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March 2020

Magazine



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of Northern**



CAMERAMAN

**Brian Morrison:
90 NOT OUT**



**NOSTALGIA AIN'T
WHAT IT USED TO BE**



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© 2020 Mortons Media ISSN 0033-8923

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SUBSCRIPTION

Full subscription rates (but see page 36 for offer):
(12 months 12 issues, inc post and packing) - UK
£54. Export rates are also available - see page 121 for
more details. UK subscriptions are zero-rated for the
purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

PRINT AND DISTRIBUTIONS

Printed by: William Gibbons & Son, Wolverhampton
Distribution by: Marketforce UK Ltd,
5 Churchill Place, Canary Wharf, London E14 5HU
0203 787 9001

EDITORIAL CONTRIBUTION

Accepted photographs and articles will be paid for upon publication. Items we cannot use will be returned if accompanied by a stamped addressed envelope, and recorded delivery must clearly state so and enclose sufficient postage. In common with practice on other rail periodicals, all material is sent or returned at the contributor's own risk and neither *The Railway Magazine*, the editor, the staff nor Mortons Media Ltd can be held responsible for loss or damage, howsoever caused. The opinions expressed in *The RM* are not necessarily those of the editor or staff. This periodical must not, without the written consent of the publishers first being given, be lent, sold, hired out or otherwise disposed of in a mutilated condition or, in any unauthorised cover by way of trade or annexed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

This issue was published on March 4, 2020.
The next will be on sale on April 1, 2020.

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32,526
Total Average Circulation
January-December 2019

HS2 project will need diligent cost and project management

CONFIRMATION HS2 is definitely going ahead will be seen by *RM* readers as both good and bad news, depending on your point of view.

What is clear is HS2 will provide the springboard for increasing rail travel to levels never seen before.

Marketed properly – which hasn't been the case until recently – and HS2 has the capability of winning over more air and road users as well as cutting pollution. It is merely one of a number of solutions to the climate emergency, and while the arguments continue over possible costs, even at an oft quoted £100billion, the outlay is less than is spent on the NHS in a year – and HS2 is a project costed over many years.

Even though Prime Minister Boris Johnson has given HS2 a green light, the scheme's critics remain active, still proffering crazy route alternatives, claiming it's a vanity project and a waste of money, and even suggesting it will drive expansion of more domestic flights!

Some of us will unfortunately not be around when it opens to voice a view on who was right and who was wrong, but there are still a few who work in the rail industry unable to see the benefits to be enjoyed for many future generations.

As someone who can see the need and benefit HS2 will bring in respect of connectivity, future capacity and greener travel, I still have concerns on how tightly a lid can be kept not only on costs, but on how efficient and effective HS2's project management will be.

The industry has an inconsistent record on cost and project management, particularly when it comes to completing station projects on time and on budget. For example, it's two months short of two years since Kenilworth station opened in 2018, and while the cost of construction soared from £11million to £13.6m for what is a single-platform station, it may surprise you to learn the station structure has not been formally signed off and handed over to Network Rail as an asset.

What's also shocking is electric heaters were installed in the waiting areas, but have never been connected!

Just a few miles away at Stratford-upon-Avon, the £1.5m refurbishment of the station also awaits sign-off. A project that is now six months late, the delay and pervication has so annoyed the local



One of several concept designs for an HS2 train.

rail user group, they have raised the matter with Sir Peter Hendy, Network Rail's chairman.

An unresolved issue over some electrical wiring meant two men coming from 150 miles away to check it out, thus ticking a box. Just why projects are not using local contractors is a mystery.

More recently, during the last weekend of February, the new Worcestershire Parkway station was formally opened, but it has cost £22m, and is two months late.

As I have said before, is it any wonder rail and station projects cost so much money when contractors are being used from hundreds of miles away – probably with the addition of hotel rooms – rather than using local contractors at a far more preferential rate?

And why does it seem so difficult to finish projects *properly* and on deadline? Is it because the taxpayer is footing the bill?

HS2 has the potential to be a pinnacle of UK rail development for the 21st century, but it also has the potential to be an albatross around the necks of successive Governments and contractors if costs, delays and slack project management are allowed a free rein and spiral out of control.



Complex coupling problems: Is this really progress?

WHILE we often criticise British Rail for what it did, or in some cases didn't do, when it came to locomotive and unit couplings, things tended to be simple, and in emergencies, the good old screw coupling often came to the rescue.

Now it's more far complex. The introduction of many new trains, with different couplings, has

created a situation where rescue other than by the same type of train is proving very difficult.

It has, in one extreme case, led to substantial delays because rescue units don't have adaptor couplings, or other technical issues prevent the brakes being released.

Progress, eh?

CHRIS MILNER, Editor

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Features

14 Nostalgia Ain't What It Used To Be

Nick Pigott reflects on how the hobby of railway enthusiasm has changed since the days of steam, looking at elements both detrimental and positive to the 21st century enthusiast.

24 Farewell to the DRS Class 20s

For this month's Practice & Performance John Heaton took a trip on January 18's 'DRS Class 20 Farewell' railtour, which brought the curtain down on the use of the EE Type 1s by Direct Rail Services.

32 90 Not Out!

As renowned railway photographer Brian Morrison reaches his 90th birthday, we present a selection of his images taken during eight decades behind the lens, from GWR 'Saints' to Class 40s.

38 Mission Control: Part 2

Phil Marsh concludes his visit to the National Operations Centre at Milton Keynes, spending a fascinating shift working with the freight services delivery managers.

44 A Great Survivor

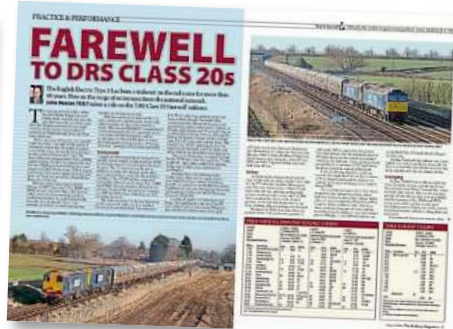
The Great Western Society's Richard Croucher and Drew Farmor tell the story of No. 4079 *Pendennis Castle's* repatriation and restoration, which is now nearing completion at Didcot.

50 Complaints Are Nothing New

Train delays and passenger complaints are often in the headlines but, as Dr David Turner explains, railway companies have been on the receiving end for more than 150 years.



ALL CHANGE: A new take on nostalgia - p14



TYPE 1 FAREWELL: Practice & Performance - p24



A LEGEND RESTORED: Pendennis Castle - p44

Contents

March 2020. No. 1,428. Vol 166. A journal of record since 1897.

Headline News

Northern Class 195 No. 195101 powers away from Windermere past Black Moss on a frosty February 7 with the 09.56 Windermere-Manchester Airport service. PAUL A BIGGS



Northern franchise to be run by Operator of Last Resort, full go-ahead for HS2, new general manager at West Somerset Railway, East West Rail Phase 3 gets approval, £20,000 to steam *Pendennis Castle*, Dartmoor Railway in administration, Prince Charles opens new CAF factory.

On the cover

MAIN IMAGES: Two-tone green Brush Type 4 No D1501 heads the 15.02 Ramsbottom-Bury 'local' near Springside Farm during the first day of the East Lancashire Railway's Winter Diesel Gala on February 7 (see page 95). STEVE SIENKIEWICZ

INSET 1: The changing face of railway enthusiasm.

INSET 2: Inside the National Operations Centre.

INSET 3: No. 4079: Restoring a legend.



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

66 Steam & Heritage

Didcot's 'Saint' for Severn Valley gala, Mid-Hants Railway re-opens to Alton, S&D Trust told to leave Washford, Lancashire & Yorkshire 'Pugs' to steam?

72 Industrial Steam

74 Steam Portfolio

76 Irish News

78 Miniature

80 Metro

82 Narrow Gauge

84 Network

88 Railtours

93 Classic Traction

96 World

98 Freight

100 Traction & Stock

Class 90s get Grand Central livery, new Clayton shunters



Class 60 No. 60050 is seen at Leeming Bar on February 14 having transferred to the Wensleydale Railway. It is one of the first two 'Tugs' to be preserved. NIGEL COCKBURN

for Tata Steel, spring debut for TFW Class 769s, more trains in service with TransPennine.

104 Traction Portfolio

106 Stock Update

107 Operations



Three USATC 'S160s' pass Longshaw Farm, Bradnop, with the 15.50 ex-Kingsley & Frogghall triple-header during the Churnet Valley Railway's Super Power Weekend: Take 2 on February 1. DAVE GIBSON

Regulars

36 Subscription Offer

Subscribe today to receive your monthly copies of *The Railway Magazine* – and save more than 45%.

56 Meetings

60 Panorama

64 From *The RM* Archives

121 Reader Services

122 Crossword & Where Is It



Record-breaking 'A4' No. 4468 *Mallard* gets away from Hatton with the Stratford-upon-Avon to Marylebone 'Shakespeare Limited' on November 2, 1986. BRIAN ROBBINS/RAIL PHOTOPRINTS



Iarnród Éireann-Irish Rail's retro-liveried 071 Class No. 073 passes through Tipperary with the 09.05 Waterford-Limerick 'Sperry' ultrasonic testing train on February 20. The 'Sperry Wagon' (behind the Mk1) contains track-recording equipment to scan the rails and monitor the integrity of the steel. CHRIS PLAYFAIR

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Storms bring flooding, landslips and disruption to rail services

By Ben Jones

SEVERE weather, including high winds and torrential rain, brought widespread disruption to the UK's railways over two weekends in February.

High winds on successive weekends from storms Ciara and Dennis forced Network Rail and train operators to introduce speed restrictions and emergency timetables, with many TOCs urging passengers not to travel if possible.

The situation largely returned to normal after the storms had passed, but the sheer volume of rain led to some lines being closed due to flood

damage or landslips.

Wales and the Borders region was badly affected by flooding in mid-February, with the Aberdare, Treherbert and Ebbw Vale lines in South Wales closed for several days for repairs, along with the Abergavenny to Hereford route and the Central Wales Line.

The Conwy Valley Line was washed out for the third time in five years by Storm Dennis and is closed until further notice.

Flash floods

Storm Ciara on February 8-9 caused damage to the Cambrian Coast Line, with flash floods washing away embankments and ballast and depositing debris



The aftermath of the flash flood through Haworth loco shed. NOEL HARTLEY/TWITTER



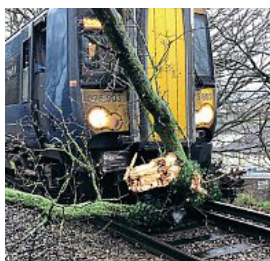
The flooded mainline between Brockenhurst and Bournemouth at Sway.



Damage was also sustained on the Cambrian Coast line near Machynlleth. NETWORK RAIL



Water cascades onto the track at Bramhope Tunnel.



The front of Southeastern set No. 375803 was damaged by a fallen tree, as was a ScotRail HST. SOUTHEASTERN

on the railway.

The section between Shrewsbury and Machynlleth reopened soon afterwards, but lines from Machynlleth to Aberystwyth and between Machynlleth and Pwllheli remained closed for several days while repairs were carried out.

There were reports of several trains damaged after being in collision with trees.

Lines across the north of England were also affected, most notably the Calder Valley route, which has seen several major floods in recent years.

In the south-east of England, a landslide forced the closure of the East Grinstead line south of Lingfield on February 13.

Heavy rain delivered by Storm Ciara overnight on February 12-13 caused an already

weakened embankment between Lingfield and East Grinstead to collapse.

A smaller landslide occurred at the same site on December 28, forcing NR to introduce a 20mph speed restriction and install remote monitoring equipment while it prepared for a more comprehensive repair. However, the line is now closed until further notice to allow engineers to stabilise and rebuild the embankment.

Embankment

Extensive repairs to the collapsed 12-metre high embankment on the Redhill to Tonbridge route are continuing, with the line expected to reopen this month.

The line between Edenbridge and Godstone has been closed

since December 22 after one of the largest landslips seen in the South East for many years.

The extent of the collapse and its remote location have presented NR with severe challenges, including having to cut through the remaining part of the embankment to gain access.

Around 40 additional engineering trains are being run to deliver 40,000 tonnes of recycled ballast to the site as local roads are too narrow for heavy lorries.

The heritage sector didn't escape either, a flash flood from Bridgestone Beck at Haworth on the Keighley & Worth Valley Railway left a train of debris and water in the loco shed, the water level at one point to the top of the station platform nearby.

Italian high-speed rail derailment kills two

By Keith Fender

TWO people were killed and 27 injured, some seriously, when an Italian Railways (Trenitalia) 'Frecciarossa' (Red Arrow) type ETR1000 high-speed train derailed on the high-speed line between Milan and Bologna, near the village of Livraga, on February 6.

The train from Milan to Salerno was the first southbound train of the day and accident investigators believe the derailment was caused by an incorrectly set turnout, leading the train to attempt to leave the main line at 292kph.

Exactly why the points were incorrectly set – and why the ETCS signalling system did not detect this – is now being investigated, but local prosecutor Domenico Chiaro said at a news conference the focus was that 'human error' could be linked to the maintenance work.

The derailment occurred next to passing loops and a maintenance base. The first vehicle became detached from the rest of the train, travelling across the maintenance yard at considerable speed, hitting wagons on the way, and ended up on its side on the wrong side of a depot building. The rest of the train remained coupled,



The scene of devastation after the high-speed derailment. The final position of the power car is arrowed, some distance from the rest of the train. PA IMAGES



Above: The derailed 'Frecciarossa' came to rest between two tracks. Left: A policeman stands guard over the points where the derailment occurred. ITALIAN POLICE/TWITTER

but off the rails, in between the mainline it had been on and the parallel loop line.

The second vehicle was left on its side, with the other six remaining upright. The driver and a colleague in the cab were killed, and most of the other 31 people on board were injured.

The accident was the first major incident on an Italian dedicated high-speed line involving a passenger train since their introduction in 1995, and one of a small number of fatal accidents in the world involving high-speed trains on purpose-built lines.

Merger for industry giants Alstom and Bombardier?

By Keith Fender

ALSTOM confirmed on February 17 it was in discussions to buy the rail engineering business of competitor Bombardier and had signed a memorandum of understanding.

The value of Bombardier is said to be between €5.8billion and €6.2bn.

After the failure of the planned Siemens/Alstom merger, blocked by the EU Commission in February 2019, it seems unlikely an Alstom Bombardier merger would be any more welcome to regulators in Europe, where the majority of both companies' business is conducted.

This is particularly true in France, where the two companies own almost all the main rail engineering factories in the country. They are also among the biggest manufacturers in the UK as well as Germany and Italy.

However, unlike Siemens, which is a major industrial group of companies, both Alstom and Bombardier are smaller and much more dependent on the rail transport market.

Bombardier has been trying for years to develop mid-sized commercial airliners to compete with Boeing and Airbus, but has now announced it is selling its airliner business to Airbus for a fraction of the amount it has invested.

Bombardier, which still makes small business jet aircraft, is also having financial difficulties in its rail business – only just breaking even in 2019 – with multiple major projects delayed in the UK, Germany, Switzerland and Austria.

Alstom, on the other hand, is more financially secure and has a bigger forward order book; it also has a greater presence in Russia and the former Soviet Union as a major shareholder in Russian rail engineering conglomerate Transmashholding.

In Italy and the UK, Bombardier works in partnership with Hitachi to develop and build high-speed trains, something Alstom – as the maker of the French TGV – is already a specialist in.

In Germany, Bombardier is a sub-contractor to Siemens to build most car bodies for the DB ICE4 high speed train.

Northern franchise to be run by Operator of Last Resort

JUST days after the last issue of *The RM* had gone to press, the appointment by the Department for Transport (DfT) of an Operator of Last Resort was made to take over running services on the Northern network from March 1.

Staff will transfer to the public sector operator on their existing terms and conditions, and no jobs will be lost.

Transport Secretary Grant Shapps had said in the previous month the franchise was no longer financially sustainable.

Mr Shapps said: "For too long, millions of rail passengers in the north of England have had to start and end their working day facing cancellations and delays.

"Some stations, particularly on Sundays, have been left without trains for hours on end.

"It's no surprise passengers have lost trust in the north's rail network. The service provided has failed to meet the needs of passengers.

"People across the north deserve

better, their communities deserve better, and I am determined to achieve that."

Northern services will be run by DfT OLR Holdings Ltd, and is being headed up by former Network Rail director Robin Gisbey – who is also a director of LNER and chairman of the RDG – together with Richard George, whose previous roles include director for Eurostar, managing director of Great Western Trains, and director for the HS1 project. The pair have been preparing a plan for their first 100 days in office.

Task force

This will include a top-to-bottom review from operational management, to rostering patterns and, most critically, customer experience.

They will also set up a cross-industry task force to deliver recommendations for improving capacity and performance.

Because many of Northern's

problems are infrastructure-related, the Transport Secretary has insisted Mr Gisbey and Mr George work with Network Rail and build a comprehensive new masterplan to review congestion around Manchester, particularly along the Castlefield Corridor and key junctions and interactions across the wider network, with the aim of creating a series of interventions, which will deliver the improvements required.

Further interventions around Leeds will also be considered.

Other measures planned for early introduction are:

- introducing a number of electric trains from elsewhere on the network, boosting capacity for commuters into Manchester and Leeds

- lengthening platforms at 30 stations by the spring, in addition to the 30 already completed, which will allow longer trains to run

- all existing trains will be deep-cleaned and the approach



With the Cumbrian Fells in the distance, Northern Class 195 No. 195101 powers away from Windermere past Black Moss on a frosty February 7 with the 09.56 Windermere-Manchester Airport service. PAUL A BIGGS

to cleaning reviewed ■ to build on the recent agreement with trade union Aslef and improve the reliability of Sunday services

Mr Shapps acknowledges a number of franchises across the country are failing to provide reliable services, and change is needed.

He has given limited clues as to what might be planned for franchising once the Williams report is published, but has hinted at something along the lines of the concession

method of contracts used by Transport for London.

By taking Northern in house, it will join LNER as directly run. However, the financial viability of c2c has been under scrutiny, too. In addition, the Southeastern franchise is due to end on March 31 and has been extended three times by direct award.

The DfT needs to decide quickly on whether to appoint an operator of last resort, or take the more likely option of a further direct award, pending the Williams report.

Close call as Llangollen Railway plc narrowly avoids voluntary arrangement

LLANGOLLEN Railway plc has averted the need for it to enter into a Company Voluntary Arrangement (CVA) with its creditors after its management confirmed it has received significant donations to help the group through a financial crisis.

The plc board had considered entering in to a CVA to allow the company time to pay its creditors after finding itself in what it described as a "difficult financial position" following a £330,000 loss during 2018.

This was largely attributed to issues within the line's contract engineering department, in particular gross under-quoting on two major projects.

In early-February the board of the Llangollen Railway Trust wrote to shareholders appealing for donations, saying: "The board of directors is confident

that the company is solvent on a balance sheet basis, in that the assets are greater than the liabilities, but the assets are needed by the business and are not liquid.

"The Trust needs to raise £125,000 to repay its indebtedness to the plc, being £90,000 in round terms, and to give it some running money."

Severe

The letter went on to say the trust was hoping to raise finance against ex-industrial locomotives – Hudswell, Clarke 0-6-0T *Samuel Fox & Co No. 20* and Kitson 0-6-0ST *Austin No. 1* – the latter being considered for sale.

However, the railway's general manager Liz McGuinness told *The RM* on February 24 that, thanks to the donations, the

Trust will no longer be pursuing this course.

However, so severe was the situation the Scottish Railway Preservation Society (SRPS) has been told its LNER 'D49' 4-4-0 No. 246 *Morayshire*, the contract overhaul of which was one of those under-quoted for, will have to be delivered back to the Bo'ness & Kinneil Railway incomplete.

At the time of writing the SRPS was looking for a site to store the locomotive while it concentrates on its Steaming Ahead Project.

The Llangollen Railway will continue to run its trains as usual, with a number of special events on the cards, including a special Back to the 90s day on March 7, starring No. 7822 *Foxcote Manor* and *Austin No. 1*.

Corwen

The 'Manor' will work two nine-coach evening trains from Llangollen to Carrog, where there will be a barbeque on the platform. See <https://tinyurl.com/wwwu6wf> for details.

The railway also hopes that events later this year, including the opening of the new Corwen Central station and the debut of new 'Grange' No. 6880 *Betton Grange*, will provide a much-needed boost in revenue.

A new chief engineer has also been appointed to turn the fortunes of the engineering department around and resolve the previous issues.

Just £20,000 required to steam Pendennis Castle

THE Great Western Society's (GWS) famous Collett 4-6-0 No. 4079 *Pendennis Castle* is on the cusp of a return to steam, almost two decades after its repatriation to the UK from Australia.

The 1924-built locomotive has been the subject of an extensive restoration since it arrived back at Didcot Railway Centre in 2000, but the GWS says the project is now on the last lap, and just £20,000 is required to complete the job.

No. 4079 is now largely complete, with the boiler being the focus of the remaining work.

Once this has been carried out it can undergo hydraulic and steam testing out of the frames, which if successful, will enable the boiler to be re-fitted and piped up.

For more information on this 'Great Survivor' and how to donate to the overhaul appeal, see our feature on page 44.

No. 4079 *Pendennis Castle* stands at Didcot Railway Centre soon after its repatriation from Australia in 2000, still peppered with the dust of the Australian desert.

ADRIAN KNOWLES



GWR 'Manor' No. 7822 *Foxcote Manor* at Llangollen waits to run round and leave for the next service to Carrog. MARTIN EVANS

Class 745 delay lasted five hours

By Paul Chilwell

THE 07.40 Norwich-London Liverpool Street, formed of Stadler unit No. 745010, failed at Forest Gate on January 28.

After a number of unsuccessful attempts to rectify the fault, a rescue loco was sent from Colchester, but on arrival, it was found neither of the two couplers bought to site were suitable, the first having an

air leak and the second being incompatible.

Eventually, a second Class 745 was brought alongside, and passengers transferred, the process being completed around 5½ hours after No. 745010 first failed.

An investigation revealed that couplers at both ends of the Class 745 had been damaged, which prevented a universal coupler being attached.



Mayor 'holds off' over threat to end West Midlands Trains franchise after improvement

By Tony Miles

WEST Midlands Mayor Andy Street has decided not to ask the Department for Transport to remove the Abellio West Midlands Trains (WMT) franchise after seeing a significant uplift in the service during January.

The mayor had made the threat following months of poor performance by the company.

Performance on WMT services fell following the introduction of a new timetable in May 2019, which particularly impacted on substantially altered London North Western- (LNW) branded services.

Just before Christmas, Mr Street called WMT performance 'woeful',

and gave them until January 31 to improve or he would ask Transport Secretary Grant Shapps to strip Abellio of the franchise.

The problems with the timetable had been compounded by complex agreements with the trades unions, which particularly affected the TOC's ability to manage drivers once services had been significantly delayed or cancelled.

Timetable changes

Changes to the timetable from December 15, plus other steps taken by Abellio, have delivered a marked improvement in performance through January.

A commitment by WMT to offer a 3% discount on season

tickets and a 10% discount on walk-up fares for off-peak journeys on WMT and LNW services in July and August led to the mayor holding off further action, but he demanded proof the improvements were not just a one-off.

The operator is also recruiting 86 more drivers and senior conductors to improve train crew availability.

Mr Street admitted to *The RM* he still has 'very serious concerns, and so do passengers', and 'serious overcrowding that continues to plague a number of services' means WMT is still under review.

Some of this overcrowding will ease when all the Class 350s have

been cascaded from TransPennine Express.

New WMT managing director Julian Edwards said: "Our performance during the second half of last year was simply unacceptable.

"I've put in place a clear plan of improvements which are already having an impact.

'More to do'

"The number of trains arriving on time has increased by 29% since Christmas, with cancellations down by 39%. Overall performance has increased by over 10%.

"There is more to do, however, and we are making further timetable changes to improve

performance, starting next month, with a commitment to only use skip-stopping as a last-resort and under extreme circumstances."

Mr Street acknowledged he understood the complex and lengthy process involved in changing timetables, and that some changes would take time.

However, he added: "The worst thing, actually, was not the timetable, but not being able to manage the staff to provide the service, and I genuinely believe that should be dealt with very, very quickly.

"WMT cancellations in January were 203 compared to 1351 in December, so an improvement has come."

More seats for CrossCountry in £2.5m plan

ARRIVA, operators of the CrossCountry franchise, has agreed a package of measures worth £2.5million, which will increase the number of seats by 20,000 per week on some services.

In addition, the franchise has been extended to October 2020.

From May 2020, maintenance changes will enable more Class 170s to be in service each day.

This initial step will provide 5,000 extra seats each week on routes covering Nottingham to Cardiff and Stansted Airport/Leicester to Birmingham.

From May 2021, six CrossCountry two-car Class 170s will get a third car with 80 seats. These will come from the West Midlands Class 170/6 sets, adding a further 15,000 seats weekly.

The 170/6 units are being transferred to East Midlands Railway (EMR) as two-car sets, once the WMT Class 196 replacements have been accepted.

CrossCountry will also operate longer trains on some Scotland/North East to South West/South Coast services, Monday-Thursday, but no further details have been released yet.

East West Rail Phase 2 approved – Phase 3 route selected

By Ben Jones

FEBRUARY 4 saw the Secretary of State for Transport Grant Shapps approve Network Rail's Transport and Works Act Order application for Phase 2 of East West Railway (EWR), giving the green light for work to begin between Oxford, Bedford, Milton Keynes and Aylesbury.

In a further leap forward for the multi-billion pound project, the preferred route for Phase 3 between Bedford and Cambridge has also been selected.

When complete, Phase 2 will restore passenger services between Oxford, Bletchley and Bedford after a hiatus of more than 50 years.

To achieve this, track and signalling will be upgraded between Bicester, Bedford, Aylesbury and Milton Keynes, the disused Bletchley to Claydon Junction line will be reinstated, and the Claydon to Aylesbury Vale Parkway line via Quainton Road will be upgraded for passenger use.

A new station will also be built at Winslow, and additional platforms created on the WCML flyover at Bletchley.

Phase 2 will provide a new

cross-country route for freight, linking the Great Western, Chiltern, West Coast and Midland Main Lines.

Passenger services are expected to consist of two trains per hour between Oxford and Milton Keynes, plus hourly Oxford to Bedford and Milton Keynes to Aylesbury services.

However, despite the Government's pledge to eliminate diesel traction from UK railways by 2050, there are no current plans to electrify EWR.

Preferred corridor

Following a lengthy public consultation, 'Route Option E' has been selected as the preferred corridor for the central section of EWR, also known as Phase 3.

The proposed new railway runs from a junction north of Bedford Midland to the south of St Neots/Tempsford and Camboorne to Cambridge.

New stations would be provided in the Tempsford area or south of St Neots and at Camboorne.

The advantages of this option include the ability to serve Bedford Midland without a reversal, a possible interchange with the ECML near St Neots,



A computer-generated image of how one of the stations on the East West line might look.

and an estimated Oxford to Cambridge journey time of just 82 minutes.

Construction costs are estimated at £3.4billion (2015 prices), making it the most expensive of the five options. Routes A to D were costed at between £2billion and £2.6bn.

'Landmark moment'

Clr Mark Shaw, chairman of the East West Rail Consortium, formed in 1995 to promote the reopening of the Oxford to Cambridge railway, hailed the announcement on the preferred route between Bedford and

Cambridge as a "landmark moment" in the scheme's history.

East West Rail Company will now develop more detailed route-alignment proposals, in consultation with local communities, before presenting its plans to the DfT for a final decision on whether to take the project forward.

Paul Maynard, Minister for East West Rail, said: "East West Rail could help us revolutionise transport in the Oxford to Cambridge arc, increasing peoples' access to job opportunities, while making travel quicker, cheaper and easier."

Two crew dead after Australian XPT derailment

THE two footplate crew of a Melbourne to Sydney XPT service were killed on February 20 when it derailed near Wallan, around 45km from Melbourne.

Remarkably, only 12 of the 153 passengers on board were injured seriously enough to need hospital treatment.

Leading power car No. 2018 ended up on its side, as did several of the trailer coaches, with trailing power car 2000 remaining upright.

The XPT design is based on the British HST, and was built in Australia, under license from BREL.

Investigators are working to establish why the train derailed.

It was supposed to be using a parallel relief track because of engineering work on the mainline, but this had been delayed by an hour after a fire at a signalbox.

A passenger said there was a further delay of around 40 minutes, and 15 minutes after the train began moving it derailed.

The line speed for XPTs on the mainline at Wallan is 130kph, however the points to the relief line are restricted to as little as 15kph. PICTURE: TWITTER



Courier firm: HS2 to spark parcels revival

COURIER company ParcelHero believes the 'green light' for HS2 could lead to a revival in railway parcels traffic.

