are particularly interesting, with good detail included in the captions. Definitely worth a consideration for the bookshelf, especially at around a tenner each. (MN)



Holiday Trains

AUTHOR: Greg Morse
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 7921 1
PRICE: £8.99
WEB: www.amberley-books.com

THE UK holidaymaker has a long association with the railways, an association that dates back to the 19th century. The arrival of the railways didn't just open up access to coastal resorts, it also opened up the countryside, leading to a rise in the popularity of rambling and camping. This book examines the history of holiday train development and includes personal experiences by the author.

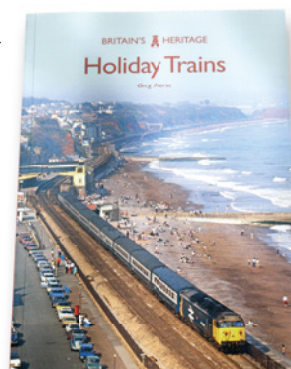
Seasonal services ran across the UK, especially in the summer, to places

such as Blackpool, Margate, Newquay, Southport and Weston-super-Mare to name just a few.

The railways also spurred on camping by providing special 'camping coaches' in sidings or in rural station yards. As private cars became more numerous so the popularity of the railways diminished, but they remained an

important contributor to the market well into the 1980s. Although the number of overseas breaks taken is now enormous, the railways still carry hundreds of thousands of people on holiday every year. This book by Greg Morse is part of the Britain's Heritage series and not only acquaints readers with the history of the subject, but also

provides an insight into the many types of trains and destinations that were once so numerous. (MN)



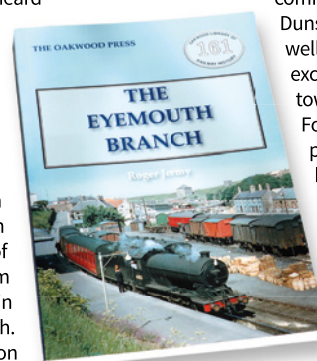
The Eyemouth Branch

AUTHOR: Roger Jermy
PUBLISHER: Oakwood Press
ISBN: 978 0 853613 64 0
PRICE: £17.95
WEB: www.stenlake.co.uk

IT'S PROBABLY fair to say that not too many people have heard of this short branch line, probably because it closed on February 5, 1962. It was only three miles long and served the fishing port of Eyemouth in the old Scottish Borders county of Berwickshire from the East Coast Main Line at Burnmouth. The terminal station at Eyemouth was the line's only stop. Along its route it crossed an impressive viaduct over

the River Eye, which was damaged by flooding in 1948, the pillars of which still survive. The line's primary purpose was the transportation of fish from the dockside to markets in Birmingham and Edinburgh, while also bringing in coal and fuel oil to the port. Passenger traffic included schoolchildren and commuters to and from Duns and Berwick, as well as some holiday excursions to the seaside town.

For a small 192-page paperback the author has crammed in an astonishing amount of facts, spanning the route's history in phenomenal detail, backed up by an excellent selection of period photographs. A very enjoyable book on a very specific subject – well worth a read. (MN)



PRODUCT UPDATE

Manchester-Sheffield Woodhead 1500 Volt Electrics DVD

FURTHER TO the DVD review in the last issue, contact details are now available for the producer Travel Lens Photographic. Either visit [https://manxelectricrailway.co.uk/travel-lens-](https://manxelectricrailway.co.uk/travel-lens-photographic)

photographic or write to: Travel Lens Photographic, Flat 4, No 4 Merton Bank, Douglas, Isle of Man, IM1 3DG, or Travel Lens Photographic, Ardenvoehr, Hillary Park, Douglas, Isle of Man, IM2 3ED.



Warship Shines



ANDREW WATTS
NEWS WRITER

STAFFORD RAILWAYANA Auctions held its latest auction at The Blessed William Howard Catholic School, Rowley Avenue, Stafford ST17 9AB, on February 2. Leading the value stakes was the nameplate from Class 42 Warship D831 *Monarch*, which attracted a selling price of £10,500. Of note are two nameplates that didn't sell – *Western Lord* from Class 52 D1047 and *The Duke of Wellington's Regiment* from Class 55 Deltic 55014.