Its head of consumer services David Jinks says HS2 will clear pathways for increased freight services on the West Coast route, including the potential for more lightweight, high-speed trains carrying mail and parcels.

Mr Jinks says: "The opportunity to run faster, more regular freight services on existing main lines will improve reliability, and could encourage not only the introduction of more mail trains, but also tempt UK couriers to use greener, faster freight services as part of their logistics options.

"HS2 undoubtedly clears the way for more traffic to be switched from road."

Go-ahead for HS2 'in full' – but Phase 2b plans face further scrutiny

By Ben Jones

THE Government has ended months of speculation by giving its approval for the construction of High Speed 2 (HS2) 'in full'.

Prime Minister Boris Johnson told the House of Commons he believed HS2 should proceed despite increasing costs, opposition from MPs in his own party, and many environmental groups.

However, under increasing pressure from politicians and business leaders in the Midlands and north of England, and to deliver his promises of 'levelling up' the economies of those regions, Mr Johnson has given his full backing to the £88billion project.

He told Parliament: "We face an historic choice. We can try to get by with existing routes from north to south or we can have the guts to take a decision, no matter how difficult and controversial."

However, Mr Johnson was critical of the management of the project, saying HS2 Ltd had "not made the task easier" and that costs "had exploded".

Committed

The Government has appointed Andrew Stephenson, MP for Pendle, as full-time minister to oversee HS2. He will also have responsibility for the trans-Pennine and Northern Powerhouse Rail routes.

A further review of Phase 2b has been requested despite the Government now being committed to building the entire 'Y'-shaped network, and having backed a proposal to construct Phase 2a, running north of Birmingham to join the West Coast Main Line near Crewe, at the same time as Phase 1.

The two separate parts of Phase 2b link Birmingham with the East Midlands and Leeds, and continue north from the Crewe area to serve Manchester. Development of the routes is



A newly issued computer-generated image of Old Oak Common station, West London.

at a much less advanced stage than Phase 1, and the review will focus on where and how costs can be reduced, and how to best integrate the lines with the proposed Northern Powerhouse Rail network – now renamed 'High Speed North' (HSN). The review is expected to publish its findings this summer.

Speculation continues to surround the future shape of Phase 2b, with some sources suggesting costs could be cut by lowering the operating speed of the new line, possibly as low as 125mph, or eliminating the eastern leg completely and serving Leeds via a redesigned western leg and a trans-Pennine HSN route.

Midlands Connect chairman Sir John Peace said: "A further review of HS2 Phase 2b is an opportunity to make sure HS2 is properly integrated with Midlands Engine Rail."

"It is important, however, that the Phase 2b hybrid Bill receives Royal Assent in this Parliament."

"A review must also commit to constructing Phase 2b from the West Midlands to the East

Midlands first, and must not consider downgrading lines north of Birmingham to cut costs."

He added: "The Midlands must not be short-changed with a two-tier HS2 network."

A few days after the Government's announcement, the much-leaked Oakervee Report was finally published, outlining the case in favour of the project.

Rationale

While many of its conclusions were already widely known, the report also backs construction of the full route, saying the rationale for it 'still holds' and there are no workable alternatives that can deliver similar benefits.

Other recommendations include compiling an updated business case to quantify all costs and benefits, identify further commercial opportunities, reducing the number of trains per hour (tph) on Phase 1 from 18 to 14 (with passive provision for 16tph in the future), better governance

for HS2 Ltd, and scrapping the planned Handsacre Junction, serving Stoke, Stafford and Macclesfield.

The Oakervee panel also backs the construction of the £8bn Old Oak Common to Euston section as planned, but with Old Oak acting as a temporary terminus until this complex section is complete, and with further studies of the Euston station plans to consider options for simplification of the scheme.

A new body, separate from HS2 Ltd, is also recommended to oversee this part of the project.

Supporters of the scheme were quick to welcome the Government's decision.

The High Speed Rail Group (HSRG), made up of more than 20 organisations with an interest in high-speed rail, said: "No major project has ever been subjected to as much scrutiny as HS2, and this is right and proper given the public money being spent."

Darren Caplan, chief executive of the Railway Industry

Association, added: "This decision could unlock a new 'golden age of rail'. HS2 will not just boost the UK's economy and connectivity, but will also enable other major rail infrastructure projects to be delivered too, such as Northern Powerhouse Rail, Midlands Rail Hub, East West Rail, Crossrail 2, and a range of other schemes."

Opponents of the scheme were, however, dismayed by the decision, with some threatening further legal appeals.

Martin Tett, the leader of Buckinghamshire County Council, and Angela Macpherson, leader of Aylesbury Vale District Council, called it "the wrong decision, not just for Buckinghamshire, but the country".

'Clarity'

A spokesman for HS2 Ltd said: "This announcement provides much needed clarity for our contractors and the wider community."

"HS2 has been ten years in the planning and development, and we are ready to start building the first new railway north of London for over a century."

Following this decision, the next formal step in HS2's progress is for the Government to issue Notice to Proceed (NTP), which would enable major construction works for Phase 1 of the project to begin between London Euston to Curzon Street in Birmingham.

These are expected to start with enabling and clearance works along the route this year, and initially focus on the major engineering challenges such as tunnels and stations, before moving on to viaducts, bridges and then surface works.

Work on the Old Oak Common interchange with Crossrail is planned to start this year.

Construction of the first tunnel boring machines will start as soon as possible, ahead of their launch in 2021.

Eurostar starts through trains from Amsterdam to London

By Keith Fender

EUROSTAR ran its first passenger-carrying train from Amsterdam to London on February 4, with invited guests.

It will start public services on April 30, with ticket sales opening on February 11.

The inaugural train was waved off in Amsterdam by the Dutch State Secretary for Security and Justice Ms Ankie Broekers-Knol and welcomed in London by Transport Secretary Grant Shapps, who said in a speech he hoped to see through trains from London to many more destinations, including Germany, Spain and Portugal in coming years.

Eurostar trains from London to Amsterdam began on April 4, 2018, but operating in the reverse direction has required provision of security/immigration screening and waiting areas at Amsterdam and Rotterdam stations, as well as agreements between the Dutch, UK, French and Belgian governments on immigration and other operational issues.

The Dutch government had strongly supported this happening, but the recent UK General Election delayed final details. Until now passengers from Amsterdam have had to change trains in Brussels and pass through security and

immigration screening, adding around an hour to journeys.

The new through trains will be operated as two services sharing one 16-car Class 374 EMU from Amsterdam; the front eight coaches will be for passengers from the Netherlands to Brussels, while the rear eight will only be available to passengers from Amsterdam/Rotterdam to London.

Services from Rotterdam will begin on May 18. The trains will stop in Brussels for around 30 minutes while the passengers in the front half get off. The train is then security screened and further passengers from Brussels to London get on board.



Transport Secretary Grant Shapps (centre) greets the inaugural through passenger train – the 07.48 Amsterdam CS-London St Pancras Intl (ES9119), formed of sets 374021/022, on February 4. KEITH FENDER

Initially, two services daily on weekdays will operate from Amsterdam to London, taking 4 hours 9 minutes (including the extended Brussels stop).

There are currently three London to Amsterdam services on weekdays. Eurostar want to quickly increase the number in both directions to three or

four trains, but immigration manpower issues are currently preventing this from happening.

The Dutch government is keen to solve this, but it is unclear if the British government will be willing to fund more UK immigration officials in Amsterdam and Rotterdam.

SIDELINES

Hatfield and Heck accident loco removed

LNER withdrew Class 91 No. 91132 from service on January 22.

As No. 91023, the loco was involved in both the Hatfield crash in October 2000 and then the Great Heck accident four months later, on February 28, 2001, while propelling a southbound express.

Four died at Hatfield and 10 at Heck, including two train drivers.

Heck remains the UK's worst rail accident for two decades. The loco was renumbered after the second incident.

Final bi-mode in traffic for Hull Trains

HULL Trains has confirmed it had accepted its final bi-mode No. 802305 for service on February 24.

The Hitachi trains are starting to transform the reliability and performance of the open access operator, as well adding an 5,000 extra seats per week.

Classes allocated for new TFW trains

THE Rolling Stock Library has allocated the following classes for new Transport for Wales units:

CAF two- and three-car DMUs are Class 197; the Stadler bi-mode four-car sets will be Class 231; the three-car tram-trains, built by Stadler, will be Class 398; and the tri-mode Stadler three- and four-car units are allocated in Class 756.

New bogie overhaul workshop in Leeds

WILLIAM Cook Rail has commissioned a 750sq m bogie overhaul workshop in Leeds, along with machining, non-destructive testing and welding facilities.

The new facility is an extension of the couple workshop repairs it offers customers.

Reshuffle at the DfT

A NEW ministerial team is in place at the Department for Transport following a Cabinet reshuffle.

Grant Shapps remains Secretary of State for Transport and Chris Heaton-Harris Minister of State Transport. Andrew Stephenson joins as Minister for State with responsibilities for HS2, with the three supported by three Parliamentary under secretaries for state: Baroness Vere of Norbiton, Rachel Maclean and Kelly Tollhurst.

IBM Halt could reopen

A PROPOSAL to reopen IBM Halt, which closed in 1918, could be on the cards. The possible project would sit alongside plans for a £100million mixed-use development on the site of the former IBM computer facility near Greenock, on the Glasgow to Wemyss Bay.

There would be a park and ride facility at IBM Halt.

Prince Charles formally opens CAF factory in Newport



HRH The Prince of Wales formally opened the CAF train manufacturing facility at Newport on February 21. The facility is on the Celtic Business Park, next to Llanwern steelworks, and currently has orders to

build Class 195/196/197 DMUs for Northern, West Midlands and Transport for Wales respectively, as well as Class 331 EMUs for Northern and new vehicles for the Docklands Light Railway.



Above left: Prince Charles opens the factory, watched by CAF chairman Andres Arizkorreta. Above right: New Class 196 DMUs for West Midlands Trains under construction.

PICTURES: JACK BOSKETT AND PHIL MARSH

TPE set 'public target' for performance recovery

By Tony Miles

TRANSPENNINE Express (TPE) has been set a "public target" for its performance recovery by Transport for the North (TfN).

This follows months of poor performance and the temporary cancellation of a number of services from the December 2019 timetable change.

The move has been agreed by leaders across the North, and follows what TfN says was "a period late last year when TPE returned the worst performance figures in the country, sometimes with less than half their services meeting basic performance targets".

However, TfN does accept a significant cause was the struggle to introduce new trains because of late delivery and reliability problems.

Transport for the North says it "expects TPE to deliver a service that restores passenger trust and rebuilds confidence in the railway", and has set targets for performance to return to early 2019 levels by March 2020, to improve further on this target by summer 2020, and to show clear progress in restoring its full timetable, along with timely local communication to passengers.

Difficult

Some of this may prove difficult because while cancellations will fall now many new trains are in service, punctuality will continue to suffer until timetable changes are made around Manchester.

This follows Network Rail formally declaring the Castlefield Corridor to be 'congested infrastructure', and an acceptance that other than some minor adjustments, any

significant timetable alterations cannot be delivered until December 2020.

Despite this, David Hoggarth, strategic rail director for Transport for the North, said:

"Passengers in the North of England must have a rail service they can rely on. In the run-up to last Christmas, TPE simply failed to provide what was needed."

"The operator must now build back trust and deliver what is needed. The new trains are welcome, and the extra capacity they bring is much needed, but service levels must be maintained as they come on stream."

Milestones

TfN has determined that the first milestone should be for TPE's performance in March 2020 to reach the PPM figure achieved in the first half of 2019; in the period January 6-June 22, TPE's median daily PPM stood at 86, whereas in November 2019 TPE's PPM score fell as low as 45%.

TfN says it will make an "initial assessment against progress" at the end of March 2020, and consider further milestones at that point.

TfN has also called on TPE to "demonstrate clear evidence of better communications to passengers, in real time, at an appropriate local level".

■ The use of a median avoids any significant one-off events skewing the figures. For the 2019 benchmark to be met it requires days of lower performance to be more than balanced by days where performance is higher.

■ TPE changed its delay repay scheme from February 2 to a 15-minute trigger period from 30 minutes.

Volunteer Justin Kerr-Peterson new 'Wizzer' general manager

WEST Somerset Railway (WSR) volunteer Justin Kerr-Peterson has been appointed as the railway's new general manager after an exhaustive selection and interview process.

Mr Kerr-Peterson was selected by the WSR plc board from a shortlist of five potentials, drawn from a total of 22 applicants.

He takes over the reins of the 22-mile line following the departure of previous general manager Paul Conibeare last year.

Taunton-based Mr Kerr-Peterson (36) comes to the role from train operating company Great Western Railway, where he has worked as senior possession strategy manager at Swindon since 2017, being responsible for co-ordinating track repair works.

Excellent

However, he has also been a WSR volunteer for the past 22 years, joining the railway's youth organisation in 1998, rising through the ranks to become a travelling ticket inspector and later a qualified guard.

Prior to taking a full-time role with Network Rail seven years ago, Mr Kerr-Peterson worked in the WSR's commercial department, and served as assistant to the general manager, later becoming deputy operating superintendent.

"Justin proved himself more than capable through our tough interview process and, while challenged by some other excellent applicants, the board of directors and



Incoming West Somerset Railway general manager Justin Kerr-Peterson. WSR

stakeholders all felt strongly we had the right candidate in front of us," said WSR plc chairman Jonathan Jones-Pratt.

"This is another key milestone for the WSR as we rebuild our wonderful railway, and I'm sure that our 'Wizzer' will now be in safe hands as we hand over the day-to-day custody to him."

'Thrilled'

Mr Kerr-Peterson said: "I am absolutely thrilled and very proud to be re-joining the West Somerset Railway on a full-time basis."

"The WSR holds a very special place in my heart, having first started volunteering there back in 1998 as one of the first members of the Trackers Youth Group."

"I'm looking forward to continuing the work of not only strengthening and re-building the WSR's 'family', using my knowledge and skills, but also re-establishing the West Somerset Railway's position in the premier league of UK heritage railways."

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GB Railfreight under fire after 6½-hour 'sleeper' delay

By Paul Chilwell

GB RAILFREIGHT, the provider of locomotives for the Caledonian Sleeper operation, has been heavily criticised after a clutch of locomotive failures over two days of operation in early February, which have led to heavy delays, the worst being 6½ hours.

Ryan Flaherty, the outgoing managing director of the Serco-managed 'sleeper' service, described the disruption as "unacceptable".

Passengers praised sleeper staff for doing what they could in difficult circumstances.

The month was barely two hours old when No. 92020, hauling the 20.45 Inverness-Euston (1M16), came to a stand near Symington with a loss of power. Attempts to reset the loco proved unsuccessful.

A decision to hold a DB Cargo loco at Beattock, working a Carlisle to Mossend light engine move, with the aim of assisting 1M16, was reversed when it became obvious the driver's hours were running out.

Instead, single-line working was introduced between Symington and Beattock, and a driver taxied to Carstairs to pick

up rescue loco No. 92023. 1M16 eventually got underway 323 minutes late, arriving into Euston at 14.22, 395 minutes late.

The next day (February 2) there were further problems, this time involving the 23.15 Edinburgh Waverley-Euston (1C11), hauled by No. 92038, which came to a halt in Haymarket Tunnel after a fault developed on a circuit breaker on the loco.

Despite numerous attempts by the driver to fix the fault, No. 92038 was eventually declared a failure.

Impossible

A Class 73 was sent to assist, but it was discovered there were coupling issues with the jumper cables of the '73' and No. 92038. This information was not passed to control for almost an hour, as the tunnel made communication impossible.

The train eventually arrived at Haymarket station at 02.09, where it was further delayed as maintenance advice was sought from fitters.

By 02.20 the faults had been rectified and the train arrived at Carstairs 211 minutes late at 03.14, where it joined 1M11, the 23.15 Glasgow-Euston sleeper



Class 92 No. 92028 hauls No. 92014 and the 16-carriage Caledonian Sleeper past Cathron, Rugby, on February 3, running 300 minutes late. It had been diverted from its booked route via Bescot to reclaim some additional lost time. CHRIS MILNER

portion, with the whole train departing at 03.48.

This was not the end of the problems though as 1M11 was declared a failure at Carlisle, with converter issues on No. 92014, necessitating assistance from the rear, using the loco from 1S26, the 23.30 London Euston-Glasgow sleeper.

There was an unconfirmed report of locos on the Up and Down trains being swapped. Eventually, the train rolled into

Euston at 11.49, 287 minutes late, with No. 92028 hauling 92014 dead-in-tow. Many passengers had transferred to faster Avanti services further north.

'Inconvenience'

GB Railfreight engineering director Bob Tiller said: "Some of our locomotives used on the service have recently suffered from electrical failures, which has caused significant delays. We sincerely apologise for

the inconvenience.

"GB Railfreight is conducting an investigation into the reasons for these problems and how they can be prevented."

February 3 saw another incident, when No. 73967, forming the light engine move 23.48 Glasgow-Edinburgh (0C11), rolled back and hit the buffers before departure. No damage was sustained to either buffers or locomotive, but the RAIB was informed.

Dartmoor Railway in administration

THE Dartmoor Railway Community Interest Company went into administration on February 7.

Seven people have lost their jobs and all trains have ceased.

The company operates over 15½ miles of the former London & South Western Railway line, from Coleford Jct to Meldon Quarry.

The line is leased to the community interest company by Aggregate Industries, and only last month came the news that Dartmoor's owners, British American Railway Services, a subsidiary of Chicago-based Iowa Pacific Holdings, had put both it and the Weardeale Railway up for sale.

In the 2017 accounts, Dartmoor reported an operating loss of £275,202. Operations centre around Okehampton station, which is owned by Devon County Council, and from where shuttle trains ran to Meldon Viaduct.

GWR operated a Sunday service in the summer from Exeter to Okehampton to connect with Dartmoor trains.

Dartmoor Railway Supporters' Association (DRSA) volunteers maintain the rolling stock, drive the trains and use a building on another platform, leased separately from the council.

The line has been heavily promoted as an alternative route to Cornwall after substantial damage to the only route thorough Dawlish and Teignmouth. However, it's too early to say whether the company failure will act as a catalyst to take reopening plans forward.



GWR bi-mode No. 800016 calls at Worcestershire Parkway with the 08.15 Worcester Foregate St-London Paddington. BOB SWEET

Worcestershire Parkway's £22m station finally opens

BRITAIN'S rail network gained its 2,570th station on February 23 when the £22million Worcestershire Parkway opened.

The station is situated near Norton, south-east of Worcester, where the Cotswold Line crosses the Birmingham-Bristol route.

It has two platforms for all Nottingham to Cardiff CrossCountry services, with one higher level platform, which will be used by selected GWR services between Hereford,

Malvern or Worcester and Oxford or London Paddington.

It is expected additional CrossCountry services on North East/South West workings will call at the station as part of future timetable changes.

The station had been pencilled in to open in December, but sign-off and certification are behind the delay.

With the station having a 500-space car park and being close to the M5 (Jct 7), it is



Above: CrossCountry DMU No. 170114 passes Worcestershire Parkway on February 18 with a Cardiff to Nottingham train. JACK BOSKETT

Below: The frontage of the new Worcestershire Parkway station. JACK BOSKETT



expected to prove a popular alternative to using Worcester Shrub Hill or Bromsgrove stations for commuters to Birmingham and beyond.

The first train to serve the new station was the 08.15 Worcester

Foregate St-London Paddington, with the first Down train from Paddington arriving at 09.57.

The first CrossCountry service to call at the station was the 10.12 Birmingham New Street-Cardiff.

Intermodal freight suffers as Coronavirus disrupts Chinese exports

By Ben Jones

UK RAILFREIGHT operators are struggling to fill intermodal trains as the knock-on effects of the Coronavirus is felt globally.

Trains have been running empty or lightly loaded in recent weeks as ships arrive from China without their usual payload of containers.

The Chinese New Year holidays

always lead to a temporary reduction in demand, but this year's hiatus has lasted several weeks longer than planned as China's government seeks to halt the spread of the virus by forcing factories to remain closed until at least March 1.

Supply chains are also affected by congestion at China's major export ports, the enforced

absence of lorry drivers to move containers to and from ports leading to a growing shortage of containers across the world.

While sea traffic struggles with the crisis, cargo airlines are cashing in on the situation as desperate importers seek alternative routes. Some shippers are recommending the use of rail as a cheaper option to move

goods from China to Europe, but some long-distance trains are suspended until the end of February.

An insider in the intermodal business told *The RM* some 33 sailings of container ships from China to the UK and Europe had been cancelled, citing one ship carrying just 3,500 containers of a 20,000 container maximum.

Landslips hit Gloucs-Warks line again

THE Gloucestershire Warwickshire Railway has suffered two further slippage incidents on its embankments and cuttings as a result of the heavy rainfall during February.

The first of these, on the embankment south of Gotherington station, originally manifested itself before Christmas when a precautionary 5mph speed restriction was put in place for the rest of the running season. However, the slip has subsequently worsened, exacerbated by a particularly wet winter.

Contractors are currently on site to repair the damage using a combination of sheet piling and soil nailing, techniques successfully used to stabilise the embankment at 'Chicken Curve' near Winchcombe following the landslide of 2011, and at other locations on the 14-mile line.

The second incident occurred in the cutting at the north end of Greet Tunnel, close to Winchcombe station, where part of the cutting side has slipped towards the track.

This is fortunately on the Up side of the line and has not affected the running line.

A temporary repair has been affected using contractors who were working on improving the River Ibbourne channel, where it passes beneath the railway north of Winchcombe.

"We expect the work to take until April or early May and this will make a £500,000 dent in the railway's finances," said GWSR plc chairman Richard Johnson.

"The line south of Gotherington is closed to rail traffic at present, although civil engineers are working towards stabilising the embankment sufficiently for trains to pass from March 7."

An array of winners celebrated at heritage awards dinner

THE best of railway preservation was celebrated at the Heritage Railway Association annual awards and dinner at a glittering evening on February 8.

More than 250 attended the event in Birmingham.

The awards recognise a wide range of achievements and distinctions across the entire heritage railway movement, and acknowledge individuals and institutions, as well as railways, tramways and cliff railways.

As is traditional, the first awards presented were those chosen by the magazine editors and their readers, the first being the Morton's Media (*Heritage Railway*) Interpretation Award, given to the National Railway Museum for its outstanding Brass, Steel and Fire exhibition, celebrating the craftsmanship of amateur Victorian model engineers.

The *RM* editor Chris Milner presented both Bob Meanley of Tyseley Locomotive Works and Richard Croucher from the Great Western Society with Railway Preservationist of the Year awards.

Effectively lifetime achievement awards, Bob's was for more than half-a-century's dedication to locomotive restoration and the development of Tyseley Loco Works, while Richard's was in recognition of more than 55 years fundraising and project management with the GWS.

The Great Central Railway took the Morton's Media (*Rail Express*) Modern Traction Award, for its Test Car 2, restored to original working condition.

The *Steam Railway* readers' award was presented to the North Yorkshire Moors Railway for its restoration of the

sole-surviving, single-chimney '9F' No. 92134.

Other winners saw the Lord Faulkner Award for the Young Volunteer of the Year won by Philip Civil, of the Chasewater Railway.

The Morgan Award for Preservation was won by Quorn Wagon & Wagon (Great Central Railway), for its restoration of Test Car 2.

In the communications sector, the HRA Award for Communications went to the LMS-Patriot Company, for *The Warrior* magazine.

Celebrating engineering excellence, the Coiley Award for an outstanding project was awarded to the North Yorkshire Moors Railway for the completion of '9F' No. 92134.

Train of Lights

A new award for 2020 was for special events, which was won by the Dartmouth Steam Railway for its 'Train of Lights', while the award for an Outstanding Visitor Attraction was taken by the Bala Lake Railway, for its heritage centre.

In the small groups category, the West Lancashire Light Railway Trust, which secured the future of their railway with a massive fundraising project, beat contenders the Ferryhill Railway Heritage Trust, the Lincolnshire Coast Light and the Deeside Railway Company.

Volk's Electric Railway Association won the large groups sector for its Magnus Volk's Legacy, beating Ffestiniog & Welsh Highland Railways, for building 25 new carriages and four observation cars; the Isle



Single-chimney '9F' 2-10-0 No. 92134 won two awards at the Heritage Railway Association awards evening on February 8.



Receiving one of two Railway Preservationist of the Year awards from *RM* editor Chris Milner is loco engineer Bob Meanley.



Chris Milner presents the second Railway Preservationist of the Year award to Richard Croucher of the Great Western Society.

of Wight Steam Railway, for its Havenstreet to Wootton Telegraph Pole project; the Talylyn Railway, for Involving Young People; and the Llangollen Railway, for the new track to Corwen Station.

The final prize of the evening was another new award, the

Chairman's Special Award, given at the discretion of the chairman and supported by the senior industry figures, heritage rail experts and journalists, who make up the Awards Committee.

The first recipient was the Great Western Society for its 'Saint' class 4-6-0 No. 2999 *Lady of Legend*.



Railways in Parliament

by
Jon Longman

Heathrow rail links

OGMORE MP Chris Elmore asked the Secretary of State for Transport, what the timescales are for the progress of rail access projects to Heathrow Airport.

Grant Shapps replied: "Network Rail is finalising work on the Western Rail Link to Heathrow Development Consent Order and will be prepared to submit to the Planning Inspectorate following the agreement of terms between the Government and the Heathrow aviation industry on an appropriate financial contribution to the project.

"Network Rail has been advised to expect to submit the application for development consent no later than summer 2020, which will mark the next major milestone for the project.

"On southern access to Heathrow, my department has been working to develop an appropriate 'market involved' commercial model.

"Following ministerial approval

and alignment to the upcoming HM Treasury infrastructure finance review, the department intends to provide further guidance regarding the commercial approach later this year."

Stockton & Darlington 200

SEDGEFIELD MP Paul Howell asked what plans the Government has to support the 2025 celebration of the bicentenary of the Stockton & Darlington Railway.

Culture Minister Helen Whately said: "As the birthplace of our modern railway system, the Stockton & Darlington Railway is an important part of our nation's heritage, and I fully support efforts aimed at celebrating its bicentenary in 2025.

"Through their Heritage Action Zones, Historic England is funding a £700,000 programme aimed at rejuvenating and restoring the 26-mile stretch of historic railway.

"This programme will help realise the railway's potential to become

a major heritage attraction and international visitor destination."

Hydrogen train progress

BOLTON South East MP Jasmin Qureshi asked what steps the Department for Transport (DfT) is taking to transition the self-powered train fleet from diesel to hydrogen.

Transport Minister George Freeman said: "The Government supports the use of hydrogen trains on the railway, where appropriate, to deliver our legally binding target to reach net-zero greenhouse gas emissions from the UK by 2050.

"Network Rail is developing a traction decarbonisation network strategy, which will examine which parts of the network are best suited to use hydrogen trains, as well as battery and electrification. This will inform Government decisions in 2020.

"Our innovation programmes have supported the development of

hydrogen technology, such as the 'Hydroflex' train, and continue to provide funding opportunities for innovative environmental projects.

"The Government is also funding work on safety and wider issues which will have to be considered to allow the smooth entry into service on the network of hydrogen trains."

Demand for sleepers

MIDDLESBROUGH MP Andy McDonald asked what assessment the DfT has made of the ability of Network Rail to secure the supply of sleepers.

Transport Minister Chris Heaton-Harris said: "Network Rail's inventory of sleepers has been increased over the last 12 months to a position where it has guaranteed supply to meet predicted demand until the end of 2023.

"Network Rail is currently developing options to secure supply beyond that date."

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NOSTALGIA AIN'T WHAT IT USED TO BE!

The hobby of railway enthusiasm has evolved in many ways since the end of steam half-a-century or so ago. **Nick Pigott** muses over some of the changes.

“**O**K lads. Take care near the open pits and let me know when you're leaving.” With those cheerful words, the depot foreman would wave us into the inner sanctum and another shed-full of engine numbers would find their way into our notebooks.

Astonishing though it might seem today, that was the sort of response my friends and I received at many places in the 'sixties and early 'seventies as we toured the nation's main line depots in a battered old minibus... yet only rarely were we in possession of official permits.

Just occasionally a foreman would call after us: “If anyone says anything, I've not seen you!”, but most of them were totally relaxed about it.

Compare that attitude with the 'military-base' situation prevalent today. In the highly unlikely event of half-a-dozen teenagers getting past a forest of cameras, spiked fences and electronic gates, the manager would be

so worried about health and safety issues he wouldn't dare grant permission in a month of Sundays.

Even if the visit had been officially approved in advance, bright orange jackets, hard hats, safety boots and special glasses would be *de rigueur*. Suitably kitted out, the visitors would then have to sit through a safety briefing (during which they'd almost certainly be told the 'customer' won't allow photography) and when the time finally came to actually set eyes on a traction unit, they'd be closely chaperoned all the way round the site by at least one senior member of staff.

One of the great ironies of all this is that most of the locos seen recently on such visits were stationary with their engines switched off in clinically clean buildings and brightly lit yards, posing no threat – whereas in BR days regular movements would be taking place all around as we made our way along full sidings. Even among the static locos, steam engines

would be dripping scalding hot water while the big diesels idled loudly through the night, wreathed in exhaust fumes and more often than not surrounded by pools of spilt oil.

In today's environmentally-conscious world, nobody would seriously try to defend such a situation or pretend everything was better in the old days, but the point is that people were trusted far more then with responsibility for their own safety.

At the majority of sheds, it was possible for anyone to wander off a street or cinder path and find themselves in the yard, yet I don't recall masses of incidents in which spotters were injured while bunking such sites, either surreptitiously or with the foreman's blessing. Most of us had far too much respect for the railway to treat it with anything other than the utmost caution and common sense.

It was while being shown round one of today's spotlessly clean and eerily quiet depots the other day that I began thinking about



One thing that hasn't changed too much over the decades is the fascination of a final run. With HSTs having been part of the East Coast scene for more than 40 years, big crowds turned out to witness LNER's farewell special, seen at Peterborough with power car 43312 (as 43112) on December 21. HAYDEN SHEPPARD

the various other ways in which the hobby of rail enthusiasm has altered over the past half-century or so. 'Quite how' was the subject of an animated discussion with some similarly aged friends afterwards and it was surprising how many changes we came up with. Some for the worse... some for the better.

STATION ATMOSPHERE: It was virtually impossible in the heyday of the steam age to be bored while standing on a platform. Even at a wayside station, a shunting engine was likely to be fussing with a few wagons in the goods yard or the local coal merchant would be using a crane to load sacks from a wagon into a lorry, or a farmer would be herding livestock into cattle trucks or trackside pens.

On a still summer's afternoon, there would be the comforting sounds of signalbox bells and signal wires sliding through the undergrowth.

At a large or medium-sized station, intervals between trains would be filled with the comings and goings of the station pilot as it moved coaches from bay to bay, marshalled parcel vans or made up rakes in the carriage sidings.

If the station was next to a major motive power depot, light engine movements would be a constant feature, locos would be constantly whistling, safety valves might well be lifting with a roar - and there would be a whoosh of a different kind as a load of coal shot from the mechanical tower into the tender of a waiting engine.

Even at stations without a depot, constant sounds would be pervading the atmosphere - sounds of carriage doors slamming, of guards' whistles, of clanking coupling rods, of crashing buffers, of shunters' shouts, of squealing flanges, of wheels on rail joints and of rattling brake levers as loose-coupled goods trains rumbled through. To the non-enthusiast, these sounds might have been perceived as noise, but to the railway buff they were 'music to the ears'.

It would be no exaggeration to say that a platform was a place of 'entertainment' for a railfan, especially at stations with adjoining marshalling yards, where the fascinating bonus of gravity hump-shunting could also be enjoyed for the price of a platform ticket.

Today, a station can sometimes seem a quiet and soulless place, devoid of 'stack talk' and lacking in interesting activity. No longer are there porters, barrows, milk churns, pigeon baskets and big sturdy trunks marked 'Luggage in Advance'.

It's all rather weird really because the network is busier than it's been for years and yet there somehow seems to be less activity, apart from the movements of fellow passengers, most of whom are engrossed in their own little world anyway. There are still arrival and departure announcements but they're among the few audible aspects common to both eras. The only other sounds you're likely to hear these days are infuriatingly repetitive public address messages telling you to 'be careful on the stairs today' and 'see it, say it, sorted!'

Night-time at big stations has changed too; no longer the excitement and frenzy of newspaper trains being loaded or unloaded, no longer postal workers with mailbags, or the fascination of travelling post offices calling in the small hours and the chance to peep inside and see the letter-sorters at work.

The newly electrified South Wales station of Newport still has many trains, including freights, and there's a refreshment room and



Shed visits, either official or unofficial, were high on an enthusiast's agenda. Former LBSCR 'E6' class 0-6-2T No. 32418 and BR '4MT' 2-6-4T No. 80087 take centre stage at Brighton shed. Health & safety requirements make depot visits today very difficult, with visitors needing to wear PPE (personal protective equipment) and undergo a safety briefing. It's not known whether the third-rail was live on this occasion. G PARRY COLLECTION/COLOUR-RAIL



Notebooks poised, spotters congregate at the west end of Reading General station in August 1962. Many enthusiasts of that age would bring sandwiches in a duffle bag or old gas mask bag, and were likely stop at the corner shop on the way home for a 'Jubbly'. RAIL ONLINE



As part of the 'Rainhill 150' anniversary celebrations in 1980, BR ran steam specials between Manchester and Liverpool. Here, No. 6201 Princess Elizabeth is surrounded at the Newton-le-Willows photo stop, with passengers being allowed off the platform and onto the ballast, such was the more relaxed regime at the time. FERNDAL MEDIA



No shortage of spotters waiting to 'cab' workstained 'Britannia' No. 70007 *Coeur-de-Lion* at Lancaster – it's not always so easy today. M CHAPMAN/COLOUR-RAIL

a small newsagent shop, but like many similar places, it just seems to lack the bustle of old.

The adjacent loco stabling point at Godfrey Road was once a source of interest, but it's moved elsewhere, and even the freights barely announce themselves any more. In the days of regular Class 37 and 47 operation, the approach of a heavy coal, steel, oil or iron ore train would have been audibly obvious, but I was recently caught unawares as a refurbished 'Super 60' hurried through with barely a murmur, the all-welded track muffling the sound of the wagons' smooth-running wheels.

Even the architecture has changed at many locations. Splendid Victorian buildings with nooks and crannies could often help an enthusiast kill a few minutes in the absence of rolling stock, but although the likes of Preston, Wemyss Bay and Birmingham Moor Street have survived, ultra-modern stations like Reading are more akin to airports, while others are basically glorified bus shelters. Even a young railfan who's never known the steam age would surely struggle to find something to hold his attention at such places.

The most important thing, of course, is that so many stations and halts are still open, and for that we must be grateful.

FREIGHT ANNIHILATION: Probably the saddest and most worrying development of the last 50 years has been the massive reduction in freight movements.

One of the most graphic locations in which to witness the result of this is Sheffield. In 1970, the 'steel city' was an absolute mecca for enthusiasts. Its vast gravity marshalling yard at Tinsley was heaving with wagons around the clock, the adjacent traction depot was one of the busiest in the country and its huge army of 350hp shunters could be found out-stationed all over South Yorkshire.

Today the shed and hump yard don't even exist!

A similar story can be told in cities and towns the length and breadth of the nation, especially in former areas of mining and heavy industry, and the majority of revenue-earning freights that do still run convey only containers, so even those provide little in the way of variety to interest an observer.

'GREEN TUNNELS': A further big change concerns lineside overgrowth, for the proliferation of trees and bushes not only affects photographers trying to find a suitable location but passengers hoping to enjoy a view from their seats too.

When I was growing up, I was blessed with a vista of the East Coast Main Line from



Tinsley depot was popular at weekends for spotting, many locos stabled or undergoing maintenance. This mid-1980s view shows Nos. 08880, 08870, 08492, 08671, 37029, 31450, 31155 as well as Class 20s and 56s in the distance. A car showroom stands on the site today. FERDALE MEDIA

my bedroom window and was able to follow the unobscured passage of trains along an embankment for almost a mile. Whenever a slow 'O2' or 'WD' 2-8-0 plodded by with a long rake of coal or ironstone wagons, the marvellous free spectacle could last two minutes or more.

Today, the most anyone could expect to see from my childhood window is a split-second flash of colour between trees and walls in the housing estate and linear forest that's sprouted there in recent years. I'd go as far as say that if I'd been growing up in that home now, I might not even have become interested in trains at all – because I'd barely be aware of them!

It was the fascination generated by regular sightings of different types of motive power that sparked my passion and many other boys in their formative years must have had their curiosity pricked by seeing trains steaming through the landscape... so the opposite must be the case for thousands of vista-deprived youngsters today.

As for passengers, the situation is equally frustrating. My own experience of British train travel in the 21st century has been (dare I say it?) a little on the boring side, especially in summer. Because for much of the time all I can see out of the window is solid greenery.

No wonder the linesides are often referred to these days as 'green tunnels'. To all intents and purposes they might as well be brick-lined.

Yes, there are plenty of exceptions and it's still perfectly possible to obtain clear views across fields and moors in numerous places, but it wouldn't surprise me to learn that 50% of the views available to passengers and cameramen 50 years ago are no longer possible.

Trees are obviously essential to the climate of the planet and a programme of mass felling would cause public outrage, but a sensible lineside management policy is vital to redress unchecked growth and maintain signal-sighting and other aspects of rail safety.

DEMISE OF SIDINGS: While on the subject of what can be seen from a train window, it's necessary to mention goods yards. Until the rationalisation of branches and freight facilities, which took place with a vengeance between the 1960s and 1990s, a typical train journey

through the industrialised regions of Britain would be enlivened by the enormous number of sidings, yards, collieries and factories one would pass en route.

In steam days and even to a lesser extent in the 1970s, it was usual for a shunter or privately owned industrial loco to be lurking in these little-known backwaters and even if not, the sidings were packed with wagons and vans of various vintages and pedigrees.

Today, such places have almost all been wiped off the face of the map, 98% of industrial locos have disappeared and even the ex-BR Class 08 shunter is an endangered species. This homogenisation of the nation's rail routes has rendered a typical journey rather bland and anodyne, with civil engineers' sidings such as Wellingborough often the only relief from tedium unless one counts yards full of 'demics' such as Burton and Leicester,

LACK OF LOCOMOTIVES: We are living through a period in which the network is busier than it's been for years in terms of services and passengers, but with the exception of a few push-pull and sleeping car train locos, every new passenger train built this century has been a multiple unit.

The writing has been on the wall since the first BR DMUs arrived in the 1950s, of course, and the former Southern Region has long been a locomotive desert, but at least during the latter half of the 20th century, haulage bashers and those in search of traction action could enjoy their passions at will.

Fast and reliable though the new trains are (and thank heavens for the fantastic levels of investment that have produced so many of them!), it's a fact that for the majority of hardcore enthusiasts, units are simply not 'sexy'. Words such as 'thrash' and 'hellfire' are what turn those 'gricers' on; modern locos have more in common with 'whisper jets'.

So unless you happen to live alongside a freight artery or a heritage line, you're unlikely to see a locomotive at work these days and, from an enthusiast point of view, that has to go down as one of the saddest changes of the last few decades.

SPOTTING BY PROXY: The tiny size of

digits on the sides of multiple units and even some locos is in stark contrast to steam days when cabside numbers were easily visible from many yards away. This, coupled with the 'green tunnels' mentioned earlier, has made lineside spotting much more difficult and far less fun. As a result, another form of the hobby has evolved – 'photospotting'.

This involves ploughing through every book and magazine you can lay your hands on and using an old Ian Allan combined volume to underline the engines portrayed in the photos therein!

I haven't succumbed myself as I'm told it can become as addictive as the real thing and cost a fortune in second-hand book purchases, but apparently it's possible to 'clear' entire classes of BR passenger and mixed traffic locos. And once you've done that, you can, if you wish, move onto 1970s and 80s modern traction or even go back in time to Big Four and pre-Grouping days – although clearing classes that far back is going to be more challenging and probably impossible.

Not only is this 'spotting by proxy' a nostalgic pastime, but for older men perhaps too old or infirm to trek the linesides anymore, it has added appeal insofar as it can be practised in the comfort of a cosy armchair.

As there's no 'rule' that you have to be physically present, an alternative form of armchair fun can be derived from visiting websites such as Railcam or the various webcams erected at important stations and junctions, and coping whatever you see passing the cameras. It's not as good as doing it for real, but it's a lot cheaper and you stay dry!

LANGUAGE: Even the way we speak is

"It was the fascination generated by regular sightings of different types of motive power that sparked my passion, and many other boys in their formative years must have had their curiosity pricked by seeing trains steaming through the landscape..."

evolving. In his chilling novel '1984', George Orwell coined the phrase 'Newspeak' to describe the language of the fictional state of Oceania, and during the past few years we seem to have sleep-walked into a whole new lexicon of weird words and phrases.

For example, a 'platform' is now no longer just somewhere you stand and wait. For some reason, rolling stock manufacturers have coined the word to describe the various options train operators and other customers are given when ordering a new multiple-unit fleet or whatever. So, Bombardier has the 'Aventra' platform, which comes in several styles and sizes (such as Classes 345, 701, 710 etc), Siemens has the 'Desiro' platform (Classes 185, 700, 707 etc), Stadler has the 'Flirt' platform, CAF has the 'Civity' platform and so on.

Another bizarre phrase is 'special purpose vehicle'. This vehicle has no wheels, in fact it's not even a vehicle at all! It's a subsidiary business created by a parent company to isolate financial risk and several have been set up within the rail industry over the past few years.

When it's considered that English is considered the richest and most diverse language in the world, with new words being added constantly, why on earth was it necessary to cause confusion by adopting

two words already in widespread use throughout the rail industry? Ridiculous!

Other vocabulary changes include: bi-mode (what was wrong with electro-diesel?); intermodal (meaning containers); signallers (surely a military term); traincare facility (it's a depot for heaven's sake) and the most irritating of all... train station.

The less said about that the better!

NAMING POLICY: One of the best things about the early diesel period and the 'Big Four' steam era was that most locomotives carried a name for life. Their appellation was usually more permanent than the running number and became an integral part of an engine's identity. It's true that several 'Castles' and 'A4s' underwent renamings, but such cases were the exception rather than the rule and, in BR days at least, the vast majority of steam locos kept their names.

Would *Flying Scotsman* be as famous now if it had been renamed, say, *Andrew K McCosh* in 1942 and been known only by that name throughout its entire life as a BR loco? Would it even have been saved? Would the iconic *Western Enterprise* or *Royal Scots Grey* have retained their reputations had they been saddled with appellations such as *Top of the Pops* ▶

What a wonderful shot of 'V2' 2-6-2 No. 60841 working hard through Grantham on a mineral train on December 21, 1962, much enhanced by the presence of two trainspotters, poised to note the loco's number. A J CLARKE/COLOUR-RAIL



A 'MULTIPLE ASPECTS' SPECIAL

or St Margaret's Church of England Primary School City of Durham Railsafe Trophy Winners 1997?

Some diesels and electrics have even suffered identity crises by being renamed as many as four or five times, some titles lasting only a few months. If such a piecemeal policy had been in effect in the pre-Internet years of the 1950s, spotters would have been totally bamboozled, for by the time a name change had been notified in the slow-moving periodicals of the time, a loco could already have lost it and be carrying the next one!

So three cheers to DRS for the sense of occasion it's displayed in returning to 'proper' names for its Class 68 and 88 fleets. All but two of the latter are named after Woodhead electrics (including all seven Class 77s) and six of the '68s' are named after Western Region 'Warships'.

The company has resisted the temptation to curry favour with customers and celebrities and has done what BR did when choosing a themed policy for the Class 60s three decades ago. Unfortunately, some of those names were unpronounceable and many of the locos were later renamed or de-named in a mishmash manner anyway, but at least the idea was right.

PHOTOGRAPHY: The paranoia that saw railway photographers having their bags searched by British Transport Police and various self-appointed 'jobsworths' a few years ago seems to have subsided, but could rear its ugly head again if there's a return to international terrorist alerts. Regardless of that, though, lineside photography has become more challenging of late.

One of the main drawbacks is the vegetation mentioned in a previous section, but another concerns the raising of bridge parapet heights as a result of increased electrification. With many hundreds of miles of track having been wired in recent years, particularly in Scotland and Great Western territory, it's become harder to find vantage points off bridges – and even if you have a box or ladder to stand on, there's still the problem of catenary.

The other big change since steam days has been the introduction of high-visibility clothing for rail staff. This is necessary to enhance safety, and cannot be criticised, but from a few track workers wearing little pale orange vests in the 1980s, we now have whole 'Orange Armies' wearing brilliantly vivid full-length overalls.

RAILTOURS: There was a time when an enthusiasts' charter could be spotted half a mile away by the number of heads and video cameras sticking out of every window the whole length of the train. If it was a diesel-hauled special, then not just heads but arms fully outstretched in the strange sort of salute – the 'flail' – that modern-traction 'gricers' seem to have made their own.

Nobody would condone such behaviour (in fact some sections of the media even likened it



In the current climate of orange overalls and draconian health & safety regulations, it's hard to recall that scenes such as this were commonplace as recently as the 1990s. The two ladies standing in their summer dresses and open-toed shoes on the main line ballast at Stratford are Gwenda Hardy (wife of ex-shedmaster Dick Hardy) and her friend Pat Carden. Dick said: "I took this photo in 1991 in the days when sensible photographers and passengers were allowed to walk off the platform-end and take pictures such as these. You can see a few of them in action in the left background, and good luck to them as such a picture could never be taken today."

to football hooliganism), but it was harmless bravado and the lads concerned were seasoned travellers who could perfectly well see potential hazards such as oncoming trains or signal posts.

The exception was the recent tragic accident in which an experienced railfan travelling alone lost his life while leaning out of the window of a normal service train – and the political fall-out from that single incident is bringing a rash of new restrictions to effectively deny other enthusiasts the simple pleasure of standing at an open window enjoying the sight, sound and smell of a hard-working locomotive.

As it happens, the increased use of air-conditioned stock on main line specials is doing much to kill that particular branch of the hobby anyway. A friend who recently travelled on a Crewe-Chester-Shrewsbury charter formed of Mk2d stock said he was unable to hear the steam loco at all during the entire journey and that he might as well have been on a diesel train.

The good news for tour operators, though, is that when he mentioned this feeling of insulation from the outside world to his three non-enthusiast companions, they said they hadn't even noticed!

FRONT-ENDS: It used to be said in jest that all Great Western engines looked the same. They didn't of course, even though Swindon standardisation was legendary – but half a century or so later, the old joke seems to have come full circle with GWR's Class 800s, 801s and 802s looking almost indistinguishable from

a distance with their all-over green livery and Hitachi front-ends.

The latter design of nose is fast becoming the norm elsewhere too as the look first seen on Southeastern's 'Javelins' spreads throughout the country with LNER, Hull Trains, TransPennine Express and Avanti West Coast all ordering virtually identical units. Only the liveries will differ.

Compared with this chronic homogenisation, even British Rail's 'blue period' seemed full of diversity!

Such matters are of no importance to operators and passengers, obviously, but variety is the spice of life and plays a big part in germinating and sustaining an enthusiast's interest.

PLATFORM-ENDS: I'm not suggesting it was ever acceptable to wander off a platform end, but it's an inescapable fact that many did and there are some wonderful low-angle photographs to prove it. People in those days also somehow managed to do it without getting themselves killed or maimed because the vast majority were sensible and didn't stand on the tracks!

A photo in one of the books written by the late, great shedmaster Richard Hardy even shows his wife standing with a female friend on the ballast of a main line, having walked off a platform ramp during a main line steam railtour in the early-1990s. Both women were wearing summer dresses – and open-toed shoes – and although leaving the platform was officially against the rules, Dick had no qualms about publishing the picture as it was just so normal at the time for railtour passengers to do such things!

Today, all new or rebuilt platforms on the network are devoid of ramps. Instead, they have a sudden drop protected by a locked gate leading to a short flight of steps. If these developments really do help reduce suicides

"I do see a few youngsters on platform-ends these days, but not many. Most frequenters are the wrong side of 60, passing the long days of retirement and perhaps, in their own minds, living the life of carefree schoolboys again."



Before the advent of the smartphone, information was obtained by the printed GB Timetable. With the latest Middleton Press printed version being the last, timetable information is accessed in a variety of different ways using a computer or smartphone. Spotters books are still around, but sell in lesser quantities, and a rail atlas is always useful to keep up-to-date with changes. In the 1980s and 90s, books containing lists of loco-hauled diagrams were popular, and while Ordnance Survey maps have lots of detail, again smartphone maps or access to the OS via streetmap.co.uk has rendered them less popular.



they can only be praised, but it's yet another example of the way aspects of the old hobby are being steadily closed off.

I do see a few youngsters on platform-ends these days, but not many. Most frequenters are the wrong side of 60, passing the long days of retirement and perhaps, in their own minds, living the life of carefree schoolboys again.

Other enthusiasts, tired of units and unwilling to begin logging the numbers of wagons or yellow plant, have turned their attentions overseas, where attitudes are generally more tolerant and relaxed. In many countries, it's still perfectly normal for members of the public to wander along the tracks and they rarely come to any harm. After all, it's no different (and probably a great deal safer!) than crossing a main road. The 'Ian Allan'-style books of loco numbers published by Platform 5 and covering many major European nations have helped 'export' this peculiarly British hobby to the rest of the continent.

COMMERCIAL GIMMICKS: The heritage railway movement has not escaped the changing world. Originally established to 'accurately and faithfully preserve and conserve' the railway of the past, steam lines have had to resort to ever-more extreme ways of attracting hard-to-please 21st century punters and their kids.

These gimmicks began fairly mildly in the 1980s with 'Santa Specials', 'Thomas the Tank' weekends and 'Rail-Ale Specials', then came the rather less innocent 'Second World War re-enactments' and 'Murder Mystery Trains'.

Then the 'Polar Expresses' arrived on the scene, providing the impetus for the recent huge leap into a scenario unimaginable only

a few years ago – trains festooned with multi-coloured light bulbs!

These 'Winter Wonderlight' specials run in darkness in order to increase the effectiveness of their displays, some of which can stretch the full length of the train and give the impression of 'Blackpool illuminations on wheels'! As spectacles, I have to admit they're pretty impressive and I wouldn't criticise the vision and enterprise that has created them – for any business has to keep re-inventing itself if it's not to wither and die through lack of income.

Whether it's good for nostalgists or in the spirit of preservation's pioneering aims, however, is another matter entirely.

Now for the more POSITIVE CHANGES:

THE INTERNET: There is little doubt that the greatest development of modern times is the Internet. It's almost impossible to fully appreciate what this digital phenomenon has done for railway enthusiasm.

In just two decades, millions upon millions of facts and figures relating to railway history have made their way onto the worldwide web, to be immediately accessed at the touch of a finger by any railfan anywhere on the globe.

If you were to travel back in time even as recently as the 1980s and tried to explain this to someone, they simply wouldn't be able to grasp the enormity of it.

It will probably never be possible to get absolutely *every* fact or photo on-line, of course, but I never cease to be amazed by the arcane, nebulous and virtually prehistoric



Mobile phone technology has radically changed, too. Left is a Motorola 8800X, a speech-only, brick-sized device from 1988. Later came the BlackBerry, this one from 2011 which would allow speech, text messages and emails and, on the right, the iPhone 8 (smartphone) which provides the user with vast computing power through a range of apps (applications).



The availability of drones costing from £100 upwards provides new opportunities too, even more so as drones under 250gm do not need licensing. Here, an East Midlands Trains HST crosses the Trent and is about to plunge into Redhills Tunnel on April 10, 2019. GEOFF GRIFFITHS

subjects that do come up on my screen, some of which I'd previously had no idea even existed! It's not just history either; every heritage railway and specialist group now has its own dedicated website, while Network Rail and the train operating companies virtually live on the net these days. Many of their passengers book their tickets that way too.

What the next stage will be in this new industrial revolution is anybody's guess.

MOBILE PHONES: Most of us now wouldn't know what to do without our smart phones.

How many times in the 'good old days' did you stand, soaked to the skin, freezing cold and fed-up on a deserted platform or on the lineside with your camera, waiting for a train that just didn't seem to be turning up? Unless you were lucky enough to be near a signalbox with a friendly bobby, there was no way of knowing – yet the minute after you'd packed up and set off for home, sure enough the train would appear!

From the early-1990s onwards, we began to enjoy the luxury (if humping something the shape and weight of a house brick around could be called a luxury!) of phoning friends further down the line and finding out whether

trains were delayed or not.

Now websites and apps such as 'Realtime Trains' have taken that benefit to a new level, providing a wealth of near-live information about every movement, be it passenger, freight or special.

Mind you, there are some old-time cameramen who feel such developments have changed the hobby for the worse by taking the element of surprise out of it – rather as a special pair of glasses would if they enabled an angler to see beneath the surface and detect the positions and breeds of all the fish.

Smart phones do have another massive advantage, however, and that's in the use of GPS satellite technology to inform you exactly which direction you're moving in and how close you are to your intended location... particularly useful if travelling in a foreign country with indecipherable signage.

DIGITAL CAMERAS: If rail-related time travel ever becomes a reality, I'd go back to the early-1920s and the mid-1950s armed with a modern camera!

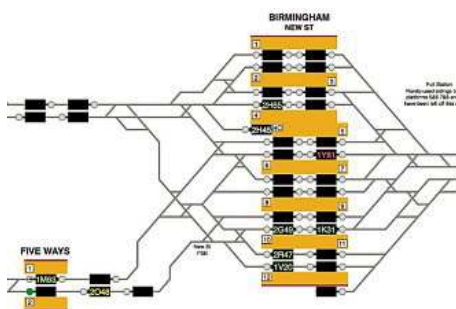
Film photography had many frustrating disadvantages. First of all, the inability to know for sure whether you'd focused and exposed the film correctly. Secondly, the extremely

limited number of shots per roll, and thirdly the frustrating length of time it took for films to come back from processing. Even if you developed and printed your own, it took skill, time and effort.

Fast-forward 20 years and poor or superfluous shots can be deleted and replaced before you leave the scene. Your videos can be uploaded onto YouTube or similar and be viewed by others before you've even got home. Cameras and scanners have revolutionised the hobby – and manipulation tools even allow unfortunate oversights such as signal posts sticking out of chimneys and steam support crew's orange clothing to be subtly 'removed' if necessary. Not something *The RM* would condone, but acceptable for private use.

DRONES: Linked to the above is the relatively recent advent of drones. We might not be able to see trains properly from the lineside in many places any more, but we can effectively rise above the trees and housing estates and take a bird's eye view instead, thanks to drone-mounted cameras.

These have provided a whole new slant on familiar locations and made it possible to take track-level shots alongside viaducts or above-the-sea shots of harbours and coastal termini.



PRESTON RAILWAY 1000			
Line	Platform	Train	Time
1	1	1000	10:00
2	2	2000	10:00
3	3	3000	10:00
4	4	4000	10:00
5	5	5000	10:00
6	6	6000	10:00
7	7	7000	10:00
8	8	8000	10:00
9	9	9000	10:00
10	10	10000	10:00
11	11	11000	10:00
12	12	12000	10:00
13	13	13000	10:00
14	14	14000	10:00
15	15	15000	10:00
16	16	16000	10:00
17	17	17000	10:00
18	18	18000	10:00
19	19	19000	10:00
20	20	20000	10:00

With easy access to the internet, today's enthusiast can often check on the accessibility and suitability of a location using Google street view (left), such as here at Colton Jct, York. By using website Traksy.uk (centre) or Realtime Trains (right), the position of a train can be determined with far greater accuracy than 20 years ago, when it was often necessary to wait and wait, not knowing if a working had failed, been diverted or been cancelled.

For those of us fascinated by the detail in aerial photographs, these little gadgets have been a godsend... although they can be a damned nuisance in wrong or inexperienced hands.

CLUBS AND SOCIETIES: It's not much more than the lifetime of a single human being since the first of today's enthusiast organisations – the Stephenson Locomotive Society – was formed in 1909. Before that there was only the now-defunct Railway Club, a rather high-brow grouping more suited to historians and academics.

The SLS was followed by the Railway Correspondence & Travel Society (RCTS) and the Locomotive Club of Great Britain (LCGB), but the 'big three' eventually found themselves competing for members from loosely organised spotters' groups such as the Northern Counties Transport Society and the Dalescroft Railfans Club, whose typewritten newsletters were churned out on old duplicating machines.

When I established the Engine Shed Society a third of a century ago, one of the national magazines quipped that it wouldn't be long before there was an 'Ashpit Society'! Well, it hasn't quite come to that, but the situation is certainly more specialised these days with study groups dedicated to all the major pre-Grouping companies and virtually every sizable town in Britain blessed with a local rail society. Not only that, but their journals have become glossy, professionally printed products providing a wealth of fascinating information.