Steam Nameplates: *Downton Hall* (4994) £3,500, *Tretower Castle* (5094) n/s and *Crawley Grange* (6872) n/s.

Diesel and Electric Nameplates: Warship Class - *Monarch* (D831) £10,500, *Cunard Lines - Antonia* (40014) £9,000, *The Royal Alex* (73101) £2,500, *Lady in Red* (43093) £2,100, *Western Lord* (D1047) n/s,

Class 42 Warship 831 *Monarch* waits to depart Exeter St Davids with the 1014 1433 to Waterloo on July 15, 1969. Class 47 D1679 is to its left. (Rail Photoprints/Dave Mitchell)

The Duke of Wellington's Regiment (55014) n/s, Waterman Railways Heritage Class - *Davies the Ocean* (47488) n/s and *Dionysos* with crest (47709) n/s.

GWR Cabside number plates: 6872 (*Crawley Grange*) £1,600, 4994 (*Downton Hall*) £1,000, 7724 £750 and 6686 n/s.

Diesel and Electric works plates: English Electric Vulcan No 2922/D674 1961 (55017 *The Durham Light Infantry*) £5,400, BR Derby, Sulzer/Crompton Parkinson 1959 (440xx) £1,350, Brush Traction Re-Engineered 1999 £1,100, Brush Traction No 1107 1994 (92023 *Ravel*) £820, BREL Crewe 1990 (900xx) £800, Clayton Equipment Co Hatton Derby (D8505) £500, English Electric Vulcan No 3094/D644 1961 (40148) £500, BR Crewe, Brush & Sulzer 1964 (47056/654/809/783 *Finsbury Park/Saint Peter*) £400, Brush Sulzer No

704 1966 £400, English Electric Vulcan No 2677/D438 1959 (40021 *Ivernina*) n/s, BREL Doncaster 1982 (561xx) n/s and GM EMD London Canada No 968702-141 (66141) n/s.

Depot plaques: Stewarts Lane – Battersea Power Station £800, Stratford – Cockney Sparrow £460, Eastleigh – Spitfire £400 and Crewe Electric – Eagle n/s.

Headboards: The Broadman £2,000 and The Norfolkman £2,000.

Hawkseyes: Lord's Bridge £1,000 and Old North Road £660.

Totems:

BR (E) Blue: Wickford £11,000, Wroxham £2,100, Fordham £1,600 and Skegness £1,200.

BR (M) Maroon: Watford High Street £2,100, Watford West £1,200, Lichfield Trent Valley £1,050, Willesden

Junction £1,050, Kirkham & Wesham £1,000, Barrow on Soar £900, Berkswell & Balsall Common £800, St Annes £800, Kingsbury £400, Moorside and Wardley £400, New Mills Newtown £400 and Kenton n/s.

BR (NE) Tangerine: Castleford Central £1,050.

BR (S) Green: Reading (Southern) £800, Pluckley £400, Higham £250 and Dorchester West n/s.

BR (Sc) Light Blue: St. Andrews £3,100, Gleneagles £2550, Carnoustie £2,000, Crathes £1,700, Bonnybridge High £1,100, Corstophine £780, Lumphanan £650, Culter £600, High Street £500, Banchory n/s, Brucklay n/s, Cameron Bridge and Galashiels n/s.

BR (W) Chocolate & Cream: Porthcawl £3,250, Tonypany & Trealarw £3,100, Pyle £3,000, Llandaff for Whitchurch £1,000, Solihull £820, Henley-in-Arden £800, Newton Abbot £800, Trowbridge £500, Bridgend n/s and Torquay n/s.

Future Events

MID HANTS Auctions will hold its first auction at Perins School, Pound Hill, New Alresford, Hampshire SO24 9BS on April 20. It will be the first railwayana event in the south for some years and is expected to be popular.

Steam Nameplates: *Charles J Hambro* (2978), *Misterton Hall* (6916) and Merchant Navy Class *Bibby Line* (35020).

Steam Nameplate Scroll: West Country Class.

Diesel and Electric Nameplates:

Sea King (33002), *Western Viceroy* with cabside number (D1052), *Nordic Terminal* (60053) and *The Royal Alex* (73101).

GWR Cabside number plates: 1614, 1636, 2245, 2865, 4093, 4266, 4238, 4691, 5339, 6663, 7028 (*Cadbury Castle*), 7335 and 9026.