BOOKS AND PERIODICALS: Much the same can be said for the publishing industry generally. In the 1950s and early-'sixties, we considered ourselves well catered for in this regard... even if most of the volumes did seem to come from the Ian Allan or David & Charles stables with five or six 'plates' of



When the HSTs entered passenger service in 1976, no one could have envisaged how they'd change inter-city services, nor expect a demand to 'cab' them. Here is the penultimate LNER HST working from King's Cross to Harrogate on December 15, 2019, with a group wanting to cab it. CHRIS MILNER

Inset: Modern railwayana has also found a place in the hearts of enthusiasts. Sales of Virgin 'Pendolino' nameplates and crests last year realised more than £170,000 for charities and good causes.

illustrations interleaved between hundreds of pages of unbroken text!

We had no idea how much more fortunate we were going to get!

For the 1970s marked the start of a tidal wave of highly specialised hardback books from new kids on the block such as Wild Swan and Oxford Publishing Co, whose deeply

researched and profusely illustrated books began to move away from general company histories and concentrate instead on individual branch lines or even structures thereof.

Such in-depth coverage has since mushroomed in spectacular fashion, with publishers such as Irwell, Lightmoor, Book Law and Mortons' own Gresley Books continuing to push back the frontiers of knowledge in ways undreamt of in earlier times. It's been a similar story with monthly periodicals.

Students of British railway history can indeed consider themselves the luckiest in the world to have so much information and photographic evidence at their disposal.

"For those of us fascinated by the detail in aerial photographs, these little gadgets have been a godsend... although they can be a damned nuisance in wrong or inexperienced hands."



Fifty years ago, few people could have imagined scenes like this! 'Trains of Light' such as this on the Dartmouth Steam Railway have brought a dramatic new visual dimension to the hobby. DSR

RAILWAYANA: Half a century or so ago, totems and other items of railway furniture were still being thrown into skips during station modernisation schemes. Such relics were considered junk and although BR had recognised the resale value of name- and number-plates, anyone seeking to buy one before the arrival of Collectors' Corner had to either contact BR direct or search the classified ad pages of *The Railway Magazine*, *Trains Illustrated* or *Railway World* in the hope of finding a private collector prepared to dispose of one. A wait of several months could perhaps ensue before something suitable turned up.

Now the 21st century collector simply turns to the many full-page colour adverts placed in *The RM* by the railwayana auction houses and has a veritable cornucopia of plates, totems, lamps, clocks and suchlike to choose from.

To sum up, the modern rail network is fast, smooth and wonderfully well-used and I for one will remain a supporter of railways until the day I die... but with many steam-age spotters now pensioners, I wonder how long the hobby itself will last in its present form? ■



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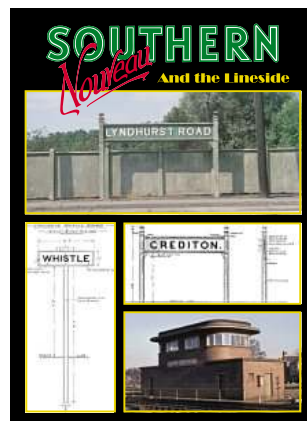


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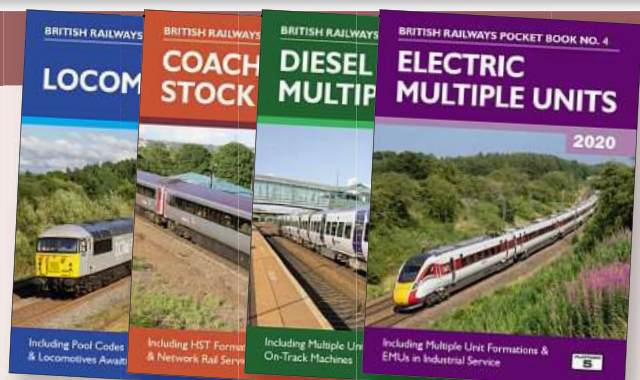


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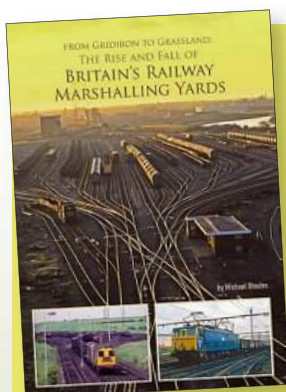
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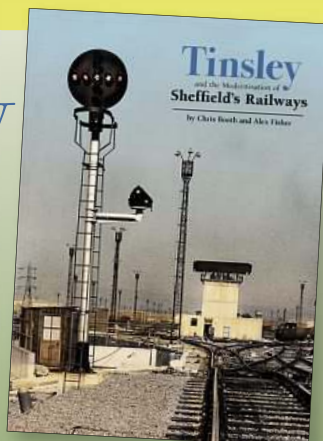
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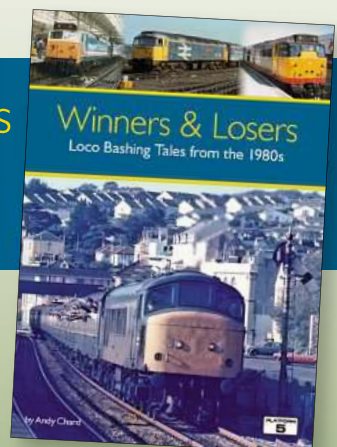
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FAREWELL TO DRS CLASS 20s



The English Electric Type 1 has been a stalwart on the rail scene for more than 60 years. Now on the verge of retirement from the national network, **John Heaton FCILT** takes a ride on the 'DRS Class 20 Farewell' railtour.

The long special train writhes off the line from Blythe Bridge across the trailing Stoke Junction and, once the generator van at the rear of the train clears the 15mph restriction, the two single-cab Class 20 locomotives are permitted to accelerate to 30mph through Stoke-on-Trent station platforms.

Here is an excuse (if one was ever needed!) to put on a show – not only for the crowd of enthusiasts, armed with all manner of gadgets to record the scene, but also for the passengers awaiting trains to Euston and Crewe. The characteristic low-pitched growl of two 1,000hp engines leaping into life is accompanied by that descendant of higher-pitched whistling that seems unique to English Electric 8 and 16SVT engines. Each special train creates unique memories, and Stoke-on-Trent was one of the, admittedly less likely, ones of this trip.

This class of loco dates back to British Railways in 1957, but today's Nos. 20302 and 20305 are now owned by Direct Rail Services (DRS), which has been investing heavily in modern locomotives. So, sadly but inevitably, these first mass production Type 1s are probably on their last revenue-earning duty,

but they are bowing out in style.

Railtours versus service trains are like à la carte compared to cafeteria grub. A successful railtour requires not just a menu but first a recipe. This one used Pathfinder's organisational and marketing skills, Riviera's passenger stock, a succession of DRS locomotives and the co-operation of Network Rail plus, of course, the indefatigable catering presence of 'Frying Scotsman'. Apologies to flavourings not listed!

Substantial

A gaggle of railtour participants had gathered outside Bristol Temple Meads station at 05.00 on Saturday, January 18, waiting for the doors to open. The 13-coach set was already in platform 5, so the first obstacle to the day's punctuality had been removed. The publicity said that a Class 57/0 had been requested – and doubly delivered, in the shape Nos. 57002 and 57003. All seats had been booked so the estimate I made of the net and gross tonnages was 480 and 520 tonnes, ultimately say 761, including the locos.

The train was routed via the new formation on the eastern side of the newly re-installed four-track layout initial climb. The substantial

1-in-75 two-mile-long gradient remains the same problem though. The initial effort demonstrated the attitude of the crew as we attacked the gradient and seemed to balance at 57mph, eight minutes and 14 seconds being an excellent time to Bristol Parkway, although the Railway Performance Society archive contains some Class 47 runs nearly a minute faster. The schedule was 'D455', implying the base of a single loco on this load, as did the 3min early arrival without any timetabled extra allowances.

Our run to Cheltenham averaged 74.1mph for the 22.84 miles from Yate, passed at 71mph, to MP 96 – three miles south of the junction of the entry to Gloucester station and its avoiding line.

Running 8min early, following 6min of allowances, delay was inevitable, and we were halted four times before Cheltenham, basically 'as booked' for the 05.40 Cheltenham-Paddington to cross our bow leaving Gloucester and requiring to follow the 06.10 Gloucester-Worcester Shrub Hill.

Loading of supplies at Cheltenham took longer than anticipated so the two Class 57s were whipped up to a momentary 90mph just after Ashchurch, which resulted in the gain

The DRS Class 20 pairing of 20305 and 20302 get the farewell train away from Poppleton on the York to Leeds section on January 18, having taken over from the Class 57s at York. **RICHARD LILLIE**





Class 57 Nos. 57002 and 57003 approach Colton Junction with the 05.13 Bristol Temple Meads-Leeds 'DRS Class 20 Farewell' tour on January 18. ROBIN STEWART-SMITH

of 3½min on net times between Cheltenham and Abbotswood Jct, where the Worcester line diverges. Table 1 shows the Bristol Parkway to Cheltenham section alongside a Class 67 on a 2005 scheduled Paignton holiday train and a brisk Class 47 run.

Lickey

A central point of interest lay in how the train would tackle the Lickey Incline's two miles at 1-in-37¼ after the scheduled Bromsgrove stop. The new station is now a third of a mile west of the old one, allowing starting trains to have a welcome extra run at only 1-in-186 before reaching the throw of the steepest gradient. It was still dark by this time so any hope of taking milepost readings was thwarted.

The figures in Table 2 are taken from my position in the 11th coach every quarter of a

mile on the GPS as opposed to the ground. This demonstrates that the maximum speed of 32½mph shown on the readout was reached within the first half mile. It then declined, barely perceptibly, to a minimum of 28.7mph before the locos crested the summit at Blackwell.

I am not claiming that these tenths are accurate but simply that I do not feel a balance of 29 or 30mph could quite be claimed. An estimate of the draw bar horsepower would be about 3,700.

The usual checked approach to New Street resulted in a five-minute late arrival, which had been reduced to just a three minute deficit when we were consigned to Water Orton West Loop for 20min, booked 17min. This was a decent train-watching spot of course and the last of the trains for which we were held flashed past at 100mph, a Class 220 four minutes late

on the 06.15 Bristol Temple Meads-Glasgow via Newcastle.

Leaving Tamworth five minutes late, it was unlikely we would reach Derby punctually but there was obviously some hidden recovery time in the schedule over the one minute shown.

Stamping

So Nos. 57002/3 were able to reach Clay Cross North Jct on time and take the former Down Goods (now Down Erewash) line round the back of the station. This was the stamping ground of Class 20s, so often seen on Midland main line journeys of the 1960s and 1970s, as they made their way between the giant marshalling yards of Tinsley and Toton, and the myriad intermediate collieries, coking plants and steel works.

Post-industrial Britain now features either ▶

TABLE 1: BRISTOL PARKWAY TO CHELTENHAM

Loco/s Load* Train Date Recorder/Position		57002 + 57003 13/480/510/751 05.13 Bristol T M-Leeds January 18, 2020 J Heaton 13th of 15				67001 11/369/376 09.05 Paignton-Newcastle July 31, 2004 J Heaton -/-				47849 6/198/210 11.44 Plymouth-Manchester P July 25, 1997 J Heaton 2nd of 8			
Miles	Location	Sch	M S	MPH	Sch	M S	MPH	Sch	M S	MPH			
0.00	Bristol Parkway d/p	0	0 00	½L	11	11 33	2½L 38/37	0	0 00	1L 60tsr			
1.95	Winterborne		-			13 42	64/68		2 35	67/68			
3.28	Coalpit Heath		4 15	72		15 09	50		3 52	60tsr			
4.63	Westerleigh Jct	6	5 51	35/79	16	17 45	26/2x20tsr	5	5 13	40			
6.20	Yate	9	7 37	71/80	18	21 15	45	7	7 09	65/93			
10.64	Wickwar		11 02	78		24 59	88		10 18	91			
12.78	Charfield	15	12 41	77/80	24	26 19	89/98	12	11 43	87			
17.96	Berkeley Road		16 40	76		29 39	96/99		15 02	100			
20.56	Cam	(1)	18 39	80/75		31 15	97/93		16 33	104/102			
24.23	Stonehouse		21 27	76		33 31	98/99		18 41	103			
26.00	Standish Jct	27	22 55	77	33	34 37	96	21	19 44	100			
27.18	Haresfield Jct	[1]	23 54	79	[1]	35 20	100	[3]	20 26	104			
29.96	MP 96	(4)	26 07	79		37 02	97		22 01	107			
31.03	Gloucester E Jct			2 sig stops		37 58	66		22 47	65/sig stop			
32.34	Gloucester Yard Jct	37 (1)	32 34	25/sig stop	39	39 08	70	28	26 37	39			
33.08	Barnwood Jct	39	38 10	40/67	40	39 44	76	29	27 33	54/60tsr			
35.51	Churchdown		40 41	66	[1]	41 33	84/85/sigs10		29 42	75/78			
38.61	Cheltenham a/p	46	47 24		47	45 48	40	34	33 10				

* vehicles/tare/gross tonnes/incl locomotive(s)
(x)= mins pathing [x]= mins recovery

TABLE 2: LICKEY INCLINE

Locos		57002 + 57003			
Load*		13/480/515/756			
Train		05.13 Bristol T M-Leeds			
Date		January 18, 2020			
Recorder/Position		J Heaton 13th of 15			
Miles	Location	Sch	M	S	MPH
0.00	(Bromsgrove)	0	0	00	T
0.04				0 24	10
0.12				0 42	20
0.33				1 07	30/32.5
0.50				1 27	31.4
0.75		[1]	1	56	30.7
1.00				2 25	30.2
1.25				2 56	29.6
1.50				3 26	29.3
1.75				3 57	29
2.00				4 28	28.9
2.25				4 59	28.7
2.50	Blackwell	8			
				5 24	36

Bromsgrove start is from 11th coach at the station stop
Speeds from gps. Some adjustments made to times relating to distances
Times taken to 100th of a second rounded to full seconds for clarity

*= vehicles/tare/gross tonnes/incl locos

**TABLE 3: NEVILLE HILL WEST
JANUARY 18, 2020 1440-1510**

From	To	Actual	E/T/L
Blackpool N	York	1440	7½L
Manchester P	Hull	1443	6½L
York	Leeds	1445	9L
Manchester A	Newcastle	1447	2L
Redcar C	Manchester A	1448	9L
Scarborough	Manchester V	1451	1½E
Liverpool L St	Edinburgh	1454	T
York	Blackpool N	1455	8L
Neville Hill Depot	Bristol T M	1457	15L
Halifax	Hull	1500	3L
Hull	Manchester P	1500	T
Glasgow C	Penzance	1503	1E
Newcastle	Manchester A	1508	1E

Using rounded time data from realtimetrains
E/T/L = Minutes Early/On Time/Late

TABLE 4: SHEFFIELD TO DERBY

Locos	20302 + 20305			
Load*	13/480/520/670			
Train	15.03 Leeds-Bristol T M			
Date	January 18, 2020			
Recorder/Position	J Heaton 5th of 15			
Miles	Timing Point	Sch	M S	MPH
0.00	Sheffield d	0	0 00	
1.50			3 45	30
2.00			4 45	30
3.00			6 45	30
4.26	Dore & T	8	9 10	32/29
6.97	Dronfield		13 44	55/63
11.64	Tapton Jct		18 31	49
12.25	Chesterfield	16	19 16	49
15.35	Clay Cross N Jct	20½	22 53	56
17.99	Clay Cross TSP		25 42	56/65
24.66	Wingfield TNP		32 16	57
26.09	Toadmoor TNP	32	33 42	60/64
28.61	Belper		36 08	63
31.14	Duffield	[1]	38 32	62/66
35.18	St. Mary's Yard		42 43	47
36.43	Derby a	45	45 19	

*= vehicles/tare/gross tonnes/including locomotives
[1]=1min recovery

tacky trading estates or swathes of open spaces being reclaimed by nature where heavy industry once stood. Where better demonstrate this than the wastelands of the Barrow Hill area and then, after regaining the main line at Rotherham Masborough, the former Swinton & Knottingley line past the ghostlike three Ferrybridge power stations. The 'C' merry-go-round plant would voraciously consume 100,000 tonnes of coal per week in the late 1960s, served by a small selection of Knottingley Class 47s that, quaintly to modern eyes, earned their weekend keep on summer Saturday seaside specials.

Where railtours lose their performance edge they gain by allowing time for reflection. And there was a good dose of this to come as early running accumulated to 12min just after Church Fenton. The more eagle-eyed passengers in my coach had spied a train hot-footing it down Micklefield Bank on the Leeds line; a 'Voyager' Class 220. Not just any old 'Voyager', but the one that had left us in its wake at Water Orton and was now scooting towards York on time. Our 13-coach special, admittedly via a shorter but much lower speed route, had beaten it to Church Fenton by four minutes. CrossCountry and the franchising authorities need to re-examine this service group and exploit its potential better than this.

The signals protecting the trailing junction with the East Coast Main Line at Colton Jct were a favourite resting place of Scarborough Spa steam specials that came this way twice a day before their re-routing – and the DRS diesels were to follow their example.

Eventually we were allowed to cross from the Normanton to the Leeds lines at Colton North Jct, but not without browsing the current catalogue of rolling stock offered by TransPennine Express. Arrival at York was just three minutes late, a creditable performance not just by the train crews and operators but also the much-maligned timetable planners.

The arrival of the 05.13 from Bristol was greeted by a huge crowd on the platforms; in fact so vast that bystanders were quick to ascribe it to a steam special. Not so. It was not long before the two DRS stars of the proceedings backed onto the front of the 13-coach train – well, 'backed' as much as two single-cab bonnet-to-bonnet locos can do. Full marks to DRS for turning out Nos. 20305/20302 in such superb condition.

The Class 20s were soon ready for off, making a fine sight and noise as they accelerated the heavy train to 40mph at Skelton Jct and took the Harrogate line through the agricultural lands of North Yorkshire, framed by an entirely unexpected, cloudlessly blue, sunny January sky. Rumours from the front coach suggested the locos might have suffered a load regulator problem leaving York that self-rectified.

Stunning

Operational interest lay chiefly in the token exchange procedures that involved brief stops at Poppleton (also for the 10.29 Leeds-York to pass) Hammerton, Cattal and Knaresborough. After negotiating the spa town of Harrogate the railway to Leeds runs through the stunning scenery associated with the Yorkshire Dales.

The performance interest comes from turning the almost right-angle at the south end of the 0.35mile Crimble Viaduct, negotiating Arthington Viaduct and then attacking the 1-in-94 gradient of the 2.14mile Bramhope Tunnel. Our two Class 20s entered the northern portal at 37mph and emerged at 20mph, having averaged 32mph from end to end.

Apparently the front coach occupants burst into a spontaneous round of applause. It had been suggested three Class 20s might be available. This would have had novelty value but, with a nod towards summer Saturdays at Skegness, a pair was more authentic.

It was now downhill to Leeds with the descent to Horsforth taken at a maximum speed



After the stopover in Leeds, 20302 and 20305 work past the Freightliner depot at Midland Road on their way to Sheffield, and eventually Crewe. LES NIXON



Synonymous with Skegness trains, Nos. 20150 and 20142 ease past Leicester North signalbox in September 1984. The variety of loco classes on the depot then is surpassed by what is stabled there today. FERNDAL MEDIA

of 64mph. Our approach to the northern city was inevitably checked, with no fewer than eight minutes pathing. Platform 8 was booked to accept the special between the departure of the 12.45 to Peterborough (engineering work) propelled by InterCity livery No. 91119 *Bounds Green* and the arrival of the 07.24 Plymouth-Edinburgh at 13.06. Out slid the Class 91 and we took its place arriving spot on time.

A 133min break was scheduled for the train to go to Neville Hill for servicing, returning from the yard at 14.40 to reach the platform at 14.59. At 15.10 the excursion passengers were still waiting for it to arrive, and when the signal authorised a Redcar-bound Class 185 to enter our platform the situation looked bleak. The special being re-platformed would have caused a stampede of more than 500 people and in any case there were no such likely options on offer.

Was this where the day's punctuality would finally fall apart? Mutterings were heard that railtours should be afforded equal priority to other trains. Within reason, I would agree. Love Privatisation or loathe it, compliance with operational and safety standards gives the right to run regardless of the financial contribution. Eventually the happy tune of the Class 20s

whistled into the station almost 20min late, being underway 22½min late.

It is worth looking at the situation that had presented itself to the signallers. As a former senior operating shift supervisor at Neville Hill, I well remember the frustrations involved in getting trains from the yard to the station even in the late-1970s when main line traffic was sparse compared to nowadays.

Bow wave

Looking at my records at Leeds and Realtime Trains for Neville Hill West Jct the empty stock for the Pathfinder Bristol train was booked to leave at 14.40, between the passage of the Redcar Central to Manchester Airport booked at 14.39 and the Manchester Airport to Newcastle at 14.45. However, general late running resulted in no fewer than eight trains passing the yard exit in the 17min the special was delayed (14.40-14.57). To have put this long, slow train out in the teeth of these booked trains would have created a bow wave of delays, not limited to Leeds either. Even as it was, a five-minute delay was caused to a Halifax to Hull and a Hull to Manchester.

The Class 20s were then held in Marsh Lane

TABLE 5: GLASGOW QUEEN STREET TO HAYMARKET

Loco	D8103
Load*	5/172/185
Train	13.45 rlf Glasgow Q St-Haymarket
Date	September 1966
Recorder	C Graham

Miles	Timing Point	Sch	M	S	MPH
0.00	GLASGOW Q ST d	0	0	00	T
0.98	MP 1		3	15	-/20tsr
3.23	Bishopbriggs		7	56	50
6.23	Lenzie		11	12	58/66/20tsr
10.48	Gartshore				15/sig stop
11.46	Croy		20	10	35/69
21.75	FALKIRK HIGH		30	11	60/sig30
24.95	Polmont		34	15	45
27.20	Bo'ness Jct		36	50	67
29.65	Linlithgow		38	59	70
34.75	Winchburgh Jct		43	27	68/60
38.74	Bathgate Jct		47	20	70
43.71	Saughton Jct		51	51	65
46.00	HAYMARKET a	55	54	36	

*=Vehicles/tare/gross tons (½)= ½min pathing allowance

Net time 47½min. Estimated distances from modern information

No distances in original log

Cutting for the Hull to Manchester plus the punctual Glasgow to Penzance and Newcastle to Manchester Airport to pass. Most of the trains involved would have been pushed outside their Public Performance Measure punctuality standard by altered priorities. Trying to exert an unbiased opinion I reckon the York-based signallers did a pretty good job of balancing traffic requirements without disregarding the railtour's needs. Had I been in charge of Neville Hill, I might not have thought so, but I would not have been unbiased. See Table 3.

My booking for the original tour had been on the basis that the next part of the journey would have been via Huddersfield and Penistone to Barnsley, but it had been impossible, perhaps ironically, to find a suitable path. Genial Pathfinder company boss Peter Watts explained that slots had been identified but they did not match without a long wait at Huddersfield, where spare standing space did not exist. I could add to that that any late running on the Penistone line would then have wrecked punctuality for the rest of the day because it was so tight. As Mr Watts stated though, the route from Horbury Jct to Barnsley was actually welcomed by many of his customers ▶



Use of Class 67 on a cross-country service as No. 67002 passes Croome, south of Worcester, on August 7, 2004, with the 09.51 Preston-Paignton. ROGER SIVITER/COLOUR-RAIL



InterCity-liveried No. 47827 waits time at Derby on September 23, 1994, with a southbound cross-country service. COLOUR-RAIL



and, it sounded, by more than had expressed regret about missing out on Denby Dale.

With No. 20302 now leading, the Class 20s set off in earnest running at their maximum speed to Methley Jct before wending their way through Wakefield Kirkgate to Horbury Jct, where the Barnsley line diverges from the Calder Valley. There are some fierce gradients to be tackled, including the 1-in-100 through Woolley Tunnel (average speed 30mph) and from Elsecar. The late running had meant our booked signal stop at Horbury Jct had not been needed, so 11min were recovered. However, the timings for our climbs were a little optimistic, perhaps to the tune of 5min in total.

Having regained the Midland Main Line at Wincobank Station Jct, next to Meadowhall, a

“Pausing to consider the historical context of Class 20s, one is staggered at the decision to build 228 locos of such low power.”

clear run into Sheffield resulted in a 12½min late arrival, followed by a brief three-minute stop, making our train just 3min late away. As the cliché has it ‘we would have settled for this’ had we been offered it at Leeds.

Balanced

Once clear of East Bank Tunnel the climb to Dore is a solid 5.4 miles at 1-in-100; a test for our Class 20s. They balanced at 30mph though, indicating a drawbar horsepower of about 1370. Once again, the timing was a shade optimistic and we dropped 2½min to Chesterfield. The

mainly downhill run through Ambergate gave the retiring locomotives one last chance to show their paces, averaging 60mph from Clay Cross North Jct (55mph) to passing St Mary’s yard, outside Derby (47mph). See Table 4.

The imaginative routing choice of Crewe via North Staffordshire Jct, where the Uttoxeter line leaves the Derby to Birmingham route, involves another noisy climb for 20miles from Tutbury to Blythe Bridge. The opening

TABLE 6: LOUGHBOROUGH TO LEICESTER

Locos			20084 + 20188		20168 + 20178	
Load*			9/331/340/490		9/328/351/501	
Train			Skegness-Leicester		Skegness-Leicester	
Date			August 25, 1984		July 14, 1984	
Recorder			E P Tromans		E P Tromans	
Miles	Timing Point	Sch	M S	M P H	M S	M P H
0.00	LOUGHBOROUGH d	0	0 00	8L	0 00	43L
2.59	MP 109		4 34	55	4 12	55
4.59	MP 107		6 36	62/65	6 13	63
6.59	MP 105		8 31	sigs 44/35	8 01	70
7.59	MP 104		10 07	41	8 52	72
8.59	MP 103		11 26	48	9 41	74
10.59	MP101		13 41	57	11 17	76
11.97	Bell Lane S B		15 47	-	12 27	-
12.50	LEICESTER d	17	18 34		13 55	

* vehicles/tare/gross tonnes/including locomotive(s)

TABLE 7: CREWE TO STAFFORD

Loco	68009				
Load*	13/480/520/605				
Train	15.03 Leeds-Bristol T M				
Date	January 18, 2020				
Recorder/Position	J Heaton 12th of 14				
Miles	Location	Sch	M S	M P H	
0.00	CREWE d	0	0 00	3½L	
1.74	Basford Hall	(4) 8	3 50	48	
4.85	Betley Road		6 41	71	
8.09	Madeley	13	9 24	76	
10.51	Whitmore		11 16	87	
12.19	Stableford		12 21	94	
14.64	Standon Bridge		13 51	101/102	
16.90	Badnall		15 11	100	
20.49	Little Bridgeford Jct	21	17 20	101	
		[1]	sigs	15/38	
24.48	STAFFORD a	26	22 29		

*= vehicles/tare/gross tonnes/including loco
(4)= 4min pathing [1]- 1min recovery



Use of three Class 20s is rare but on May 2, 1987, Nos. 20064, 20030 and 20118 were used on the 'Three to the Sea' railtour from Sheffield to Brighton. Here, the train restarts from a pathing stop at Finedon Road, Wellingborough. FERDALE MEDIA



Class 20s occasionally found themselves at Mallaig, too. Here, No. 20148 passes the whitewashed chapel at Polnish, with Loch Ailort in the background, working west from Fort William with a mixed train on June 3, 1983. LES NIXON

paragraph describes how the driver had not lost any taste for the dramatic through Stoke-on-Trent, signing off with 62mph through Alsager before reaching platform 12 at Crewe. Once again the schedule had defeated us and some 10min were lost running from 'North Staffs' Jct to the railway town, offset by 4min of allowances.

Pausing to consider the historical context of Class 20s, one is staggered at the decision to build 228 locos of such low power. The trip working for which they had been constructed had quickly disappeared but the solution to this surplus, of coupling them in pairs, at least gave one almost a Type 4.

Drivers' cabs are expensive, so the decision to provide only one was understandable, but the arrangement came under fire for two reasons. Bonnet leading, visibility was poor, especially when working in yards, although not necessarily worse than the steam locos they replaced. Cab leading, there were concerns about crash worthiness. The nose-to-nose arrangement eventually won the day. Building single centre-cab Type 1 locomotives fared little better.

On their introduction the locos found some commuter passenger work working singly on the Great Northern and even out to Northampton from Euston. The Scottish authorities seemed more inclined to let their smaller diesels have their head and the RPS archive has two remarkable runs timed by C Graham on the 13.45 relief from Glasgow Queen Street to Edinburgh (!), one of which is shown in Table 5.

There was also a run by No. 20097 from

Dumbarton to Fort William after the loco had replaced a failed No. 37112. The no-heat Class 20 went forward on the next Mallaig train with just two vehicles, braved by Ian Umpleby (now RPS line-chart editor), who was grateful to be offered a blanket for the return. Hugh Gould had single Class 20 – D8118 – from Glasgow Central to Wemyss Bay on eight vehicles, returning behind a 2-6-4T after only three minutes at the coastal terminus.

Following another failure, D8048 achieved stellar status in 1963. Derek Wilson, now RPS Leeds discussion group organiser, was on board the Tees-Tyne Pullman, 409 tons tare, behind English Electric Type 4 No. D241, which succumbed at Knebworth. The nearest available loco was the Type 1, which took the named train to Peterborough, where Gresley 'A3' Pacific No. 60106 *Flying Fox* had been readied to take over. D8048's maximum speed was 71mph at Holme.

Sprightly

However, it is the Skegness trains for which the Class 20s will be best remembered in passenger service. Speeds on the branch itself were relatively low, rarely exceeding 50mph, so I have selected a series of runs from the RPS archive, timed by Philip Tromans between Loughborough and Leicester, to demonstrate what the locos could do with these trains on the main line. Table 6 shows No. 20302 in its former incarnation as No. 20084 paired with No. 20188 on a heavily checked run with the return train, alongside a more sprightly affair with Nos. 20168/20178, which was the fastest of the five examples timed by Mr Tromans in the summer of 1984. The train was running 43min late following an earlier failure of a different pair of Class 20s. No. 20084 was also recorded in 1990 paired with No. 20170 during the Gloucester Rail Day on the 10.00 from Birmingham, reaching a top speed of 83mph at Defford and averaging 80mph for 3.25miles from Ashchurch to Clevee.

No. 20305, in its days as No. 20095, was recorded on the 'Caledonian No. 2' railtour by Ian Umpleby from Mossend in 1977 and paired

with No. 20206 and on the 15.15 Plymouth-Manchester P from Gloucester to New Street in 1979, coupled to No. 20031, recorded by Lee Allsopp.

An even more unusual working is to be found in the notebooks of the late Allan Heaton, who arrived at Sheffield behind No. 47456 on a 1989 pre-Christmas York relief train. The Class 47 had a defective speedometer, Nos. 200095/20069 being purloined to take the train forward 30min late with No. 47456 still powering, and the recorder's notes stating 'a genuine triple'.

Back at Crewe in 2020, our pair of '20s', having been uncoupled, whistled their way to their uncertain fate through Crewe station and past replacement No. 68009 *Titan*, which was being attached to the southern end of the train. The Class 68 was away right time and out onto the slow lines to Stafford. Having no need of the 4min pathing allowance the driver tackled the 1-in-177 gradient to Whitmore and, once over the top, allowed the loco to cruise at its 100mph top speed to Stafford. We caught up the 19.01 Crewe-Euston via Stoke and Birmingham, making its Stafford stop, but still arrived 3½min early. See Table 7.

Because of the early running, delays were inevitable to Birmingham New Street, via Bescot and Soho South Jct. A seven-minute signal stop to watch the world go by on the Birmingham to Galton Jct line looked as though it might presage a late arrival into New Street but it was actually 10seconds early.

From Birmingham, the routing was via St Andrew's Jct to the Bromsgrove stop. Class 68s will no doubt get their own share of days in the sun, and even a retirement party, in *The RM* issues to come, so I will simply mention another 100mph burst at Cam & Dursley before picking up the final story leaving Bristol Parkway for Temple Meads on time, nipping down the bank to Bristol, crossing over to the Up side of the station but then seeming to drift endlessly along the platform road before applying the brake.

A late arrival by all of 4sec was the outcome, at least an hour early on the expectations of the pessimists. ■



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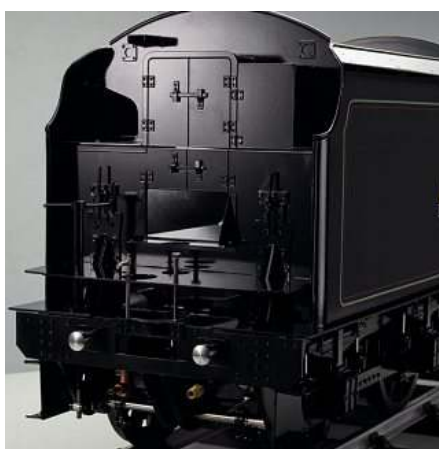
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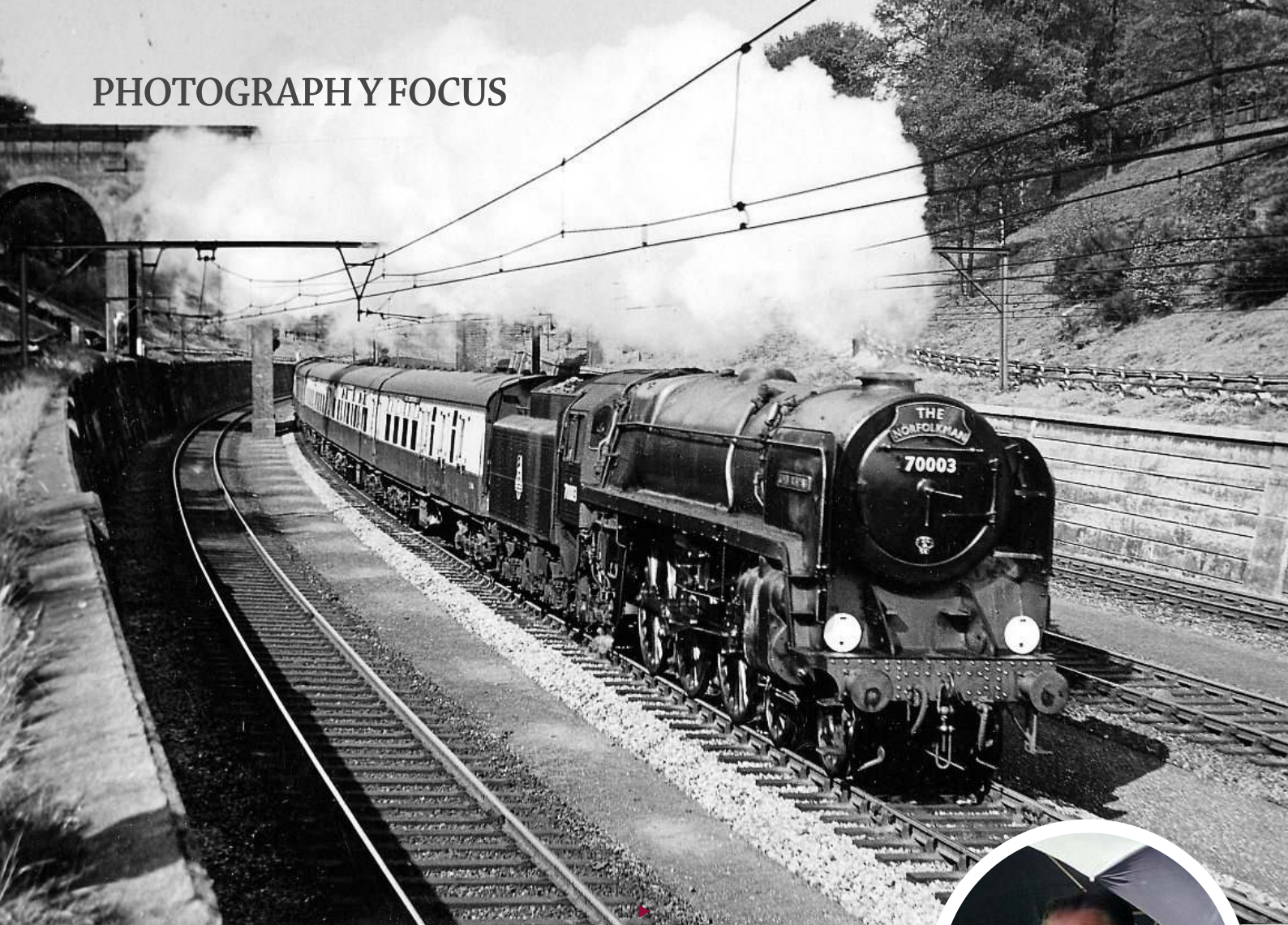
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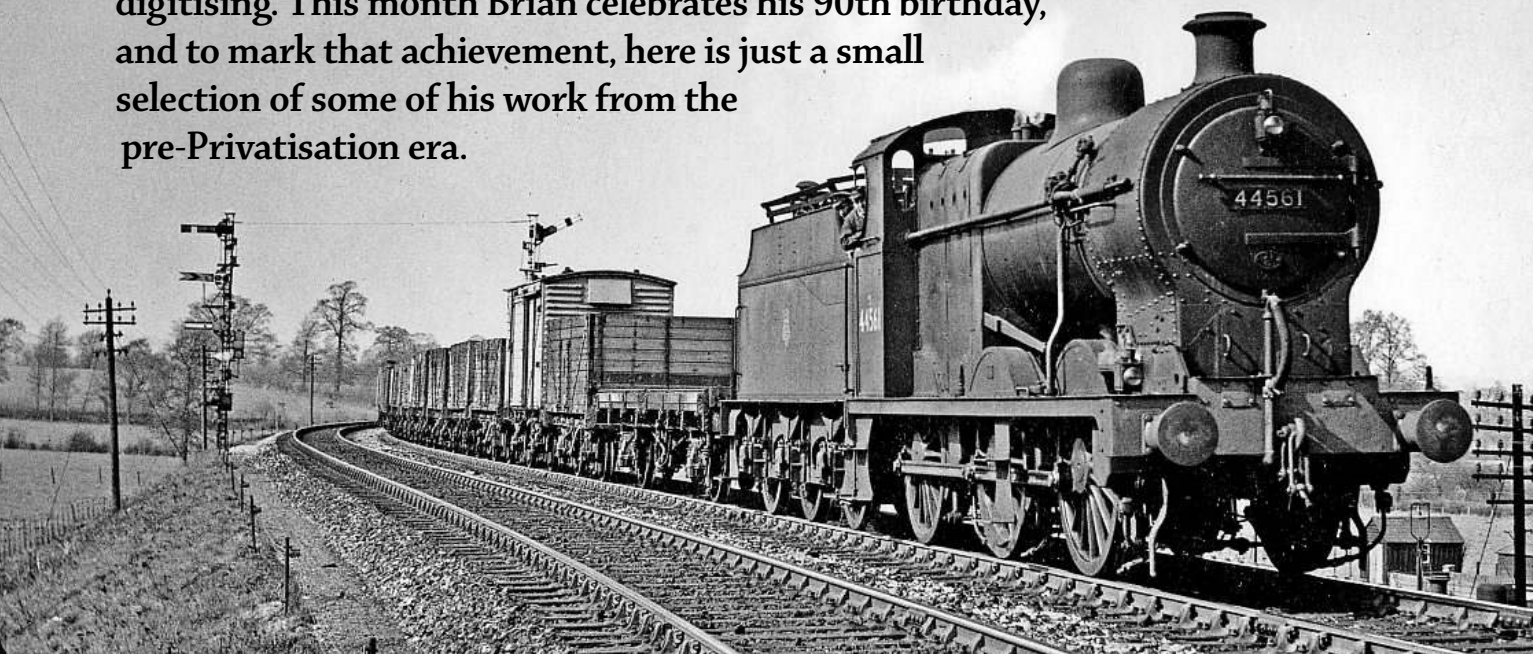
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90 not out!



For eight decades, the pictures of Brian Morrison have graced the pages of hundreds of monthly magazines and books. His first picture was published in the October 1951 issue of *The Railway Magazine*, and over the years Brian has gone on to take more than 220,000 photographs, which he is currently digitising. This month Brian celebrates his 90th birthday, and to mark that achievement, here is just a small selection of some of his work from the pre-Privatisation era.





Memories of the Woodhead Line, which closed to passengers 50 years ago, but soldiered on with freight for another 11 years. 'EM1' Class 76 No. 76040 passes Dinting with a loaded westbound coke on June 14, 1974.



London's Cannon Street station lost its overall roof in 1958, some years ahead of a redevelopment that was tainted by a political corruption scandal. On April 25, 1951, 'West Country' No. 34100 *Appledore* waits time with the 5.45pm to Ramsgate.

Left: The 1-in-103 gradient on Brentwood Bank, climbing east from Harold Wood, presented a challenge for steam crews. BR 'Britannia' No. 70003 *John Bunyan* is seen attacking the gradient on May 9, 1953, with the Down 'Norfolkman' from Liverpool Street to Norwich.



Right: The train crew have time for a chat in between turns at Oswestry in the 1950s as '54XX' 0-6-0PT No. 5405 waits to take the autotrain to Gobowen.

Below left: Fowler '4F' 0-6-0 No. 44561 of Bath (S&D) shed approaches Templecombe with a mixed good in the 1950s. The ubiquitous class were nicknamed 'Duck Sixes' by train spotters of the time.

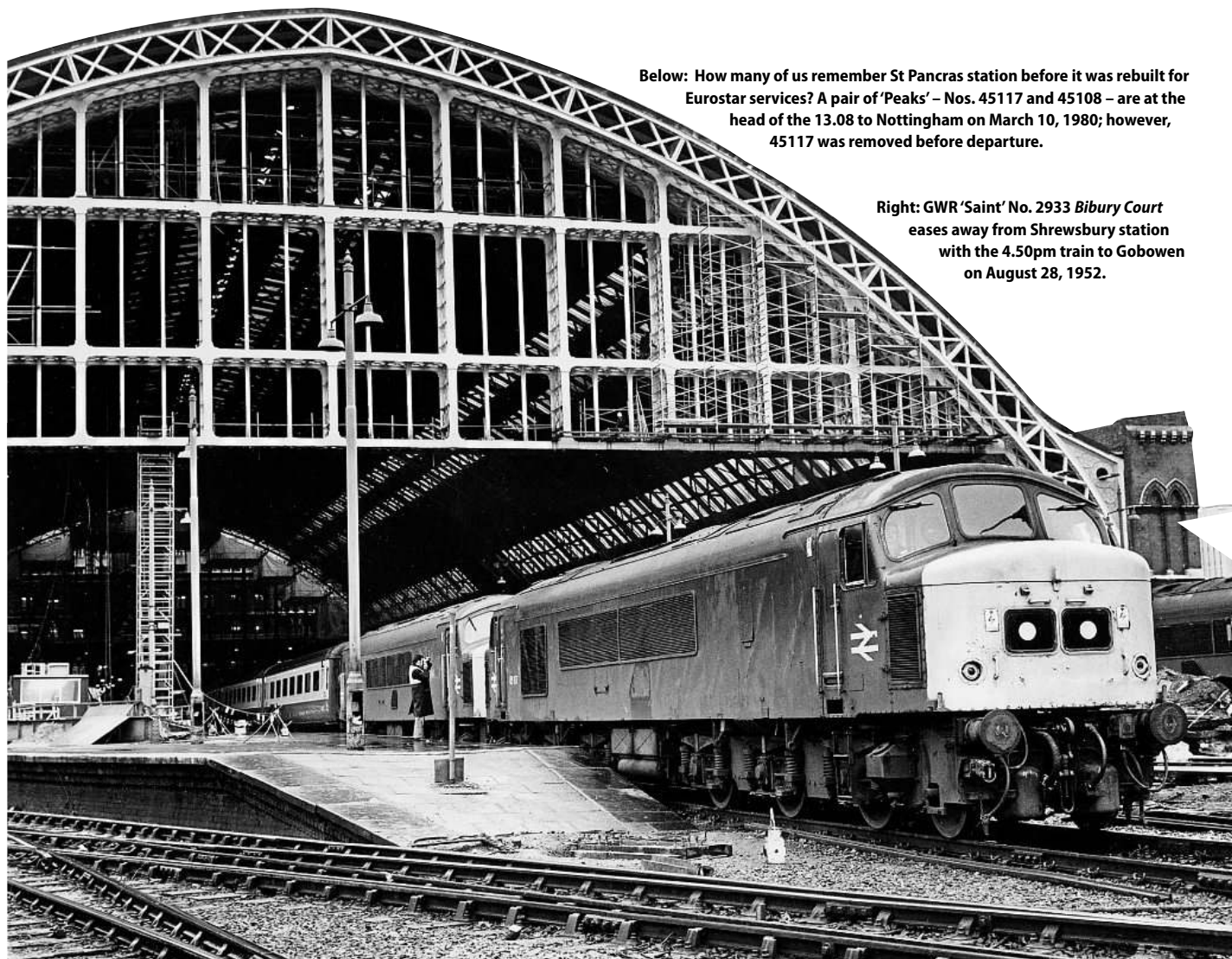
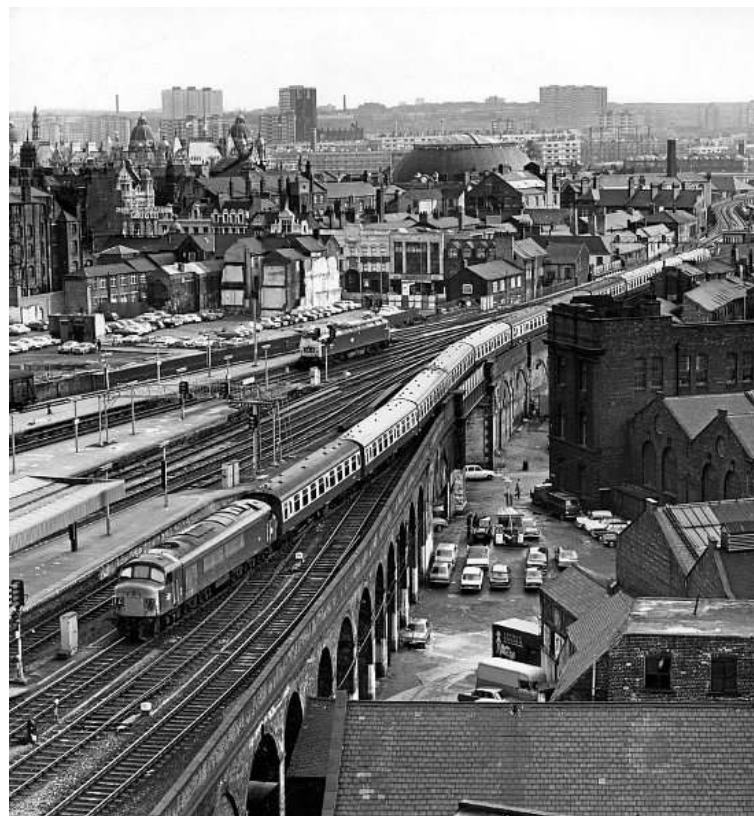


Shabby Class 40 No. 40136 works a coal train through Wigan Wallgate on September 23, 1976.



One of the classic locations on the Devon sea wall is Teignmouth. Here, No. 50032 *Courageous* departs with the 09.55 Paignton-Paddington on August 8, 1975.

Right: The city skyline at Leeds has changed dramatically since the picture of 'Peak' No. 45101 was taken on March 22, 1975, arriving with a football special from the east.



Below: How many of us remember St Pancras station before it was rebuilt for Eurostar services? A pair of 'Peaks' – Nos. 45117 and 45108 – are at the head of the 13.08 to Nottingham on March 10, 1980; however, 45117 was removed before departure.

Right: GWR 'Saint' No. 2933 *Bibury Court* eases away from Shrewsbury station with the 4.50pm train to Gobowen on August 28, 1952.



A busy scene at Kilmarnock station on June 29, 1957, as 'Royal Scot' No. 46108 *Seaforth Highlander* restarts the 10.35am Leeds-Glasgow express, while in the bay platforms former LMS '2P' 4-4-0 Nos. 40612 and 40610 wait with the 3.55pm (SO) to Darvel and the 4.00pm(SO) to Ayr, respectively.



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As a storm threatens, Class 56 Nos. 56081 and 56312 are on loading and shunting duties at Dove Holes quarry, Peak Forest, on February 18. GEOFF GRIFFITHS

MISSION CONTROL

Inside Britain's railway nerve centre

Phil Marsh concludes his visit to the National Operations Centre by spending a shift with the freight services delivery managers at Network Rail's Milton Keynes headquarters.

**PART
2**



'Merchant Navy' No. 35019 *British India Line* passing Atherstone on July 15, a move being monitored by the author from the Milton Keynes Nerve centre.
CHRIS MILNER

THE first part of this feature (RM Jan) looking at Network Rail National Operations Centre (NOC) concentrated on the passenger side of the rail business. However, this excludes charter services, and long-distance passenger operators such as CrossCountry and the Caledonian Sleepers.

If readers think part one of the feature demonstrated the huge range of skills and knowledge used by the NOC staff, the Freight and National Passenger Operations (FNPO) team also have to carry out very quick, accurate decision-making while considering

different factors than those of the passenger team.

The FNPO team has a different upward reporting line to the passenger team, instead reporting into the Network Services directorate.

Shift system

On weekdays the FNPO team work a 24/7 three-shift system and at weekends a 24/7 two-shift pattern.

Both teams are co-located closely together in the Milton Keynes HQ; coincidentally, the change in reporting went

live on the day of the author's visit.

Timetables for the long-distance passenger TOCs are fixed within franchise agreements, and thus rarely alter, but all freight services are open access and market led so can and do frequently change. It is also a truism that the longer the distance a train operates, the greater the chance of it being delayed.

The author joined John Phillips, the early turn freight service delivery manager (FSDM) on the FNPO monitoring desk on July 15 last year. While most of the NOC team have enjoyed decades on the railways, Mr Phillips' railway career was 'just' seven years, having





A screen showing freight punctuality. PHIL MARSH



The freight and charter train monitoring screen, unfortunately showing a large number of late workings. PHIL MARSH

joined the NOC direct from the RAF, where he worked in flight operations. He commented: "The two jobs are very similar but my current role is two dimensional!"

Steve Dexter, another FSDM explained the background to the team: "It started as a freight performance initiative at the start of CP5 (control period) in 2014 to make sure freight customers' interests were looked



John Philips checking traffic movements at the freight delivery service manager's workstation. PHIL MARSH

after. The freight delivery metric (FDM) was introduced at the same time, measuring performance."

A real-time dynamic approach has to be made by operators and NR to minimise delays, which are often not of the rail industry's making. It may not be widely known, but freight services are just as closely monitored for punctuality, and their associated performance regime is just as tight as for passenger services.

Compensation

Freight operators would argue that the compensation they might receive if a container train is delayed is not commensurate with their outpayments and inconvenience to customers.

For example, if a train is perhaps an hour late at Felixstowe or Southampton Docks and 20 containers miss their ship to destinations around the world, then if the next sailing is not for a week, the end customer understandably will look at using road transport to the port as an alternative.

The team will be advised by Network

Rail's regional freight managers of new freight flows or services that are consistently late and require special monitoring. The latter will be investigated to establish why they are consistently delayed.

Mr Dexter explained. "Since the dedicated freight desk was introduced, this initiative has vastly improved freight operators' satisfaction and relationships with NR."

He added: "Every period the FSDMs compile a list of a dozen freight services that have just missed the FDM, with a view to helping them pass in the next period."

These, in addition to consistently delayed services, are specially monitored in real time using a colour coded system. Colours used range from green for on time and meeting delivery target; yellow up to five minutes late; amber up to nine minutes late; red, between 10 and 19 minutes late; and purple, denoting 20 minutes or more behind time.

These colours are different to what the enthusiast would see via publicly accessible websites, such as Traksy.uk.



On January 28, Class 70 No. 70001, hauling 4005 from Birch Coppice to Southampton Maritime, was involved in a derailment incident at Eastleigh. After a crew change in the platform, as the intermodal train rejoined the Down Fast, the track gauge spread leading to six wagons becoming derailed and both southbound lines blocked. The line to Hedge End and Portsmouth was also blocked. Such was the track damage, repairs took six days, and the route was plain-lined, meaning southbound trains cannot stop at Eastleigh until new points are manufactured and fitted. CARL WATSON



As a result of the Eastleigh derailment (left), freight trains have been on diversion. No. 66136, with London to Yivi livery, passes Sandhurst on the Reading to Guildford line with a Oxford Cowley to Southampton Docks working on February 1, carrying new Mini cars for export. PHIL WEAVER

RAILWAY OPERATIONS

The screen graphically illustrates errant services, which can then be assisted in real-time to recover time lost. This can be achieved by the FSDM asking controllers to give the service a clear run if possible and also to request an alternative route if that would help punctuality.

It could be argued that a FSDM gets the more interesting traffic to monitor, which is regularly featured in these pages. Charter trains are among 'specially monitored' services by the FNPO desk, and every Saturday night selected services are uploaded into the system for the following week.

There were two steam movements on July 15 being monitored: train 5Z35 'Merchant Navy' No. 35018 *British India Line* was running from Southall to Carnforth and 5Z23 'A1' No. 60163 *Tornado* was on a positioning run.

Also specially monitored are the Anglo-Scottish freights between Daventry and Grangemouth/Mossend for Tesco and Asda supermarkets, as is the Tees Dock to Mossend service.

At the time of the author's visit, the spotlight was firmly on Caledonian Sleeper service punctuality with the same performance scrutiny that was used to ensure punctual Royal Mail traffic when performance was declining.

'Pre-flight' checks

Somewhat appropriately, given Mr Phillips' former RAF career, he explained Caledonian Sleepers are subject to what are deemed 'pre-flight' checks, starting at 15.00 with a daily conference call.

This enables all parties, such as train operator GBRF, stock maintenance teams, and SERCO franchise service delivery managers, to be made aware of any issues likely to affect that night's sleepers. Even the light locomotive and empty stock moves are checked to make sure everything is in the correct location, correctly staffed and not delayed by other services in a depot, which has happened in the past.

The conference call covers a set menu of potential delay causes, such as emergency



One of several closely monitored workings are a number Mossend to Daventry and return intermodal workings operated on behalf of supermarket and retail groups. DRS dual power loco No. 88008 passes Heamies Farm hauling 4M48, heading south to Daventry on January 28. BRAD JOYCE

late-notice engineering works, crew shortages, pathing clashes, locomotive, and stock availability. If services are running late, the FSDM will contact route-signalling centres and ask if the train can be positively regulated to recover time overseen locally by train running controllers. Each delay is investigated and logged for performance improvement purposes, and the previous night, the 'Sleepers' recorded a 100% punctuality score – though that is not always the case.

Many readers will have benefited from this real-time intervention, and this also happens on charter trains. Services could be running up to an hour late, but recovers 30 or 40 minutes, made up through a combination of recovery time plus real-time intervention by FSDMs and local signallers.

Fridays are busy days for the FSDMs, who need to assess how much disruption weekend engineering works might bring to freight

services. If there is a major possession blocking a freight route, freights may need to be stabled around line blockages. This has not been made easier by what is euphemistically called 'rationalisation', which in reality means sidings have been taken out of use, bringing a loss of capacity.

And, of course, stabling freight services compete with engineering trains for positioning near possessions.

Daily report

A key duty of the FSDM is to compile and issue the network readiness statement – freight six times a day (06.00, 08.00, 12.00, 16.00, 20.00 and 00.01) – which is sent to the Network Rail executive team, routes and stakeholders. The night shift sends out a daily report of significant incidents at 06.00, compiled from these readiness statements.

John Phillips commented: "Before Andrew



The overnight failure of a the Inverness to Euston 'Caledonian Sleeper' train at Symington on February 1, coupled with associated rescue issues, led to it running a large portion of its journey in daylight. Here, No. 92023 hauls a failed 92020 past Cow Roast, south of Tring, a staggering 378 minutes late at this point. See story in Headline News. JAMIE SQUIBBIS



Punctual running of train 1V54, the 06.33 Dundee-Plymouth, which interfaces with many other services throughout its 623-mile journey is also vital. Power car No. 43321 leads the train past Clay Cross on February 3. ROBERT FALCONER



This unusual working came under the control of the freight desk, as Class 50 Nos. 50049 *Defiance* and 50007 *Hercules* (still masquerading as 50014 *Warspite*) approach Taunton on January 23 with the 09.40 Laira-Long Marston stock move, reporting number 1Z50, conveying sleeper coach No. 10706 to store. The pair had moved vehicles 10551/553 to Laira for refurbishment for GWR the previous day. STEPHEN GINN

Haines' 'putting passengers and freight customers first' policy was implemented, passenger services were given priority over freight, and service recovery was also focused on passenger services. Since implementation, freight services can now be given priority when disruption occurs."

Here is a selection of FNPO incidents on July 15, 2019.

At 09.12 the Wales train running controller advised the FSDM there was a tree across and blocking both lines at St Fagans' remotely monitored level crossing, four miles west of Cardiff. Train 1V32, the 05.58 Crewe-Carmarthen Transport for Wales service, was at a stand with its front coupling smashed and embedded in a 20in-diameter tree trunk, which was not on Network Rail land before becoming uprooted.

Mr Phillips swung into action, checking out what freights were due through the location, with a view to diverting them via the Vale of Glamorgan line. Train 6B13, the 05.00 Milford Haven (Robertson)-Westerleigh was diverted and now running 81 minutes late.