Diesel and Electric works plates: Beyer Peacock Hymek No 7953 1962.

Depot Plaques: BR double arrow.
SR Targets: Ardingley, Balcombe,

Basingstoke, Beckenham Junction, Bingham Road, Chandlers Ford, Dorking North, East Putney, Eltham Park, Haywards Heath, Lewes, Lewisham Junct, Midhurst, Norbury, Penshurst, Petersfield (2 different styles), Sherborne, Streatham Hill, Tulse Hill, Waterloo and Winchfield.

Totems:

BR (M) Maroon: Finchley Road & Frogna.

BR (S) Green: Ash Vale, Barcombe Mills, Botley (2 available),

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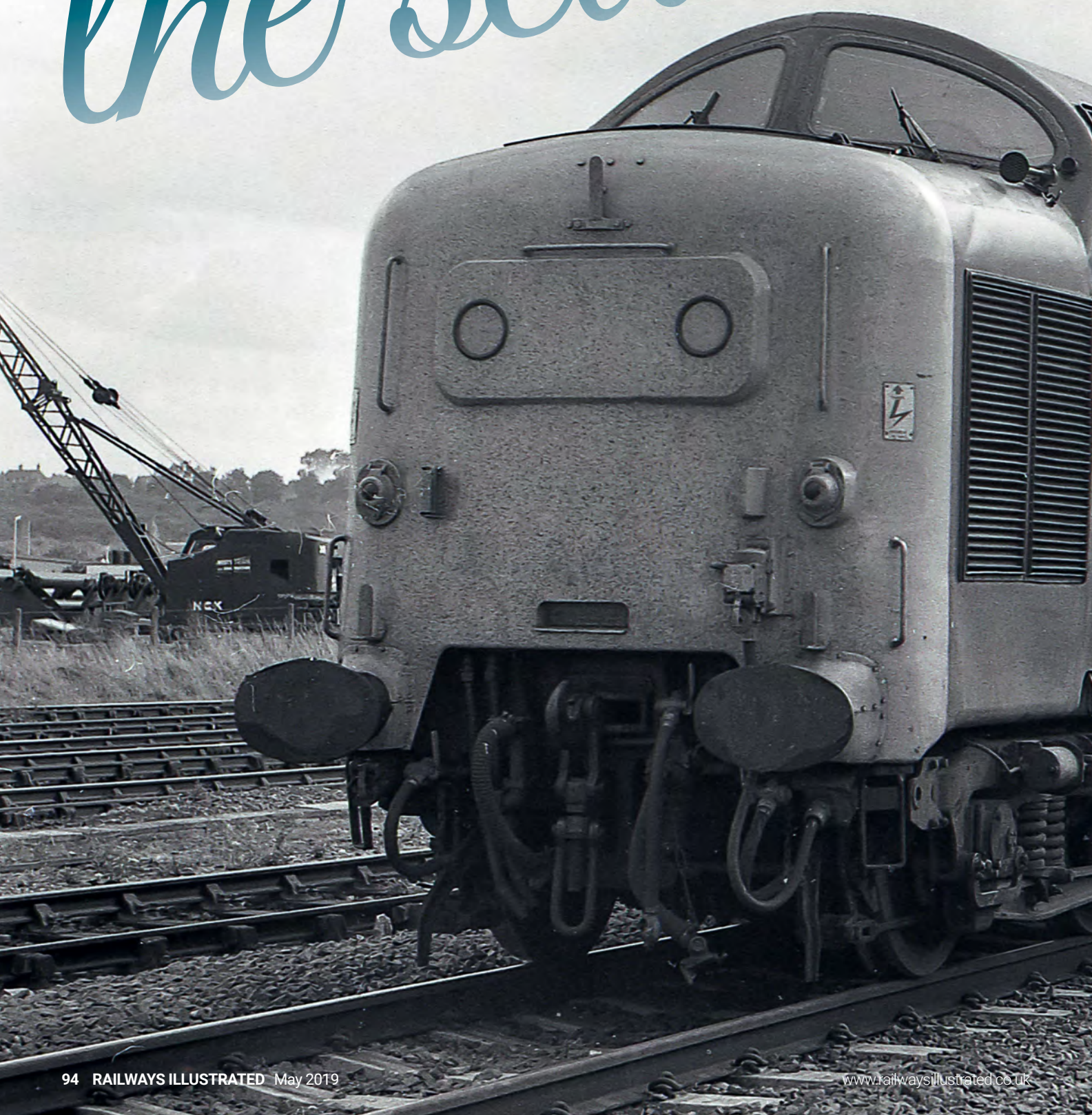
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Oh, I do like to be beside *the seaside*