Next to be diverted was 6H25, the 09.22 Margam-Llanwern, hauled by Class 60 No. 60001, but at 10.25, advice was received that no further diversions were required as the line was due to be reopened imminently, which happened 10 minutes later.

Service 4L38 Wentloog to Felixstowe intermodal was running 69 minutes late. The schedule was checked and found it had a 50-minute pathing stop at Reading, plus more pathing stops in London, so it looked as though the train would critically be presented right time onto the Felixstowe branch.

However, during the regular 11.30 conference call with Anglia Control, Felixstowe Port and freight operators, Mr Phillips was advised there were two problems in the port. The first was that rail-mounted gantry crane number 22 was out of use until 16.00, which should not impact services, but had the potential to do so for both incoming and outgoing trains.

The second was more serious. The port has capacity to stable up to 12 red-carded (stopped) wagons, but 30 such wagons were on-site, meaning the port's cross-dock line was out of



A model of the NMT at the National Operations Centre. PHIL MARSH

use therefore giving the port's rail operations internal capacity issues. It was estimated repairs to 12 wagons might be carried out that day, easing the problem, which could have meant long container services stacking up on the national network queueing to gain access to the port.

At 10.52, there was a bridge strike at Middlesbrough and a suspected track circuit failure at Thornaby, which threatened to delay 6M16, the 11.15 Thornaby-Knowlsey (near Wigan) service.

Radio fault

At 12.58 a fatality was reported at Southall, however the main lines reopened at 13.30 and the relief lines at 15.18. The FSDM immediately checked freight services to and from Acton Yard for the next few hours with a view to populating the network readiness statement-freight at 16.00. FSDM James Trotter was now on duty as the late shift manager.

OD72, a GBRf light engine move on the Skipton to Rylstone branch, with No. 66738, was halted with a GSMR radio fault despite being in the 'cripple siding' at Rylstone, off the NR network. The branch is worked by a token system from Skipton, and 66738's driver has the token and wants to proceed to the Skipton stabling point. However, because of the radio fault it means he is prohibited from accessing the NR infrastructure.

The duty manager contacts York control,

but it will only allow a light engine move to rescue 66738, which must not have wagons attached to it – despite the errant locomotive being locked in a siding at Rylstone on private infrastructure, not in the token section, therefore off the network.

After some discussion and investigative work in the NOC, it was established the exit signal from the branch was treadle-activated and therefore not dependent on GSMR. After some further discussion on rules and regulations, the York signalling shift manager eventually authorised 66738 to travel along the branch without GSMR and onto the siding at Skipton.

The FSDM has an on-going log of infrastructure faults, which are rolled forward and checked with route freight managers or the relevant maintenance delivery unit via route control. When a date for a resolution or repair is advised it is also noted. This is important as freights can and do use non-passenger loops and lines on which, if closed, may not affect passenger trains, but could seriously delay freights.

Many readers will have had a model railway when you could pick up a carriage or locomotive and position it on another track. The NOC can do this '24/7' on the full-scale national rail network for any item of traction and rolling stock (T&RS) at the press of a button. The Rolling Stock Library, based near Nottingham, is the only other place this can be carried out.



Network Rail's NMT visited Skegness on January 23 as part of its regular patrol. The track recording train has been signalled to depart. CHRIS MILNER



Correctly loaded dry spoil train passing Quainton Road. Wet spoil or overloaded wagons can trigger weigh indicators in the control centre. PHIL MARSH

It has what is known as high level TOPS access, and can relocate any item of stock in the behind-the-scenes railway computer systems. This facility is used several times a day on average, but why is this required?

Duty controller David Wiltshire explained: "There are various scenarios where an item of stock might need to be relocated and we TOPS to carry this out.

Possession

"A ballast train may have been loaded at a location equipped with a TOPS monitoring facility and taken to a possession in the middle of nowhere without a TOPS monitoring facility to unload, and then not return to its originating yard. Therefore the wagons' physical location may not match with TOPS

records, which would throw up an anomaly.

"The same can happen if a locomotive is taken by road from a depot for repair and enters service at a different location. All relocations are logged for audit purposes."

The NOC also monitors system-generated warnings, which are mainly triggered by incorrect data inputting, and these will appear variously as unregistered vehicles or excessively loaded wagons. Genuine alarms are triggered by trackside monitoring equipment such as wheel impact load and hot axlebox detectors, such as the Braintree incident (detailed in part one of this feature – *RM* Jan).

Every alarm is checked out and one type of overloading alarm can even be caused by the weather. Spoil wagons have a set maximum axle weight, as does every item of rolling stock,

but sometimes very wet spoil will trigger an 'overweight' alarm, given saturated spoil weighs more than the dry variety.

Some similar alarms are caused by incorrect loading when spoil or ballast is loaded on one side of the wagon causing that side's axles to exceed its permitted weight, bringing a derailment risk.

Some years ago it was established steel traffic wagons were regularly overloaded by 5%, which on a 20-wagon train meant it carried a payload of 21 wagons, with track access charges only levied on the 20-wagon consist, and bringing extra stress on track and structures.

Today, most overweight warnings, flashed up in red text, are because the gross weight was entered instead of the net weight. Other alarms tell the NOC an item of stock is unregistered, and again this is usually because numbers have been reversed when input into TOPS.

Readers will recall when various engineering possessions have very publicly overrun and created unwanted national headlines. The NOC holds a conference every four hours between 00.01 Saturday to 04.00 Monday to monitor engineering work progress.

High-risk

Routes identify key high-risk possessions, which are based on work content, possession timescales and recovery potential, with progress monitored against actual milestones, and no longer relying on verbal assurances without substantiation.

The author recalls possessions being lost because of frozen ballast, which could not be dropped from wagons, and was assured the old traditional method of dropping cotton waste soaked in paraffin and ignited under them is no longer used, or an appropriate method to thaw de-frosted hopper doors!

The FSDM has a fantastic depth and breadth of railway knowledge to draw on to keep trains moving – as with the passenger team (*RM* Jan) – perhaps best summed up by the FNPO boss, who wrote to staff saying: "Whilst diverse in nature, the one thing we all have in common is a specialism and a unique offer to customers."

Having been very privileged to spend two days in the NOC, that sums the teams up perfectly.



On January 31, DB Cargo's No. 66154 joins the London to Bristol Temple Meads main line at Bathampton Junction with 6C03 with the Northolt to Avonmouth containerised waste for incineration at the Suez Severnside energy recovery centre. Vegetation management has also taken place at this location to improve visibility. GLEN BATTEN

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1313 £200 pair	TICKET OFFICE £210	8 F £100	8 F £100	8 F £100	CHOPPINGTON £2100	WEST JESMOND £320	BRAMHALL £600	FINCHLEY ROAD & FROGNAL £650
2910 £100	STAFF ONLY £110	8 F £100	8 F £100	8 F £100	CHOPPINGTON £2100	WILLINGTON QUAY £440	GORTON AND OPENSHAW £560	DIDCOT £550
2910 £100	TICKET OFFICE £180	8 F £100	8 F £100	8 F £100	CHOPPINGTON £2100	BENTON STATION £820	LEVENSHULME £950	PENRITH £1200
GALLA £220	PRIVATE £100	8 F £100	8 F £100	8 F £100	CHOPPINGTON £2100	JESMOND STATION £820	HANLEY £1000	BARROW £500
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A GREAT SURVIVOR

The long-awaited restoration of GWR 'Castle' No. 4079 *Pendennis Castle* is now nearing completion. Richard Croucher looks back over the history of this iconic locomotive, and Drew Fermor recounts the work that has taken place with the restoration and what still needs to be done before the loco can steam again.

IN four years' time *Pendennis Castle* ('Pendennis') will qualify to receive its centenary birthday card from the 'Palace'.

Like its LNER contemporary *Flying Scotsman*, 'Pendennis' has had an interesting career, a number of different owners, and there is probably a very interesting social history of its life underneath the surface.

We are fortunate 'Pendennis' has survived in the original 'as-built' condition, especially since five of the first 10 '4073' class locomotives received new front ends in the 1950s (Nos. 4074*/76/78/80*/82*). As an aside, I have often wondered if these locomotives, and others of the same period, in addition to receiving new front ends also received new frames and were really '70XX' 4-6-0s, given old numbers for accountancy purposes!

*Carried boilers with a double chimney.

Looking at No. 4079's engine records, it could be said the loco has lived a sheltered life for some of its time, being based at Hereford and Gloucester for all the war years up to

1953, where daily distance covered may be less than at one of the major sheds, although it did have spells at Old Oak Common, Bristol Bath Road, Wolverhampton Stafford Road and Cardiff Canton.

Apart from the trials with the LNER 'A3' Pacifics in 1925, when it was specially chosen to be the Great Western's choice to play away, No. 4079 settled down to a routine life on the railway.

Flagship

However, it must have been a rather special locomotive to be chosen right at the end to be the flagship locomotive to take the first leg of the Ian Allan special from Paddington to Plymouth on Saturday, May 9, 1964, celebrating *City of Truro's* (much debated) 100mph descent of Whiteball summit. Of course, here fate took a hand, and I wonder but for the failure just before Westbury that day whether No. 4079 would have survived. But survive it did, and there will soon be the chance to see 'Pendennis'

in action again on British metals.

Life after Westbury is a whole story in itself, and one which hopefully will be written in the future. Saved by Michael Higson and his family, 'Pendennis' was the first 'preserved' locomotive to take up residence at Didcot in the mid-60s, before the Great Western Society arrived in late-1967. By now owned by Stapleford Miniature Railway founder Hon John Gretton and Hon William McAlpine, No. 4079 then moved to Market Overton and took part in the occasional rail tour after the ban on steam had been lifted. But now fate took another hand.

After the end of steam a number of BR drivers had emigrated to Australia to drive trains owned by Hamersley Iron into the outback. According to some of the drivers I met when we repatriated 'Pendennis' in 2000, the chairman of Rio Tinto (owner of Hamersley Iron) visited them in 1976, and they asked him if he could

Storming through Badminton station on November 22, 1959, is *Pendennis Castle* with the 11.45 Bristol Temple Meads to Paddington train. A westbound stopper has just left the platform loop. HUGH BALLANTYNE/RAIL PHOTOPRINTS





No. 4079 *Pendennis Castle* at Market Overton with a North Eastern saloon, taken in March 1974. The loco was owned by Hon John Gretton and Hon William McAlpine at the time. DAVID FORD



How *The RM* broke the 'Pendennis' move home.

acquire a steam locomotive to run on their railway to remind them of home. On his return to the UK, he approached Bill McAlpine (as he was then) to ask if they could have *Flying Scotsman*, which he also owned at the time. Bill declined *Flying Scotsman* and offered them 'Pendennis' instead, which was at Carnforth. It left the UK at the end of May 1977 and that seemed to be that.

Being rather hot in the Australian desert, 'Pendennis' tended to run only in the middle of winter, in July and August, when it was a little cooler. One driver recalled that on their trips from Dampier to Mount Tom Price (a 400-mile round trip over a weekend) they would stop in a siding en route for a barbecue; a very pleasant thought.

During the next 17 years, No. 4079 had one boiler overhaul. However, by 1994 it was coming up for a third time, and it also looked like it needed a heavier overhaul. The question arose: what to do with No. 4079? Thanks to one of their drivers, Peter Ward, he contacted *The Railway Magazine* and its editor Nick Pigott, and suggested someone in the UK tried to repatriate 'Pendennis', which is where the Great Western Society came on the scene.

Opportunity

At around the same time, Adrian Lumley-Smith, an expat working for Rio Tinto in its Perth, Western Australia office, knowing that his colleagues at Hamersley Iron were beginning to feel that No. 4079 was starting to become a bit of a problem, had been trying to persuade Rio Tinto that 'Pendennis' should be returned to the UK. Adrian saw that instead of being a problem 'Pendennis' was an opportunity, and following his return home, led the negotiations for Rio Tinto, which led to the selection of the Great Western Society as the best place to return No. 4079 to.

A 'Castle' in original condition was too good an opportunity to pass up. Negotiations began with Rio Tinto in October 1998 and were finally concluded towards the end of the following year. Rio Tinto agreed to donate the locomotive to the GWS at Didcot; we just had to collect it, which is another full story in itself.

The journey back started on April 9, 2000,



Sitting in Platform 2 at London Paddington, No. 4079 is about to depart on Ian Allan's 'Great Western' railtour on May 9, 1964; *Pendennis Castle* working the first leg as far as Westbury.



A rare shot of 'Pendennis' working in Australia in August 1984 on a railtour. JOHN LYAS

FAMOUS LOCOMOTIVES



Above: The valve and cylinder liners, shrunk in liquid nitrogen, are fitted to the cylinders of 'Pendennis', with staff making the motion adjustments after fitting.

with a quick 1,100-mile road trip across Western Australia, from Dampier to Perth and Fremantle docks. The locomotive was readied for the sea journey on a round-the-world ferry via the Pacific and Atlantic Oceans and the Panama Canal, finally arriving at Portbury Docks in Bristol on July 8 and a quick trip up the M4.

The return of the engine was a momentous occasion, but the work was only just beginning. The restoration of No. 4079 has been an almost entirely volunteer-driven project.

There are a few jobs that we don't have the equipment or the skills to undertake at Didcot (such as tyre turning, for example) that have not been tackled in-house, but the rest has been done at our loco works. The boiler has been a contract job and our very co-operative boilermith has allowed us to feed them the work as convenient to us, ensuring the inevitably slower pace of weekend volunteer labour is not outstripped by a

ticking 10-year boiler certificate.

Since No. 4079's return to the UK in July 2000, a dedicated band has been working on it ever since. The locomotive was basically complete upon repatriation, but was in an extremely 'tired' state. Covered in a layer of red sand from its desert home, one of the tales that the original band of volunteers will tell is of the seemingly endless parade of buckets of oil/red sand mix that were removed. To paraphrase Basil Fawlty – "Don't mention the sand"!

Protracted

As the engine came apart, the list of jobs to carry out became longer and longer, and resulted in the protracted time it has taken for us to get this far with our volunteer team.

It is worth mentioning here we are dealing with a locomotive that has never been in anyone's scrapyard, and although it has been

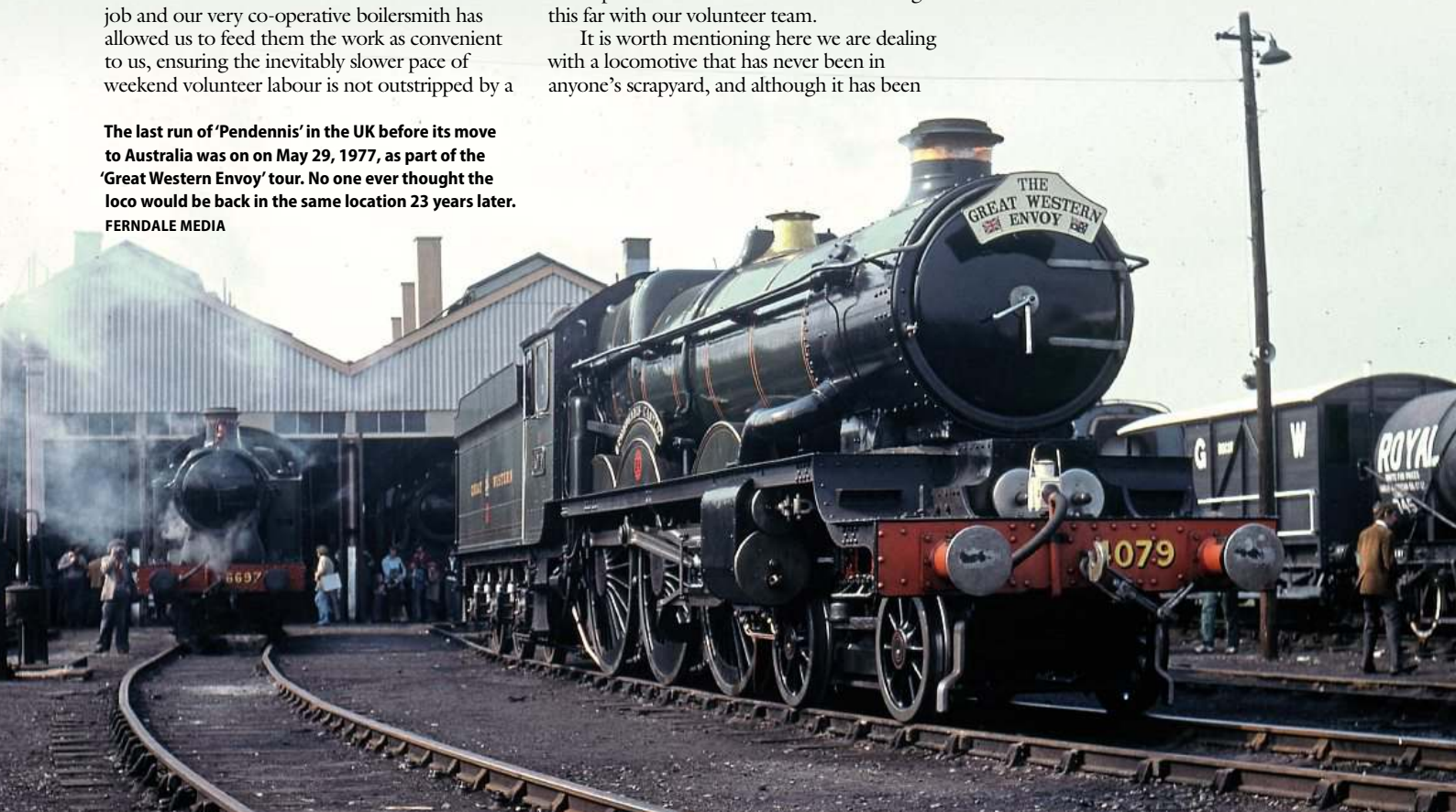


The boiler of No. 4079 is carefully craned onto the frames in October 2015.

modified several times in preservation, essentially represented a fairly unchanged example of working Swindon engineering.

There is therefore a responsibility that is incumbent upon us to maintain that historic integrity wherever it is commensurate in order to run the locomotive in a safe manner in the 21st century. Much of its original work remained when No. 4079 was released from those famous works in 1965 after Mike Higson had it overhauled at Swindon. As a result, we have to be rightly cautious about what we do. There are a lot of instances where quality repairs were done rather than replacement. This means the historic integrity of the machine is maintained.

The last run of 'Pendennis' in the UK before its move to Australia was on on May 29, 1977, as part of the 'Great Western Envoy' tour. No one ever thought the loco would be back in the same location 23 years later.
FERNDAL MEDIA





With the boiler back in the frames, work can begin to rebuild the rest of the loco.



One of the two centre cylinders is bored out by special machine.

A few of the engine and tender's structures needed attention. The big one was the plate work around the drag box area, which was looking thin in places, and the cab sides were also beginning to show the dreaded rust bulges at the bottom edges. The treatment was to replace all the affected plate work.

The cab sides themselves have all the details on them that the near 100 years of age represents, including the wonderful spring catches for the driver's nameplates. Replacing the section that runs through the middle of the nameplate was quite tricky to achieve seamlessly on the outside.

The weld has been left on the inside to leave our mark on the engine – we are still adding to the history, of course.

Mechanical repairs included the restoration or replacement of the vast majority of the bearing surfaces in the engine. Sand and oil is not a great lubricant, but makes for superb grinding paste (!), and there was a lot of wear to be rectified.

Curate's egg

The most serious area of concern was the cylinder block. This is actually made of four large castings on a 'Castle' – the inside cylinder unit at the front (which is the narrow version on the earlier engines of the class), the two outer cylinders and a central casting that comprises part of the saddle for the smokebox, and the exhaust pipes for the outer cylinders.

Not only were the bores worn to the point where the liners had to be removed and replaced, but the centre casting had its issues. There is a 2-to-1 pipe that bolts up to combine the two exhaust streams into one to exit through the chimney. The mounting flange for this pipe was known to be an issue in Australia, but when dismantled, a large chunk had broken off and this whole section was removed and sent off for specialist repair.

The boiler was definitely a curate's egg – good in parts. Although it was in need of new crown stays, and a number of other typical repairs, the boiler had been run using demineralised water.

The mines Rio Tinto run consume



Doug Godden reunited with 'Pendennis' in May last year. He was the fireman on the May 9, 1964 run seen on p45.



Drew Fermor, the driving force behind the restoration of Pendennis Castle.

FAMOUS LOCOMOTIVES



GWR Class 57 No. 57604 *Pendennis Castle* meets its historic namesake during the restoration process.

a great deal of water, and although it is a desert operation, there are sources of water. The drawback is that it is heavily laced with minerals, and in order to protect their equipment, they invested in treatment plants to deal with this. This meant the boiler had little scale in it, and according to Pilbara Railway's Historical Society procedure was to drain the boiler after use and leave the plugs out so the desert heat dried it out.

Another repair that is becoming more common on our boilers at Didcot is the replacement of the lower section of the dry extension. The dry extension is where the smokebox is riveted on and the harsh conditions in the smokebox lead to it corroding.

A 3ft section was removed and replaced to restore the structural integrity of this area, vital when you consider the attachment of the boiler to the engine is mainly achieved at this point...

Working parties

There has been a great deal of work on-going from there – the fortnightly working parties have been maintained and we have continued to make progress. Each system has been investigated, overhauled, repaired and replaced as needed.

Fun processes include the setting up of an entirely new cylinder drain cock mechanism, replacing the steam-operated set No. 4079 was returned to Didcot with; new GWR pattern live steam injectors (both sides – we will look at replacing the exhaust injector at a later date); and the intricacies of tailoring in the new and existing sections of boiler cladding as well.

Pendennis Castle, however, is nearly there. The loco sits in an outwardly complete state. There is still a large amount of pipework to do. Small bore copper and large steel main steam



This August 2018 view shows a relatively complete loco, but work and funds to complete the restoration is still needed.

pipes are also on the 'to do' list. A small pile of smaller subsystems are the last bits and pieces to make up the finished engine. Except... the boiler isn't finished.

It may seem strange to complete the engine without a boiler certificate, but it does make sense for our method of working. 'Pendennis's' small team of volunteers need to be sure we have everything ready to go so as little of that precious boiler certificate is wasted as possible. Therefore we concluded that a complete engine without a boiler certificate was the best way to ensure it all fitted together, and there were no obvious missing pieces.

The last job will then be to strip out just enough to remove the boiler and allow the last few jobs to be completed. We need to take the boiler out of the frames to carry out the hydraulic test, followed by the steam test, before finally replacing it back in the frames for the steam test.

We are therefore probably a lot closer than most people think, but there is a somewhat circuitous route to get there. In many ways,

although the restoration has taken longer than we hoped or anticipated, there is a little bit of history repeating itself as *Pendennis Castle* should be active at the same time as *Flying Scotsman* and *Clun Castle*, albeit not on the main line.

Last lap

All we have to do now is to complete the restoration. Overall, the cost of repatriation and subsequent restoration has been in the region of £300,000. We are now on the last lap, and if you would like to help achieve this by making a donation it will be much appreciated.

Donations should be sent to: Richard Croucher, Treasurer 4079 *Pendennis Castle*, Great Western Society Ltd, Didcot Railway Centre, Didcot, Oxon OX11 7NJ. ■

■ Richard Croucher is treasurer of the 4079 *Pendennis Castle* Fund and Drew Fermor is the restoration project manager.

Arriving at Shrewsbury, No. 4079 approaches the station with a Talyllyn Railway special from Paddington to Towyn (as it was called then) on September 25, 1965. The train was taken forward by Nos. 7802 and 7812, both now preserved. BRIAN ROBBINS/RAIL PHOTOPRINTS





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Complaints are nothing new!

Passenger delays because of cancellations or late trains seem to be continually at the forefront of media reporting today. However, complaints about rail travel are far from a modern phenomenon, and frustrated passengers have been venting their anger for at least 150 years, as **Dr David Turner** explains.

In May 2016 a new organisation emerged on the British railway landscape: the Association of British Commuters (ABC).

Set up by passengers and campaigners on the Southern network it was initially formed to fight “for the rights of passengers” and to crowd-fund investigations into the railways’ practices, to pursue legal action and effect change. This nascent organisation is now a voice on Twitter and elsewhere for passengers’ interests. Yet this organisation is not alone.

Numerous voluntary groups work for improvements on passengers’ behalf, for

instance the Reigate, Redhill and District Rail Users Association and Tonbridge Line Commuters.

The emergence of independent groups fighting to improve services is not, however, a modern phenomenon. Their emergence, as well as complaints by individual travellers, have a long heritage, stretching back to the industry’s early days. Passengers have always tried to gain some measure of influence over the actions of corporate entities that conveyed them, subjected them to cramped and dirty travelling conditions, slowed or delayed their life plans, and did so at an expensive price.

This feature, focusing on the period 1860-1914, will demonstrate that user complaint has been a long-standing and integral part of the relationship between British railways and the public

It is important to note complaints about the railways had occurred before the 1860s. In 1847, in the *Norfolk News*, ‘B.T.’ argued the Norfolk Railway ‘compelled people to travel at hours, and prices, and by conveyances, never contemplated in their Acts of Incorporation’.¹

In 1854, H.B.C. complained that gambling was allowed in the compartments of the London & North Western Railway (LNWR).²



This wonderful picture, with its gas lamps, period signage and advertising, was taken at Willesden Junction High Level station in the late-19th century.
TONY HIGSETT COLLECTION

Something changed from 1860 though, there being a widespread increase in complaints in consequence of railway-specific and non-railway factors. On the one hand, the number of journeys made on UK railways increased dramatically between 1860 and 1912, from 136.9 million to 1.29 billion, the result of growing disposable incomes and increased leisure travel, improved and expanded Third Class accommodation (which constituted 91% of tickets sales by 1900), and outward migration from city centres, creating larger numbers of commuters. In short, more journeys meant more opportunity for grievances to emerge.

Non-railway factors also played an important role in stimulating complaint. Firstly, an environment was created in which people felt they could, or perhaps should, complain about services.

Progressively larger numbers of individuals received the vote through Reform Acts in 1867 and 1884, extending the franchise to all men paying rent of £10 per annum or holding land valued at the same. More men therefore could influence their environment, an impulse that potentially carried over into other social and economic spheres where they perhaps felt they could affect change.

Growing disposable income, and rising consumption of goods and services, also prompted after 1870 the growth of consumer campaigns for change against forces negatively impacting on people's lives. The frequent discovery of food adulteration by unscrupulous shopkeepers and merchants led to Acts regulating food safety, politicians acting in response to public pressure.

Consumers also played a role in successful campaigns against utility companies, thus securing better water supplies. Public pressure also compelled public health improvements.

Against this backdrop, and given many Victorians saw the railways as critical to the nation's functioning, fighting back against poor train services was another area where people felt they were taking on a detrimental influence on the populous' wellbeing.



LBSCR 'B2X' 4-4-0 No 201 *Rosebery* heads the 'Little Pullman' south from London Victoria after its rebuilding in 1909 from a 'B2'. RM ARCHIVE

Finally, newspaper and periodical circulation grew significantly, providing more places for people to vent their ire. 'Letters to the editor' became the home of the railway complaint; it was a place where aggrieved passengers could appeal to a third party – the court of public opinion – to shame the railways.

This shaming usually pertained to familiar issues; overcrowding, expensive fares, lack of comfort, and delay. The overarching theme was that these things were in consequence of companies' avarice.

From October 21 until December 10, 1867, a regular commuter from Huyton Quarry to Liverpool informed the *Liverpool Mercury's* readers of his grievances. This regular journey via the LNWR was 'vexatious,

annoying and nerve destroying'.

The monopolistic railway's greed was evident at his home station, which 'might be a station in Chancery, so out-of-elbows does it look, or belong to some bankrupt company, who could not afford a few pounds to put in a tolerably decent condition.'⁴

Complaint letters were however not ordinarily printed in newspapers in isolation. A single letter not infrequently ignited a potentially damaging narrative, other passengers in later editions piling on the pressure through recounting their own experiences.

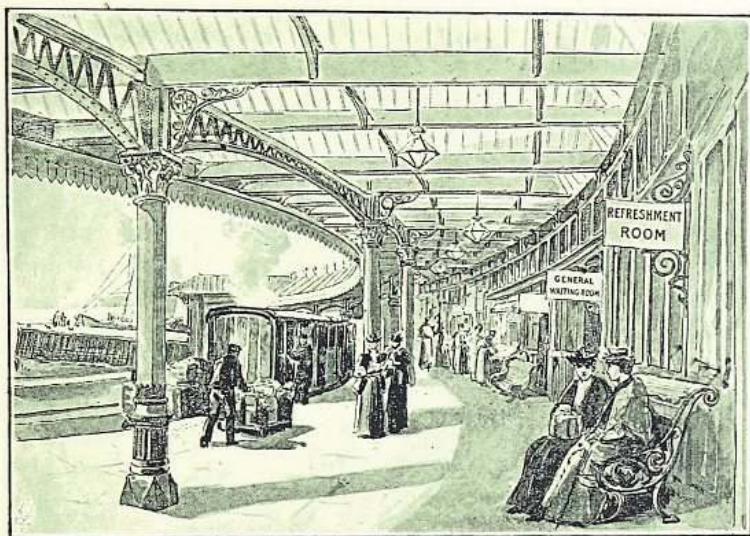
In 1880 the punctuality of the Cheshire Lines Committee's trains was the subject of a series of complaints in the *Manchester Guardian*. Again, the charge of corporate greed was made, one of the writers arguing that the company was indifferent to the season ticket holder who had to put up with unpunctuality, whilst the more profitable through travellers between Manchester and London were prioritised.⁵

However, such letter-writing flurries frequently did not target one company, grievance being transferred from one to another, reflecting that what passengers wanted was a good service irrespective of the controlling corporation.

One set of correspondence in *The Times* in 1889 included complaints about the want of punctuality on the Great Northern, London & North Western and South Eastern Railways – the industry overall was being berated.⁶

Alongside letters in newspapers, satirical periodicals such as *Fun* and *Funny Folks* also critiqued railway companies' actions. Foremost among the attackers was *Punch*. It attacked the railways because this resonated with a large portion of its audience, London commuters.

London became the administrative centre of Britain in the late-19th century; between 1881 and 1911 the number of male clerks employed there rose from 58,278 to 140,847, while female clerk numbers increased from 2,327 to 32,893.⁷



CRAIGENDORAN STATION.

This station scene is called *Mountain, Moor and Loch*, illustrated by pen and pencil, and is at a station on the route of the West Highland Railway from around 1894.

RAILWAY OPERATIONS

A central tenant of clerical work was presentability and keeping up standards, of which a major part was being on time to work. In 1870 the periodical *Civilian* published a piece entitled 'The Good Clerk', stating that "He is never late. If he lives out of town – and he usually does, in a painfully trim little house, near to a suburban station – he always comes to town in a train that lands him a quarter of an hour too early."⁸

Disrupted, delayed and overcrowded trains thus made meeting such social expectations a challenge, thus giving *Punch* an opening to elicit from a delayed clerical worker a laugh at the railways' expense.

Emphasising the poor-quality information at stations, one cartoon from 1896 showed an 'Impatient Traveller' asking a porter 'how long a train would be. The Porter's responded 'Heaw long? Weel, sir ah dunno heaw ah con saay to hauf an inch. Happen there'll be fower or five coaches an' an engine or soa."⁹

A poem entitled "The Slow Train" from 1897 read

On Sothorn lines the trains which crawl,
Deliberately to and fro,
Make life a burden; of them all,
This is the slowest of the slow.
Impatiently condemned to bear,
What is indeed an awful bore,
I've seemed to be imprisoned there,
Three days or more.¹⁰

Punch was therefore tuning into widely understood conceptions about the quality, or lack thereof, of train services – it could make jokes about this, because travellers were.

Beyond the complaints found in the press, commuters also expressed their ire through more formal means, establishing passenger advocacy groups.

The South London Railway Passengers' Protection Association first met in Montpelier Tavern, Peckham, in October 1882. Their complaint was the overcrowding on the London, Chatham & Dover Railway's (LC&DR) morning and evening trains.¹¹ In West London in 1876, Peter Watson formed the Hounslow Acceleration Movement Committee to improve services on the London & South Western Railway's (LSWR)

Hounslow Loop Line, 300 attending the first meeting.¹²

Groups were also formed outside the capital. In 1881 residents and businesspeople around Altrincham and Bowden formed a committee to campaign for improved services and reduced fares on the Manchester South Junction and Altrincham Railway.¹³ Other organisations also weighed into debates on train services, such as councils, ratepayers' associations and chambers of commerce.

The means by which groups lobbied for change were limited, the most common form being the memorial. For instance, in 1892 the East Finchley Ratepayers Association memorialised the Great Northern Railway Board for reduced fares to and from the city and King's Cross, and an express train from East Finchley.¹⁴

In 1900, the Heaton Norris Council supported a memorial by local businessmen requesting the Midland Railway Company continue the 5.50pm train from Manchester to Didsbury to Heaton Mersey and Stockport as "the present evening service on this line is said to be unsatisfactory".¹⁵

Naturally, assessing whether complaints from individuals and groups influenced companies' policies is difficult. Different companies, with different operations and different personalities making decisions, would respond to pressure in varied ways. Frequently, they had no impact, in other cases they did. The earliest known case came in 1846. The Eastern Counties Railway had closed Forest Gate Station three years earlier, but local campaigning secured its reopening.

It was Archibald Scott, the LSWR's general manager between 1870 and 1884, who particularly felt the full force of public indignation. Even before Watson's committee was formed, in 1870, 100 Hounslow loop line season ticket holders forwarded him a memorial complaining of "the extreme slowness of trains, their want of punctuality, and the wretched state of the carriages".¹⁶

Through the 1870s, as commuter traffic progressively congested the company's suburban lines, complaints about services became the norm, users reaching boiling point in the early-1880s. The *Sporting Times* amusingly commented in 1881:

*The most humorous piece of writing in the world is to be seen....between Fulwell and Twickenham. It is on a board, and the quaint, incisive words are, "Speed not to exceed ten miles an hour." Even people with urgent appointments, the keeping of which means life and death as they dodder up to town at the old Thames Valley speed of four and a half miles an hour, have to shriek with laughter when they read Archibald Scott's great joke.*¹⁷

A crescendo of complaint was reached in late-1884 with 15 letters in *The Times*. One commented that no company was "so badly managed as the South-Western, nor is there any time table which is so purely the work of supposition".¹⁸ Another, signed 'A Victim', stated that the LSWR's season ticket holders were a 'long suffering race'.¹⁹ While Scott had been in the company's employ since 1852 (when appointed traffic manager), and was nearing retirement, combined with severe criticism of the company's operations by a Board of Trade Inspector after an accident between Downton and Breamore,²⁰ the furore pushed him from the post. He resigned soon after.

Irrespective of individual campaigns' outcomes, that the railways after 1870 were perceived as untamed and greedy corporate entities by the public did not escape politicians' attention, and the Board of Trade began taking a greater interest in the railways' passenger business.

Since the 1840s the Government had been concerned with safety matters and, after the horrific railway disaster in Armagh in 1889 in which 80 died, this culminated in the Regulation of Railways Act that imposed nationwide block working, automatic continuous brakes and interlocking points and signals.

Thereafter, governments moved onto considering a range of other matters where the companies were acting in ways that harmed or disadvantaged the individual. One was worker safety, leading to the 1893 Hours of Work Act, which could, theoretically, reduce railway employees' hours of work.

The other matter was railway punctuality, figures that are a common feature of today's railway landscape; they are used to measure company performance, are heavily publicised on release, and persistent poor performance can possibly imperil any franchise. They were also something the Board of Trade collected before 1914.

In the 1870s and 1880s it had used figures to shame the railways into improving passenger safety.

The companies were to return to it figures of the length of line worked by the block signalling system, and these were subsequently published in the newspapers to shame the railways into reform. It worked, and most of the lines in England and Wales had the block system installed by the time of Armagh.²¹

A similar philosophy likely lay behind the collection and publication of punctuality figures; this was possibly an attempt to shame the railways into making changes. The first set were collected for the four south London railways in late-1889 (three months ending June 30), and an example of the information collected is shown above.²²



A view of the concourse of Glasgow Central in the early-1900s, delay information for passengers less easy to come by than in the present day. AUTHOR'S COLLECTION

	LC&DR	
Trains to time(mins)	34,776	50.43%
1 to 5	22,292	32.32%
6 to 10	7,371	10.69%
11 to 15	2,089	3.03%
16 to 20	886	1.28%
21 to 25	518	0.75%
26 to 30	293	0.42%
over 30	739	1.07%
	68,964	100.00%

These figures are demonstrative of more than just the companies' punctuality. Where previously Government had intervened in safety matters and ensuring by the provision of workmen's trains the mobility of individuals on low-income or who had been dispossessed through railway building, these figures evidence a developing political interest in the service quality all passengers received. It can therefore be suggested politicians were responding to passenger concerns of various sorts and, as was playing out over goods transport rates, user power to some extent could influence policy. Although, beyond their collection and dissemination no other action in this direction was taken before 1914.

Despite this, the period from the 1860s was a challenging one for the railways, although they did little to fight back against the damaging public narratives letter writers, passenger advocacy groups and others pushed forward.

Occasionally, senior managers responded to complaints in newspapers directly. The earliest known intervention of this sort came from the LNWR's general manager Mark Huish, in 1854. In response to a complaint about 'card sharpeners' on trains, he responded, clarifying they did not permit such activity, were trying to stamp it out, and provided a notice that had been placed around the company's system.²³ He was aware that as a public organisation the railway needed to present a good public face, something decision-makers also recognised in later years.

It was only shortly before the First World War that railway companies recognised the importance of consciously trying to manage their relationship with the press with a view to shaping their corporate image in the public sphere. These nascent public relations practices were not to deflect criticism though, the objective being to promote holidaying opportunities via rail. For instance, in July 1914 a party of journalists were taken on the 'Flying Scotsman' to Edinburgh and around the Scottish lakes, after which William Whitelaw, the North British Railway's chairman, held a banquet in Edinburgh.²⁴

Overall, more research is required on passenger grievances and the railway companies' responses. Yet this foray into the subject has demonstrated that a contentious relationship between the railways and their public is a constant throughout British railway history.

The subject is also multifaceted. Yes, railways not infrequently were to blame for grievances, but complaints were also shaped by social and cultural factors beyond the railhead. ■

■ Dr David Turner is an associate lecturer in railway studies at the University of York.



North Eastern Railway 2-4-0 No. 546, designed by Edward Fletcher, sits at York station, the class surviving until February 1925. RM ARCHIVE



Delays due to accidents more than a century ago were common. Here, GWR '1016' class 0-6-0ST No. 1048 has come to grief after a collision with level crossing gates at Redbrook, Monmouth, on the Wye Valley line, on February 16, 1880. The recovery process must have been interesting! RM ARCHIVE

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TALKING POINTS

Line closure views

ONCE more HS2 is being raised. If BR hadn't shut so many lines down there wouldn't be all this nonsense now.

As regards overcrowding, at the very least two passengers out of every three should be on trains over lines which were closed.

Philip Cox
Gillingham, Kent

Lack of yellow panels

IN THE transition period from steam to diesel and electric traction, the latter became known as 'silent killers' following a number of incidents and near-misses involving track workers, who were unaware of their approach.

With no smoke or steam to announce the train's presence, the yellow warning panel was introduced, and later extended to cover the whole of the front end to increase the visibility. It is extraordinary some train operators have now dropped the yellow panel, with TransPennine, West Midland, Hull Trains, and TFL Rail all following this trend.

No doubt modern high-intensity headlights are regarded as more effective in making the train visible, but it is curious a well-established safety feature is now being abandoned by some operators.

Ron Head
Didcot, Oxfordshire

STAR LETTER

Fragmented system: Industrial relations is the 'elephant in the room'

IT WOULD be hard to argue with most of Fraser Pithie's analysis of the issues with the fragmented passenger railway system (*RM*, Feb 2020), and what needs to be done urgently to address these issues.

However, he ignores the 'elephant in the room' – that of industrial relations across the industry.

Train drivers carry an enormous responsibility (I have until recently been a driver on a heritage railway) and well deserve to be amply rewarded.

However, the public does not deserve to be gouged by strikes, however legal, which disrupt their plans, journeys and lives. Decent human resource management and proper mutual relations between management and unions will do much to reduce antagonism, often so apparent.

I spent my career negotiating with some pretty difficult unions and it is

possible to get to sensible understanding and respect. Tough, ill-informed words from Government and those not near the front line do nothing to help.

There is a point in any dispute when the game, for both employer and employee, is not worth the candle.

A long-running dispute, such as those over guards, costs the employer and the employee dearly, and can become a 'First World War' standoff in the trenches. Nobody, and least of all the passenger, benefits.

This needs national attention by employers and unions; the former not to insist on the unattainable, and the latter to accept modern working practices, where they are practicable, with proper guarantees for employment and conditions.

It is also hard to communicate with a large workforce, working odd hours and

geographically spread out, and every effort – such as is shown in the article by LNER, using every method available to contact staff and passengers – needs to be made.

Finally, Government ministers love to give highly optimistic speeches about new investment, new trains and what turn out almost invariably to be absurd timetables for delivery.

Proper project planning, whether for new trains or civil engineering, needs to have adequate contingency time and cost built in so that false promises are not made.

Those carrying the responsibility for the project should make the announcements and face the results – the Government minister will in any case be busy blaming everyone else for the problem.

Stefan G Kay
Edinburgh

I FOUND Fraser Pithie's article 'Are You Really Being Served?' (*RM* Feb 2020) most informative on the current railway scene. If only every rail user could be provided with a copy!

Those with more than a passing interest in the railway are probably well aware of some of the failings by TOCs,

such as with customer service and overcrowded trains.

However, the revelations regarding the DfT may have been more surprising – another body unfit for purpose?

Rail infrastructure in certain areas is now deemed incapable of coping with more intensive services/longer

trains to meet current and future demand, together with renegotiation of contracts of employment by some TOCs that clearly have been dumped in the 'too hard' tray.

You really could not make it up!

J. Woodfield
Princes Risborough



Shallowest gradient

IN RESPECT of the letter about shallowest gradients (*RM* Feb), a contender could be the 'summit' located on the ex-LSWR main line east of Farnborough, near Sturt Lane, with a rising gradient of 1-in-14400 from the Frimley Green direction to a descending gradient of 1-in-3414 towards Farnborough Main.

I believe it was once listed in the Guinness World Records as the most obtuse railway summit, and I took this photo in the early 1990s when I worked on the railway.

Iain Reid
By email

✉ Several other readers suggest this 1-in-14400 gradient as the shallowest – Ed.

Short-sighted practice?

MAY I add to Martin Sheppard's comments in Readers Platform?

It seems to be a short-sighted practice by Network Rail to only install single-width bridges.

When the bridge at the London end of Templecombe Station was replaced, a promise was made that it would be double track. This would allow the reinstatement of both platforms at Templecombe to ease pressure on the single line.

But only a single-width bridge was installed – despite the promises made.

Up trains still have to wait well outside Templecombe Station, while a late-running Down train arrives and calls at the station.

Installing a double-track bridge and reopening the second platform at Templecombe would have given a better service to passengers AND provide much needed operational flexibility AND cut delays.

Martin James
Egham, Surrey

Time for better disability training for rail staff?

THANKS for highlighting the experiences of disabled travellers (Feb *RM*).

In 1983 I undertook some disability awareness training. This included being blindfolded and led out on to a busy street, being pushed in (and having to push) a wheelchair, and having my ears soundproofed. Being blindfolded was the most terrifying. Customer service staff should be required to undergo this type of training.

In the meantime, why not recruit some trained volunteers at busy stations and at peak times to assist hard-pressed staff?

Train managers also need to use some common sense for all their passengers.

Four of us travelled, with suitcases, by First Class on a GWR service from Plymouth to London last year.



No other seats in the carriage were booked.

We asked a young trainee if we could leave our luggage in the wheelchair space as they were too big for the overhead racks – on the understanding they'd be moved if the space was needed.

However, the train manager came by, moved the luggage, wedging it between the seats and claimed brusquely 'it is a legal requirement to keep the wheelchair space clear at all times'. Nobody else boarded the service at its two other calling points.

I suspect the young trainee was reprimanded by the train manager, yet showed common sense and good customer care.

Rod Giddins
Birchington, Kent

✉ It's pleasing to report GWR has introduced a mobile assistance team which will travel with the passenger for the entire journey rather than leaving assistance at the intended destination to chance – Ed.

AS A disabled person I read with interest Nicola Fox's article on disabled passengers.

In my experience staff have been very supportive and very helpful. Also, I feel facilities like installing lifts on footbridges have helped my journeys run smoothly.

Although able to walk, I need assistance when climbing stairs and using escalators. It is not just on the National network.

As an enthusiast too, I have found most heritage railways very accommodating, with most areas easily accessible, including viewing platforms for loco sheds, with volunteers friendly and understanding.

I am also a volunteer on three heritage railways, and I was made to feel welcome and part of the team at all of them.

However, I have had my share of bad experiences.

Two of the worst have been when station staff rang the police just because I was travelling alone, and at a heritage railway when I was visiting with a society and was told because of their policy on disabled people I couldn't take part on a tour of the workshops.

Needless to say I haven't returned to that heritage railway and don't intend to.

Things are improving but they are not perfect yet.

David Collins
Chalfont St Peter, Bucks

✉ While Mr Collins' experiences at heritage railways are mainly positive, are some using health & safety reasons to restrict access for visitors with disabilities? – Ed.





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and Mönch mountains. After time to explore, head to Brienz to catch the steam-powered mountain railway all the way to the summit of the Brienz Rothorn mountain.

Days 8-9. Grindelwald and homeward

After a final day at leisure in Grindelwald, return to Paris on Day 9 to catch the Eurostar to St Pancras.

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Meetings

WEDNESDAY, MARCH 4

Burton Railway Society. Marston's Sports & Social Club, Shobnall Rd, Burton upon Trent DE14 2BG. 19.30. 'The Great Western Railway – a Personal Appreciation': Colin Ellis.

Pennine Railway Society. Club 39, 39 College Rd, Doncaster DN1 3JH. 19.30.

'Grantham to Kings Cross': Steve Armitage.

RCTS. Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 0SQ. 14.15. 'Over Ten Years on Platform 5': Robert Pritchard.

Talking of Trains. Surbiton Library, Ewell Rd, Surbiton KT6 6AG. 19.00. 'The Charm of Suffolk': David Ager.

THURSDAY, MARCH 5

Bath Railway Society. Church Hall, St Mary's Church Hall, Bathwick, Bath. 19.30. 'Pier Railways and Tramways in Britain': Nick Kelly.

Ffestiniog Railway Society (Bristol area group). BAWA Club, Southmead Rd, Bristol BS34 7RF. 19.45. 'Lynton & Barnstaple Progress – Achieved and Planned': Ian Cowling, Trustee, Lynton & Barnstaple Railway Trust.

Great Central Railway Society (Sheffield branch). Farm Road Sports & Social Club, Farm Rd, Sheffield S2 2TP. 19.30. 'By Great Central from Barton-on-Humber to Wrexham': Chris Youett.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. Annual meeting and photo competition (members only).

Norfolk Railway Society. United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.00. 'The Art of Railway Timetabling': Ian Henderson.

RCTS. Salthaire Methodist Chapel, Salthaire Rd, Shipley BD18 3HJ. 19.30. Branch annual meeting and members' presentation.

SLS. St John Ambulance Centre, Sandes Ave, Kendal. LA9 4LL. 19.15.

'Recent Railway Rambles': David Allison.

FRIDAY, MARCH 6

RCTS (Furness Lakes and Lune branch).

Station Hotel, Carnforth. 19.30.

'Scenes from Oxenholme': John Bateson.

RCTS. St Peter's Church Hall, Church Rd, Filton, Bristol BS34 7BX. 19.30.

Branch annual meeting and members' evening.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45.

'UK Charters Video 1990-2000': Ian Sylvester.

SLS. Newport Community Hub, Union St Middlesbrough TS1 5NQ. 19.00.

Centre annual meeting followed by 'The Zittau Railway': Steve Dymott.

SLS. Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre 67 Westgate Rd, Newcastle-upon-Tyne NE1 1SG. 19.00. 'My Fascination with Railways – Part 2': Howard Burchell and 'Being in the Right Place at the Right Time': Malcolm Paul.

MONDAY, MARCH 9

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. 'My Early Years': David Maidment.

RCTS. Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 0SQ. 19.15. 'Swindon Works – the Golden Years – The Collett Era – Part 2': Revd Canon Brian Arman.

RCTS. The Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield S1 4EL. 19.00. 'Memories of a Sheffield Trainspotter': Ted Parker.

SLS. Lauriston Hotel, 15 South Crescent Rd, Ardrossan KA22 8EA. 19.30. 'Managing Glasgow Central Station': Susan Holden.

TUESDAY, MARCH 10

Friends of the National Railway Museum (South of England Group). St Paul's Church and Community Centre, 5 Rossmore Rd. London NW1. 18.45. Annual meeting and social evening.

NRM. Leeman Rd, York YO26 4XJ. 19.30.

'Rambblings with a New Camera in 1962': Brian Holland.

Pewsey Vale Railway Society. Woodborough Social Club, Pewsey SN9 5PL. 19.45.

'A Peter Gray Evening': Amysa Crump

RCTS. The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30.

'Hitchin South Diaries': George Howe.

RCTS (Merseyside, Chester and North Wales branch). Observations at Doncaster.

Contact: Alan Turton 01606 854227 or Merseyside@rcts.org.uk

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

Branch annual meeting and members' presentation evening.

RCTS. Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30.

'Railways in a Yorkshire Landscape – Doncaster to Hull': Stephen Gay.

Scottish Railway Preservation Society. Vestry Hall, Holy Trinity Church, Avon St, Motherwell, ML1 3AD. 19.30. 'The Story of Wormit and the Tay Bridge Disaster': Charlie Armstrong.

Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30. 'The Berliner – British Military Train' and 'The Royal Train': Douglas Beazer.

WEDNESDAY, MARCH 11

LCGB (Dorking branch). Friends Meeting House, Butter Hill, Dorking RH24 2LE. 19.30. 'Volks Electric Railway': Ian Gledhill.

RCTS. Old Church Rooms, Park Rd, Radyr, CF15 8DF. 19.30. 'A Ninth Colour-Rail Journey': Paul Chancellor.

Stephenson Locomotive Society (SLS). The Scout and Guide Headquarters, Godalming GU7 1HR. 14.30. 'Highs and Lows on the Narrow Gauge': Mike Brookes.

Talking of Trains. Surbiton Library, Ewell Rd, Surbiton KT6 6AG. 19.00. 'Rail Days in Whitby and Scarborough': Dick Crane.

THURSDAY, MARCH 12

Great Western Society (GWS). BAWA, 589 Southmead Rd., Filton, Bristol BS34 7RG. 19.45.

'A lot of then and some of now': Wayne Finch.

Irish Railway Record Society London Area. Function Room, Calthorpe Arms, 252 Gray's Inn Rd, London WC1X 8JR. 19.00.

'More Traveller's Tales from (nearly) seventy years ago': Michael Davies.

LCGB. United Reformed Church, Watford Rd, Chiswell Green, St Albans AL2 3HG. 19.30.

'A Glimpse of Swiss Railways': Paul Russenberger.

Monmouthshire Railway Society. Theatre A09, University of South Wales, City Campus, Usk Way, Newport, South Wales NP20 2BP. 19.00.

'Eastleigh Works': Colin Boocock.

North Yorkshire Moors Railway (Northallerton area group). The Village Inn, Water End, Brompton DL6 2RL. 'NYMR - End To End': Bernard Dixon.

RCTS/SRPS. Quaker Meetinghouse, 7 Victoria Terrace, Edinburgh EH1 2HE. 19.30.

'Steam in Northumbria': Ian McInnes.

RCTS. Newcastle Arts Centre, 67 Westgate Rd, Newcastle-upon-Tyne NE1 1SG. 19.00. 'The Lancashire and Yorkshire Railway': Noel Coates.

RCTS. St Luke's Church, Mayors Walk, Peterborough PE3 6EZ. 19.00.

'That Was the Year that Was – 1962': Geoff Plumb.

RCTS. Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 14.30. 'Sir Nigel Gresley – His Work and Times': Chris Nettleton.

FRIDAY, MARCH 13

Slough & Windsor Railway Society. The Manor,

Brunel Way, Slough station, Slough. 19.45.

'London to Venice': Mary Sibley.

SATURDAY, MARCH 14

Irwell Vale Railway Photographers. Methodist Church, Bowker St, Irwell Vale BL0 0QP (off the B6527). 19.30. 'UK industrial steam locos': Steve Fort.

SLS. Kidderminster Railway Museum, adjoining SVR station. DY10 1QX. 13.00.

'The Grimby and Immingham Electric Railway and its context': Peter Worsley.

Bournemouth Railway Club. Winton Methodist Community Centre, jct of Alma and Heron Court Roads, Bournemouth BH1 1DE. 14.30. 'The Swanage Railway Project': Andrew P M Wright.

MONDAY, MARCH 16

Leicester Railway Society. 'Leicester (Belgrave Rd) to the East Coast including Thumby station history': B Holland & M Chapman.

Plymouth Railway Circle. St Edward's Church Hall, Home Park Ave, Peverell, Plymouth PL3 4PG. 19.30. 'Images and Sounds of West Country Steam in the early Sixties': John Truscott and Bernard Mills.

RCTS. The Town Crier, City Rd/Station Rd, Chester CH1 3AE (opposite station entrance). 19.30.

'The Lever Brothers Railways of Port Sunlight': Mike Lister.

RCTS. Didcot Civic Hall, Britwell Rd, Didcot OX11 7JN. 19.30. 'Swindon to Saigon and beyond': John Reeves.

RCTS. Shenfield Parish Hall, 60 Hutton Rd, Shenfield CM15 8BL. 19.30. 'Next Train Gone': Adrian White.

RCTS. Weston Favell Parish Hall, Booth Lane South, Weston Favell, Northampton NN7 3EP. 19.30. Members' evening and slides.

TUESDAY, MARCH 17

RCTS. The Victory Club, Burlington House, Lypiatt Rd, Cheltenham GL50 2SY. 19.30.

'Swindon Works – the Collett Years': Revd Canon Brian Arman.

RCTS. Upstairs, Highway Public House, Willerby Rd, Hull HU5 5LH. 19.30. 'Leeds to Swindon via York and Selby': Phil Lockwood.

SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 19.00. 'The Richmond & Catterick Branches': John Young.

WEDNESDAY, MARCH 18

Pennine Railway Society. Club 39, 39 College Rd, Doncaster DN1 3JH. 19.30. 'Hitachi': Arran Draper.

RCTS/Mid Hants Railway. Eastleigh Railway Institute, Romsey Rd, Eastleigh SO50 9FE. 19.30.

'Railway Allsorts': Ken Munford.

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

'The Bulleid Story': Colin Boocock.

THURSDAY, MARCH 19

Aln Valley Railway. Old Waiting Room, Alnwick Station. 19.30. 'The Early Railways of Dalkeith': Brian Scott.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30.

'The Story of Leicester Trams': Mike Greenwood.

Marlow & District Railway Society. Bourne End Community Centre, Bourne End Bucks. SL8 5SX. 19.30. 'An Evening with our President, Mark Hopwood.'

RCTS. Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG. 19.00.

'Woodhead – the Lost Railway Part 2': Stephen Gay.

RCTS. Salthaire Methodist Chapel, Salthaire Rd, Shipley BD18 3HJ. 19.30.

'55 Years of Photography – Part 2': Les Nixon.

Sutton Coldfield Railway Society. St James' Church Centre, Mere Green Rd, Sutton Coldfield B75 5BW. 20.00.

'A selection of David Palmer's slides': Ken Taylor.

FRIDAY, MARCH 20

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

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough.

19.45. 'Big Screen Members Presentations'.

SLS. The Conference Room, 1st floor, (access via Black Swan Court Yard) Newcastle Arts Centre 67 Westgate Road, Newcastle-upon-Tyne NE1 1SG.

19.00. 'Kirkby Stephen East – Preserving the Past for Future Generations': Mike Thompson.

WC&P Railway Group. Jubilee Hall, 49 Slade Rd, Portishead BS20 6BE. 19.30.

'Scottish Highlands in the 1980s': Arthur Turner.

SATURDAY, MARCH 21

GWS. Parish Centre, Church End Rd, Kingskerswell, Torbay, TQ12 5LD.

18.30. 'TBC': Philip Bisset.

SLS. Friends' Meeting House, Mount St, Manchester M2 5NS. 14.00. 'Indian Summer Of the Somerset & Dorset Railway': Melvyn Roberts.

MONDAY, MARCH 23

RCTS. Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead SL6 3AX.

19.30. 'A Taste of Japan': Gordon Davies.

RCTS. Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield S1 4EL. 19.00. 'Rail Cameramen – the Rail Camera Club': John Hillier.

TUESDAY, MARCH 24

North Yorkshire Moors Railway (Northallerton area group). Village Hall, School Lane, Thornton-le-Beans DL6 3SN. 19.30. 'Memories of a Sheffield Trainspotter': Ted Parker.

RCTS (Merseyside, Chester and North Wales branch). South Pennines Day Ranger.