Martin Margerrison was fortunate to be on one of the first Deltic-hauled passenger trains to visit Cleethorpes on September 26, 1978. He recounts what was to be one of several Deltic trips to the Lincolnshire town.

I was born in the summer of 1960, August 19 to be precise. Our house in Wellington Road was within half a mile of the East Coast Main Line in Newark, Nottinghamshire and by the time Deltic D9001 had started its inaugural work in the spring of 1961, it must have been clearly audible from there. I'm convinced it was an omen!

Early experiences

By the mid to late 1960s I clearly remember my father taking me to watch the trains in the evening after he had finished work. Perched on the child seat on the crossbar of his black Raleigh Gentleman's Sports Model bike, feet firmly on the footrests, we'd head down Sleaford Road, over Beacon Hill Road bridge and turn left

onto Northern Road, parking the bike up a few yards down to watch the trains over the fence. For me, at such an impressionable age, it was a wonderful spectacle. Not every train stopped at Newark, obviously, so it was exciting to see an express at full line speed hurtling through the town. There were also the inevitable freight and occasional parcels trains with a wide variety of diesel-electric traction. There was one locomotive in particular that definitely left a lasting impression.

It was in the late 1960s that the school I attended organised a day trip to the seaside by bus for pupils and parents (mums in those days). The destination was Cleethorpes and I was blissfully unaware of how this Lincolnshire coastal town would become a regular destination in my travels with the English Electric Deltics. A grand day out was had by all. We played happily on the beach/toxic sludge bank of the Humber Estuary and I seem to remember returning home with a small red plastic toy gun that fired rubber bands, ideal for tormenting parents and elder sisters alike.

A Deltic surprise

I took my first ride behind a Deltic from Newark to Grantham on August 30, 1972 – D9010, as it was pre-TOPS, with Class 47 1762 in two-tone green in tow on the 1A29 1628 Doncaster to King's Cross. The Deltic was ex-works and on a trial run from Doncaster, returning light engine from Peterborough that evening as 0D01. The noise of the Napier engines, and my travels with the Deltics, continued, and in 1977 I took my first job in a warehouse that, ironically, was on the industrial estate of the aforementioned Northern Road, again within earshot of the ECML.

On September 26, 1978, five weeks after my 18th birthday, the boss called me over to say there was a telephone call for me. I answered the phone and was given some very interesting information from an old associate who worked at Northgate station. Something had gone wrong and the 1205 King's Cross to Cleethorpes was going to start at Newark Northgate that afternoon at 1522. Not that interesting, other than that the traction was going to be 55002 *Royal Scots Grey*, which had arrived light engine from Doncaster at around 1130, Peak 46026 having brought the coaching stock into the goods loop. Unless you are any kind of railway enthusiast the significance of this would be difficult to understand, but ➔

Class 55 Deltic 55002 *The King's Own Yorkshire Light Infantry* at Newark prior to working to Cleethorpes on September 26, 1978. (All photos author)





ABOVE: 55002 stands at Cleethorpes on September 26, 1978 after arriving from Newark.

TOP: Deltics continued to power trains to Cleethorpes until the type was withdrawn from service. Among those to visit the seaside town was 55007 *Pinza*, complete with Finsbury Park-applied white window surrounds; date unknown.

suffice to say that, with a little grovelling to the gaffer to get the afternoon off, I went straight home to change and get the Minolta SRT 101 camera loaded with Ilford FP4 film, and pick up my log book and bashing bag.

It should be pointed out that this wasn't the first ever Deltic to run to Cleethorpes – that honour is believed to belong to 55002 (again), which worked the 1D00 0815 King's Cross to Cleethorpes from Peterborough on January 21, 1974 and returned with the 1A25 1414 from the Lincolnshire town to the capital.

On arrival at Northgate station I locked up the bike (I had taken custody of the vintage Raleigh by then) and made my way across the footbridge to Platform 3 where I found the 46026 at the southern end and 55002 at the north, as yet unattached to the rake of Mk 2d stock. A few photographs later, just for the record, and it was time for them to get the train ready to roll. The driver and second man arrived, presumably the booked Peterborough crew (having both the required traction and route knowledge), and there was the, by then, familiar racket of Deltic engines starting, together with the inevitable plume of two-stroke exhaust. That confirmed that Cleethorpes was going to have the full Napier experience that very day

on the revised 1D03 service.

With the brake test duly performed, doors closed, whistles blown and right of way given to the driver and away we went! Luckily the weather was really good and so I was able to get a number of reasonable photographs as we diverted from the ECML and onto the Midland Railway line to Lincoln and beyond. It seemed strange, but also exciting, because Class 47s and two-car Derby DMUs were the staple diet of passenger trains on that route at the time, so 3,300hp of noisy English Electric traction was unheard of. I had almost the entire front coach to myself, with a door right behind the loco, and I had the windows lowered on both sides in the hope of taking several photographs and to increase the noise from the Deltic in what had become the traditional 'bashers area'.

Bearing in mind this was 1978 and there was no internet or mobile phones to spread the 'gen', and that British Rail was a Government-owned industry and, technically speaking, the distribution of official operating information was illegal, it genuinely felt like I was on some kind of pioneering mission. The journey was, at that time, via Lincoln St Marks station, the consolidation of train services into Lincoln Central being a fair way in the future, in May 1985. The other thing was that, aside from the one-off junior school trip, I'd never been to Cleethorpes, so there was some curiosity about what to expect.

Market Rasen racecourse and Barnetby, with the magnificent Wrawby Junction signal box, went by the window and it was eyes wide open at Habrough and Brocklesby in case anything of interest was moving to or from Immingham. Next stop was Grimsby Town, where the crossing gates and manual



signal boxes were still intact, followed by a cloud of clag from 55002 passing Grimsby Docks (all smoked fish jokes to the usual address). New Clee safely negotiated, it was a steady rolling rumble of Napier sound as we arrived gracefully at Cleethorpes.

So, this was it. The final destination on the outward journey and a chance to take what has, over the years, become one of my favourite Deltic photos, as 55002 prepared to propel the stock into the carriage sidings ready to run round for the return journey. Ferris wheel, et al.

What to do during the relatively short fester? Fish and chips obviously, followed by a pint of Wards Sheffield bitter in the British Rail station buffet. And most excellent they both were as well. I avoided the temptation to buy another rubber band gun. Back to the train, and a few more photographs before it was time to go for the 1A32 1733 to King's Cross.

As any experienced Deltic enthusiast will testify, the modern day environmentalist's nightmare of two-stroke engine exhaust was such a classic feature of these locos when breaking free from idling. At New Clee 55002 did not disappoint as Grimsby Town Football Club's Blundell Park and several rows of terraced houses, some with laden washing lines, disappeared into the famous English Electric fog! The Deltic had left its calling card on the people and suburbs of Cleethorpes.

One of the significant parts of the day's events was that it proved beyond all doubt that the Class 55 was a useful addition to the traction options for the route and it happened many, many times after that. I actually went the full distance of the line from Newark Northgate to Cleethorpes with 13 different

Deltics, ironically three times with 55002, including once in its retrospective green livery, and also twice with 55022 in both daylight and darkness.

Happy days


My favourite photograph, apart from the original black and whites in this article, has to be with 55014 The Duke of Wellington's Regiment as it basks in the sunshine, with testimony as to the location clearly documented in the station signs and Hawkey's cafe in the background.

A trip with 55022 in the winter was another that provided a nice opportunity to take a moody time-exposure shot using the then ubiquitous Boots own-brand tripod and AGFA colour transparency film. I'm delighted that these photographs have survived the 40 years, although in fairness I went to great lengths to ensure they did.

I also went to the seaside with 55013, to Scarborough in May 1979, but missed the chance of Bridlington and Skegness

unfortunately (Aberdeen isn't really the seaside as such). Hats off to those that did. You can't be in ten places at once, as they say.

Before I wind up my ramblings, I'd just like to take this opportunity to say thanks to one or two people without whom that first jaunt would never have happened. To Gordon Lacy who made the phone call to me at work, to 'Captain' Peter Manning who taught me how to record a log of numerous Deltic and other trains, to my late uncle Jim who gave me my first 35mm camera, and to my mum and dad for living in my home town of Newark. If they hadn't I would never have developed my interest in Deltics and numerous other trains and railways. Last but not least, to Paul Bettany and his most excellent website www.napier-chronicles.co.uk where you can find thousands of Deltic facts and figures.

In 1981 I left Newark to work at Bodmin Road station in Cornwall, which opened up a wealth of other photographic opportunities. Rock and roll! 

One of the author's favourite shots of Deltics at Cleethorpes is this one of 55014 *The Duke of Wellington's Regiment* prior to working the 1D03 to King's Cross on March 24, 1979.



The weather certainly defied the norm during February and in gorgeous sunshine GBRf 66/7 66783 *The Flying Dustman* heads the 6K50 1513 Toton North Yard to Crewe Basford Hall at Stenson on February 13. (Steve Donald)



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Green-liveried D5613 (31190) leads the 1Q18 0841 Mossend to Mossend test train via Ayr, Ardrossan and Largs on July 24, 2008. (Stuart Fowler)





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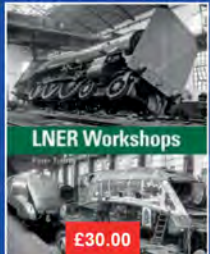
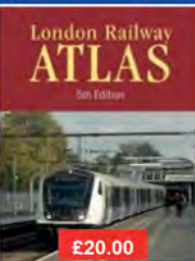
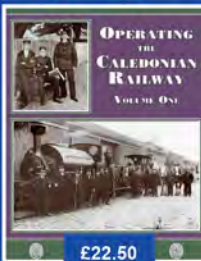
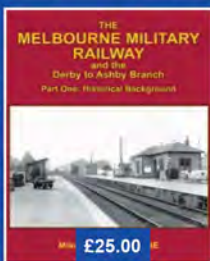
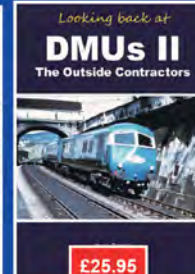
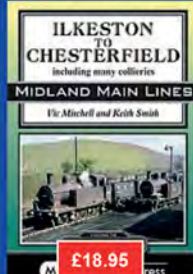
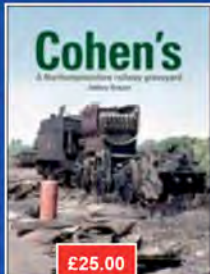
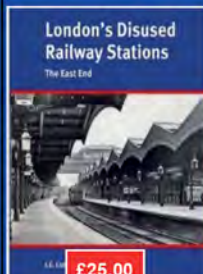
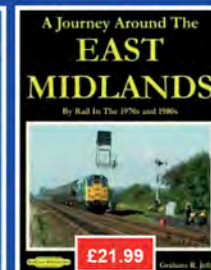
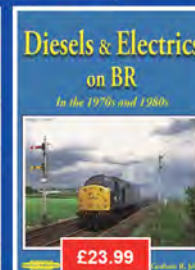
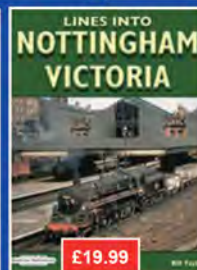
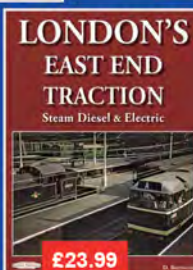
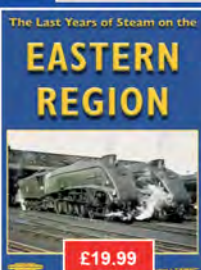
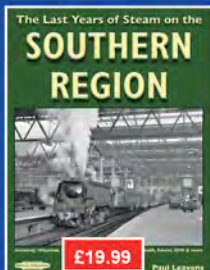
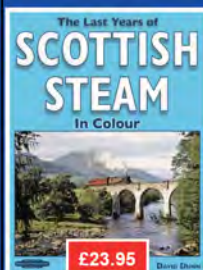
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