Contact Alan Turton 01606 854227 Merseyside@rcts.org.uk

RCTS. Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30. 'The High Marnham/Ollerton Test Track': Peter Ellis.

RCTS. Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15.

'Class 442 Re-Engineering': Neil Drury.

WEDNESDAY, MARCH 25

RCTS. Council Meeting Room 2, County Hall, West St, Chichester PO19 1RQ.

19.30. 'The Berlin U Bahn': Brian Hardy.

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

'LNER Preserved': David Ager.

FRIDAY, MARCH 27

GWS. Pauling Human Sciences Centre, 58 Banbury Rd, Oxford OX2 6QS. 19.30. 'Confessions of a Narrow-Minded Enthusiast': Colin Brading.

Railway Club of the New Forest. McLellan Hall, Lymington Community Centre, Cannon St, Lymington. 19.30. 'Coming of the Railway to Basingstoke': David Brace.

RCTS. Fulwood Lawn Tennis Club, Highgate Ave, Preston PR2 8DY. 19.30. 'North West and North Wales reminiscences of the 1960s': John Cashen.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. 'Home Movies Showing Transport Interest': John Coke.

MONDAY, MARCH 30

Nantwich & Market Drayton Railway Society. King's Head Inn, Shrewsbury Rd, Market Drayton TF9 3EH. 20.00. 'The UK Scene': Rob Morrey.

Plymouth Railway Circle. St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 19.30.

'A Seventh Colour-Rail Journey': Paul Chancellor.

RCTS. Weston Favell Parish Hall, Booth Lane South, Weston Favell, Northampton NN7 3EP. 14.00. 'Preserved Railways, Past Present and Future': Michael Smyth.

TUESDAY, MARCH 31

RCTS. Methodist Church, jct of Ludwick Way and Cole Green Lane, Welwyn Garden City AL7 3PN. 14.00. 'The Varying Fortunes of the Hatfield to St Albans Railway': Alistair Cameron.

WEDNESDAY, APRIL 1

Burton Railway Society. Marston's Sports & Social Club, Shobnall Rd, Burton-upon-Trent DE14 2BG. 19.30. 'From My Brother's Collection of





Early 1960s Steam': John Dagley Morris.

Pennine Railway Society. Club 39, 39 College Rd, Doncaster DN1 3JH. 19.30. 'Steam in the 60s and Modern Traction 1980s/90s': Robin Patrick.

RCTS. Haig House Social Club, Wootton Rd, Garston, Liverpool L19 5NQ. 13.30. 'L&Y Engines at Work – Part 1': Paul Sackcloth.

THURSDAY, APRIL 2

Bath Railway Society. Church Hall, St Mary's Church Hall, Bathwick, Bath. 19.30.

'The Vivarail Company and its Leadership in Battery Train Technology': Adrian Shooter.

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Rd, Sheffield S2 2TP. 19.30. 'Railways of Mexborough, Swinton and Wath': John Law.

Irish Railway Record Society (London area). Function Room, Calthorpe Arms, 252 Grays Inn Rd, London WC1X 8JR. 19.00. 'Last Glances of the Traditional Railway in Northern Ireland and Securing the Future': Derek Young.

Lutterworth Railway Society. United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. 'The Ecclesbourne Railway – a Remarkable Story': Eric Boulbee.

Norfolk Railway Society. United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.30. 'Rhythm Express': Roy Headland, and 'East Anglia and Beyond': Andy Wright.

RCTS. Methodist Church Hall, Silver St, Stony Stratford, Milton Keynes MK11 1BE. 19.30. 'Prince of Wales – Brand New Steam for the 21st Century': John Rawlinson.

RCTS. Saltire Methodist Chapel, Saltire Rd, Shipley BD18 3HJ. 14.00.

'Through the Lens – Part 2': John Cooper-Smith.

SLS. St John Ambulance Centre, Sandes Ave, Kendal. LA9 4LL. 19.15.

'The Queensbury Lines': Stuart Downey.

FRIDAY, APRIL 3

RCTS (Furness, Lakes and Lune branch). Station Hotel, Carnforth. 19.30.

'Recent Railway Rambles': David Alison.

RCTS. St Peter's Church Hall, Church Rd, Filton, Bristol BS34 7BX. 19.30. 'The Swansea Vale Railway': Tudor Watkins and John Miles.

Slough & Windsor Railway Society. The Manor, Brunel Way, Slough station, Slough. 19.45. Annual meeting.

FILMS

SATURDAY, MARCH 7

Railways Remembered. Town Hall, Broad St, Chipping Sodbury BS37 6AD. 14.30.

'The Pre-War LMS Railway Film Unit': Rob Foxon. Details: 0116 289 0531.

WEDNESDAY, MARCH 11

Railways Remembered. The Rothley Centre, Mountsorrel Lane, Rothley, Leics LE7 7PR. 19.30.

'British Locomotives & The Railway Industry': Rob Foxon. Details: 0116 289 0531.

SUNDAY, MARCH 15

Railways Remembered. Phoenix, Midland St, Leicester LE1 1TG. 14.30.

'British Locomotives & The Railway Industry': Rob Foxon. Box Office: 0116 242 2800.

MONDAY, MARCH 23

Railways Remembered. Corn Market Hall, London Road, Kettering, Northants NN15 7QA.

19.30. 'British Locomotives & The Railway Industry': Rob Foxon. Details: 0116 289 0531.

THURSDAY, APRIL 2

Railways Remembered. Rolls-Royce Pavilion, Moor Lane, Derby DE24 9HY. 19.30.

'British Locomotives & The Railway Industry': Rob Foxon. Details: 0116 289 0531.

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LMS 10000

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This includes traction motors and bogie spares from Holland, cooler groups and electrical equipment including alternators in the UK. These items are available to us but only if we move quickly – it's a case of now or never.

That's the good news. The issue is that all of this equipment needs to be moved within a short space of time, during which we are already financially committed to moving two power units, lifting, stripping and moving the bogies and chassis, getting our new sleeper coach ready for volunteer use and covering the ongoing costs for our new Centenary Works. Combined, an additional £30,000 will be needed.

The opportunity to obtain most of these items will not occur again, so without these components the construction of 10000 is simply not possible. It is critical that we raise additional funds to hire the necessary cranes and transport during the limited time in which the equipment will be available to us.

Please help the LMS10000 Project in any way you can to allow us to take advantage of these once in a lifetime opportunities.

Our English Electric 16SVT power unit and crane during a move in 2015



How to respond

- **Join the Society** as a regular donor. Choose your own membership rate!
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- **One off donations** by cheque made out to the Ivatt Diesel Re-creation Society, 46 Biddick Village Centre, Washington, NE38 7NP
- **Direct banking** to 30-94-77 50405860.

All donations will be added to our President's Centenary Appeal and all qualify toward 'benefits for donors' described on the website

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FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
MARCH 1920

THE Channel Tunnel Parliamentary Committee, in a résumé of the recent history of the project, states that it is uncertain when the Cabinet will arrive at a decision, but it is clear that the Bill for the construction of the tunnel cannot be passed in the forthcoming session until it has received the whole-hearted support of the Government. Failing that condition, the commencement of this, the greatest of the works of reconstruction, must be delayed for another year.

MR. WILLIAM A. STANIER, who has been appointed Locomotive Works Manager at Swindon, entered the service of the Great Western Railway in June, 1892. Five years later he became a draughtsman and in 1900 was appointed inspector of purchased material. In the year following he became technical inspector in the running shed at Swindon, and at the beginning of 1903 he was made assistant locomotive superintendent for the Swindon division. Subsequently he was transferred in a similar capacity to the London division, and two years afterwards returned to Swindon as assistant in the management of the

locomotive works. At the beginning of 1913 Mr. Stanier succeeded to the position of assistant manager of the locomotive works.

50 YEARS AGO
MARCH 1970

Extra Euston newspaper traffic

NOW that all editions of the Sun newspaper are printed in London – previously some were also printed in Manchester – Euston station is having to deal with more than 35 tons (about 1,500 bundles) of extra newspaper every night. As editions roll off the presses, they are whisked direct to Euston where they are sorted into destinations at the newspaper handling point. Manchester's papers – more than ten tons – are loaded directly from road vehicles into vans.

Narborough Station re-opened

CLOSED to passengers since March 4, 1968, Narborough station, on the Leicester-Nuneaton line, was re-opened for January 5. Blaby Council is paying £1,450 towards the cost of re-opening in the first year, and £900 for the next two years, to put the station on a sound economic footing.

Fulham-Leytonstone tube line proposed

REPRESENTATIVES of the Ministry of Transport, Greater London Council, British Rail and London Transport Executive, and the Greater London Transport Group are to discuss a proposal for a new tube line across central London, from south-west to north-east. The route would probably absorb the Wimbledon branch of the District Line, the Holborn-Aldwych branch, and the southern part of the Hainault loop, giving a through line from Wimbledon to Hainault. Broad. Estimates put the cost at £100 million.

20 YEARS AGO
MARCH 2000

'Pendennis' given to GWS for free

AUSTRALIAN quarrying company Hamersley Iron has generously decided to make a gift of 'Castle' class 4-6-0 No. 4079 *Pendennis Castle* to the Great Western Society. The decision – described by GWS chairman Graham Perry as "a fantastic gesture" – follows more than a year's confidential and highly delicate negotiations between

the society and Hamersley Iron resulting from an initiative by *The Railway Magazine*.

Unpaid fare rule crackdown

A CRACKDOWN on the rules surrounding penalty fares is set to be introduced after a highly-publicised incident in which the Prime Minister's wife was fined for travelling without a ticket in January. The incident was doubly controversial as Cherie Blair is also a High Court judge and was on her way to preside over a hearing at Luton Crown Court. Mrs Blair said the ticket office at Blackfriars was not open and that she had no cash for the self-service machine as she had just returned from a foreign holiday.

Reopening the Peak line

THREE train operating companies have confirmed that they would be interested in operating services between Derby and Manchester over a rebuilt Matlock-Buxton 'Peak' line. Midland Mainline, Central Trains and First North Western have all backed Railtrack's plans to reopen the line by mid-2004. The 15-mile line is subject to an £800,000 feasibility study, but would cost an estimated £60m-£80m to reopen.



The RCTS: then and now

IF ASKED to say which are the oldest diesel multiple units (DMUs) operating on the network it is likely the vast majority would pick out a 'Pacer' – but the correct answer would be No. 150001, as the following excerpts from *The Railway Observer's* 1985 reveal.

The now extinct Class 141s did predate the '150s', but in late-1984 it was advised two each of three-car units of Classes 150 and 151 were to be built with the intention to order 100 vehicles of one of the types. At the same time 50 Class 142s and 25 '143s' were also mentioned.

The following month readers were advised that the '150s' were to be based at Derby to work in the East Midlands and to the north and north Wales, while the '142s' were to be split between Newton Heath and Laira.

The first '150' arrived in the autumn of 1984, being noted on a Derby to Matlock service on November 19. Interestingly, BR stated they were going to order 3,000 DMU carriages to replace the 3,700 first-generation units. The fact only 1,300 materialised might explain a lot about today's over-crowding.

At the end of November, No. 150001 was sent to Manchester to work a special trip for the Passenger Transport Executive to Blackpool while e.c.s. mileage accumulation runs

were being undertaken to St Pancras. January found No. 150001 working a demonstration trip from Birmingham to Worcester and also to Aberystwyth, with 150002 working Matlock services.

The first Metro-Cammell-built unit was No. 151001, handed over at a ceremony at the Washwood Heath factory on February 8.

March 9 saw the first recorded incident when 150001 hit a post office tractor and two 'Brutes' on a crossing at Luton – no prizes for guessing which came off the worse. April 11 saw one of the '150s' back at York for inspection by a delegation from Denmark.

It was not until May 1985 that the first Class 142 unit was delivered, this being in GMT orange livery, and as 142001 it ran trials between Derby and Sheffield on June 4, while on the same day a '150' worked a special from Shrewsbury to Pwllheli.

The first '142' had reached Newton Heath by the end of July, along with the first Class 143 due to arrive at Derby on the 31st.

A number of '142s' had been noted at Derby works, but official delivery saw Nos. 142002/15/28 arrive in July. Each unit carried a different livery, with 142015 being chocolate & cream, while 028 was in Regional Railways colours.

Although apparently not due to have 150 types until 1989, it was thus a strange move to have 150001



'Pacer' No. 142046 crosses the River Douglas, near Rufford, on December 9, 2019. While in theory this unit had just weeks left in service, there appears to be no firm plans to retire the Class 150 DMUs that are of a similar age to the 'Pacers'. MARTYN HILBERT/RCTS

working a Newcastle to Carlisle train on June 8, later making a return trip to Middlesbrough.

The '142s' started regular passenger workings in September 1985.

The detailed story continued to

be recorded in *The Railway Observer*, as it is today, although it is now the demise of the 'Pacers' that attracts the attention.

However, the celebrity status of 150001 ensures it too gets mentioned with regularity.

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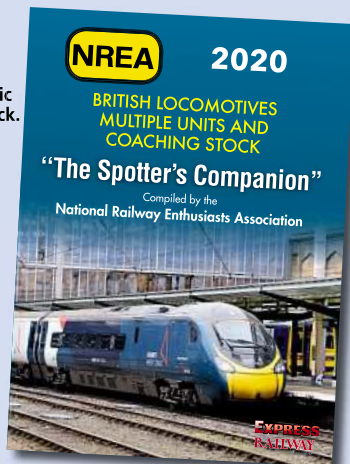
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Time for reflection 1:
Freightliner Class 86s
Nos. 86628 and 86639 are
mirrored in plate glass as
they ease through Stratford
with 4L89 Coatbridge to
Felixstowe on February 6.
TOM NOBLE

A pool of water from the
injector overflow pipe on
Ivatt '2MT' No. 41312 creates
a pleasing reflection at
Ropley shed, Mid-Hants
Railway, on February 8.
MARTYN TATTAM



Porterbrook – delivering a sustainable and reliable railway

The streamlined front ends of two five-car LNER Class 801s are connected at York station on February 13. A far cry from the old three-link couplings of steam days.
TONY WINWARD



The National Railway Museum's record-breaking 'A4' No. 4468 *Mallard* gets away from Hatton with the 'Shakespeare Limited' from Stratford-upon-Avon to Marylebone on November 2, 1986. BRIAN ROBBINS/RAIL PHOTOPRINTS





The wind is whipping up a swell as Rail Operations Group Type 4s Nos. 47813 and 47815 head the 08.35 Laira TMD-Ely Papworth Sidings (5L46) past Rockstone Bridge on the Dawlish sea wall on April 11, 2019. RON WESTWATER



Porterbrook – delivering a sustainable and reliable railway



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The end is nigh! A set of three Class 142 'Pacers', led by No. 142024, accelerate southwards towards Tamworth (and an imminent demise) forming the 07.29 Gascoigne Wood Sidings-Kingsbury Sidings (for EMR's scrapyard) on January 20. GARETH JONES

P66 STEAM P72 INDUSTRIAL P76 IRISH P78 MINIATURE P80 METRO P82 NARROW GAUGE
P84 NETWORK P88 RAILTOURS P93 CLASSIC TRACTION P96 WORLD P98 FREIGHT
P100 TRACTION & ROLLING STOCK P107 OPERATIONS



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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

New owner for 'Black Five' No. 44806

THE North Yorkshire Moors Railway (NYMR) has sold out-of-ticket LMS 'Black Five' No. 44806 to Peter Best, a long-standing supporter of the line.

The NYMR say the decision to sell the Stanier '5MT' was made in the best interests of the locomotive, helping to secure its operational future on the line and not have it standing cold for several years at the back of an overhaul queue.

The loco came to the NYMR from the Llangollen Railway in 2013 after its acquisition from the family of long-time owner, the late Kenneth Aldcroft. It worked on the Pickering to Grosmont services until its boiler certificate expired in January 2018.

However, as a relative latecomer to the NYMR fleet, it found itself low down the overhaul queue.

Work at the railway's Grosmont MPD is currently focused on returning BR 4MT 4-6-0 No. 75029 *The Green Knight* and Bulleid 'West Country' Pacific No. 34101 *Hartland* to steam, with 4MT 2-6-4T No. 80135 bringing up the rear.

Overhaul

Additionally, War Department 2-10-0 No. 3672 *Dame Vera Lynn* and Lambton 0-6-2T No. 5 (see Industrial Steam news) are the subject of pending overhauls.

The sale to Mr Best will see No. 44806's overhaul privately funded, and therefore started much sooner. The project will be based at Grosmont and managed by the works staff, although some components may be sent away for contract overhauls or repairs.

Once the overhaul has been completed the 'Black Five' will rejoin the operational locos as one of the hire fleet, rather than an NYMR machine.

As part of the overhaul the necessary on-board signalling equipment for Grosmont-Whitby-Battersby working will be fitted, allowing the loco to work over the Esk Valley route for the first time.

One of Peter Best's other locomotives, recently overhauled 'S160' 2-8-0 No. 2253 *Omaha*, arrived at its new Dartmouth Steam Railway home on February 6 after its extended stay at the Churnet Valley Railway.

It was successfully steam tested and gauged on February 11, acting as spare engine during the February half-term operation.

'Saint' on GWR 'Toplights' as '8F' joins Severn Valley gala

THE long-awaited pairing of the Great Western Society's 'Saint' No. 2999 *Lady of Legend* with the Severn Valley Railway's (SVR) Churchward 'Toplight' stock will take place next month when the re-created 4-6-0 visits for the SVR's Spring Steam Gala.

The prospect of seeing the Didcot-based locomotive working the SVR's authentic rake of period GWR coaching stock is one many GWR enthusiasts have been calling for since before the 'Saint' project was completed.

No. 2999 has worked with Didcot's own GWR heritage stock, but the chance to see it perform with a good load of appropriately matched stock over several miles during the April 16-19 event will undoubtedly draw the crowds.

The gala will be the 'Saint's' first visit away from Didcot Railway Centre since the completion of the re-creation project last year. It will also be the first visit by a Didcot locomotive to another heritage line since the Great Western Society announced it would not be putting any of its



Re-created 'Saint' No. 2999 *Lady of Legend* is the first of a possible three 'Western' locomotives confirmed for the Severn Valley Railway's April 16-19 Spring Steam Gala. FRANK DUMBLETON

locomotives on the main line, choosing instead to focus on preserved railway operations.

'Absolutely thrilled'

No. 2999 has certainly been in demand for visits, but following the extended hire of Large Prairie No. 4144 to the SVR last year, and the presence of the aforementioned 'Toplights', it

came as no surprise the railway emerged as the first line to host the 'Saint'.

"We are absolutely thrilled to be bringing *Lady of Legend* to the SVR and are sure that it will really draw the crowds," said SVR gala chairman Brian Malyon.

"It is a very fitting gala visitor during the SVR's 50th year in preservation, reflecting a

celebration of our past heritage as well as the skills, dedication and technologies of today, which are helping us to look firmly to the future."

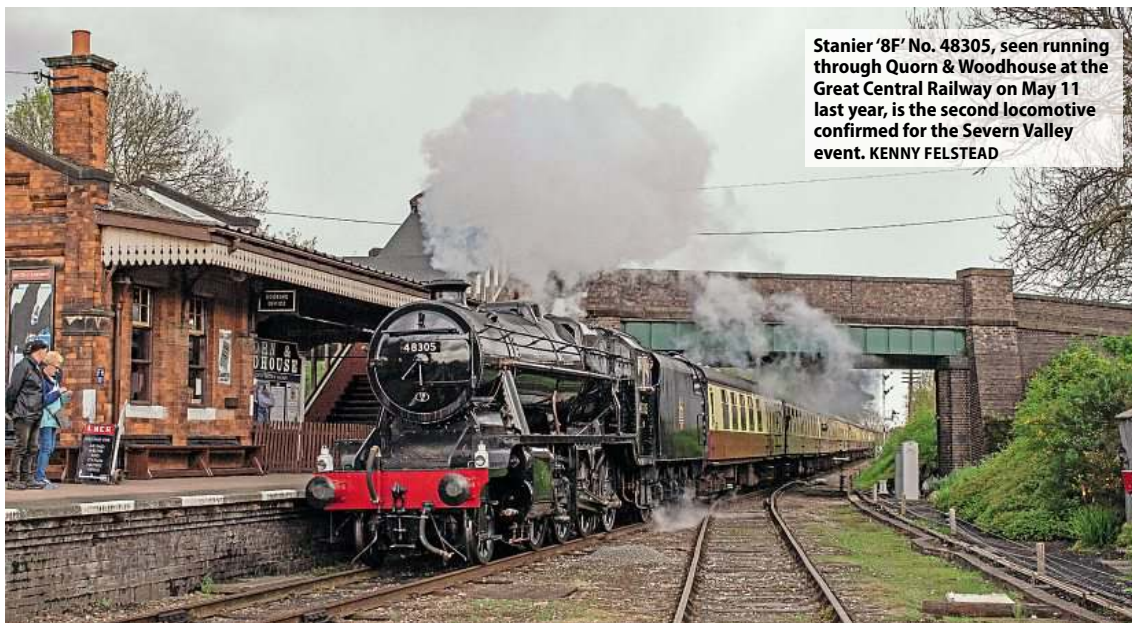
Western pedigree

Lady of Legend was the first of a potential four visiting locomotives to be announced for the gala, which include Great Central Railway-based '8F' 2-8-0 No. 48305. The other two locos had not been announced by the time this issue of *The RM* went to press, but it is understood they both have a Great Western pedigree.

The visitors will join members of the SVR home fleet, including on-loan 'Modified Hall' No. 6960 *Raveningham Hall*, '28XX' No. 2857 and '57XX' No. 7714 on an intensive timetable that will feature double-heading of certain full-line services, goods trains and local/auto workings.

Services will run into the evenings on the Friday and Saturday, and the SVR has pledged "more surprises are planned".

Advanced booking are now open, so for details visit: www.svr.co.uk/SEItem.aspx?a=146



Stanier '8F' No. 48305, seen running through Quorn & Woodhouse at the Great Central Railway on May 11 last year, is the second locomotive confirmed for the Severn Valley event. KENNY FELSTEAD

Work already underway on Thornbury Castle restoration

THE Great Central Railway has taken the first steps on the long road to returning BR(W) 'Castle' No. 7027 *Thornbury Castle* to steam following its acquisition for the railway by one of its supporters.

The main 'chunk' of the 1949-built 4-6-0, comprising the boiler, frames and coupled wheels, arrived in Leicestershire from the West Somerset Railway on

February 8, although other parts, including a Hawksworth 4,000-gallon tender tank and the loco's cab, arrived a few days beforehand.

A GWR whistle was also donated for the loco at the start of the month.

The engineering team has now begun assessing what components it has, and what is still required, in order to carry out a full

restoration of No. 7027.

Work at Loughborough is currently focused on the overhauls of 'Britannia' No. 70013 *Oliver Cromwell* and Robinson 'O4' 2-8-0 No. 63601 (both National Collection locomotives), but the GCR will continue to acquire parts, or have them made, until it is ready to turn its full attention to the 'Castle'.

No. 7027 will be taken

undercover once No. 70013 is capable of being moved, but meanwhile, some preliminary work has been carried out by volunteers, including cleaning and painting of the tender axlebox tops.

A Facebook group has been set up for those who wish to follow progress on this, the last unrestored 'Castle'.

For details see: <https://tinyurl.com/vkmxy9>

Mid-Hants reopens to Alton with help from a 'Scotsman'

THE National Railway Museum's 'A3' Pacific No. 60103 *Flying Scotsman* formally reopened the Mid-Hants Railway (MHR) on February 14, more than 12 months after the line was partially closed for major bridge renewal near Alton.

The official ceremony was led by the popular television gardener Alan Titchmarsh, but the Gresley 4-6-2 was the undoubted star of the show.

Detonators were set off as the 'A3' eased the reopening train over the new bridge over Whitedown Lane (Bridge 52), watched by crowds of schoolchildren and well-wishers, who had flocked to the lineside in the nearby Butts Field.

Ribbon

Once over the bridge 'Scotsman' broke a ceremonial ribbon across the track at Alton station, bringing to an end a difficult 12 months for the railway.

The MHR had been unable to operate between Medstead & Four Marks and Alton since January 4 last year when work was being carried out to replace the original narrow brick-built bridges at Whitedown Lane



The Mid-Hants Railway's new Bridge 52 is shown to good effect as 'Schools' 4-4-0 No. 30925 *Cheltenham* makes its first departure out of Alton since the bridge's installation on February 14. PETER ZABEK

and Butts Road. The location was a notorious bottleneck for local residents and people accessing Alton, and the new, wider girder span has enabled a road improvement scheme to be completed.

Unfortunately for the MHR, the project overran considerably; the line had been expected to reopen back in July of last year. This delay naturally had a negative affect on the railway's 2019 operation, which saw both

footfall and revenue drop quite markedly.

Perfect start

The presence of *Flying Scotsman* until March 8 not only announced the railway was fully

reopen, but also provided the perfect start to this season.

The loco worked three round trips to Alton on February 14, plus a special Valentine's dining train in the evening, all of which were sold out.

PRESERVATION FIRST FOR MID-HANTS AS IT UNITES SIX EX-SOUTHERN BULLEID COACHES

THE Mid-Hants Railway (MHR) will be offering a unique opportunity to see and travel behind six former Southern Region Bulleid carriages for the first time in the preservation era on March 14-15.

The carriages were designed by the Southern Railway's chief mechanical engineer Oliver Bulleid in an effort to modernise the Southern's rolling stock fleet, just as he had done with his air-smoothed Pacifics.

They featured steel outer skins and were aesthetically advanced for the immediate post-war era, offering a new degree of comfort and spaciousness that proved very

popular with the travelling public.

Little wonder many of their design features were later used on BR's Mk1s.

Two of the six that will be running at the MHR are resident on the line, including 1947-built Open Third No. 1456, which will be re-entering service following an extensive overhaul.

The other MHR resident is Brake Third No. 4211, while the other four are being loaned to the railway courtesy of the Bluebell Railway. These are likely to be Open Thirds Nos. 1464 and 1482, Semi-Open Brake Third No. 2526 and Corridor Composite No. 5768.

Motive power for the weekend will be provided by resident 'Schools' 4-4-0 No. 30925 *Cheltenham*, resplendent in its recently applied lined BR green livery, and 'S15' 4-6-0 No. 30506.

They will work to the standard two-train timetable on the Saturday and the three-train timetable on the Sunday.

A flavour of things to come as 'Schools' No. 30925 *Cheltenham* runs through Chawton Woods with a rake of green Mk1s during a Timeline Events charter on February 8. In mid-March, the loco will run with six green Bulleid coaches. ANDREW JEFFERY



'County' project launches £40,000 appeal for 4-4-0 re-creation's cylinders

A £40,000 APPEAL has been launched by the Churchward Country Trust (CCT) to finance the manufacture of the cylinders for 'County' 4-4-0 No. 3840 *County of Montgomery*.

The two 18in x 30in cylinders are being cast using polystyrene patterns in the manner recently employed for 'Hall' No. 4930 *Hagley Hall* and '2884' 2-8-0 No. 3850, and which is also being used to cast new cylinders for No. 7802 *Bradley Manor* and the Great Western Society's '47XX' 2-8-0 No. 4709 (see page 69).

The £40,000 plus Gift Aid will cover the cost of the sacrificial patterns, casting and machining.

No. 3840's cylinders, while very similar to those of the

above locomotives, feature inside steam pipes, and were the same as those fitted to the 'Court' series of Churchward's 'Saint' 4-6-0s.

The relevant drawings have been obtained from the Great Western Society archive, and are being turned into CAD models from which the patterns will be produced.

The CCT's new Cylinders Club is seeking to raise the required £40,000 through 40 supporters, each donating £1,000. This can be made as a one-off donation or through a monthly standing order of £25 per month for 40 months, £50 per month for 20 months or £100 per month for 10 months. Those supporting the appeal will receive:

- An invitation to the launch of *County of Montgomery*
- A seat on the locomotive's first train
- A special certificate acknowledging membership of the Cylinders Club
- A framed and mounted print of No. 3840 by artist Stuart Black
- Name on the CCT Roll of Honour
- Life membership of the CCT

Additionally, the names of all Cylinders Club members will be put into a ballot, with the winner receiving a cast brass replica of *County of Montgomery's* cabside numberplate.

The cylinders, which when

fitted back-to-back form the smokebox saddle, are a core component in the front-end assembly of the new 4-4-0.

A programme of work has now been agreed between the CCT and Tyseley Locomotive Works, which will soon start work on the erection of the loco's frames with the assembly of the rear dragbox. The main frame plates will

be erected around this.

Final machining of the front extension frames at Roach Precision in Brierley Hill will not take place until the cylinder blocks have been cast; the cylinders and extension frames are being machined together to ensure a perfect fit.

For details on how to support the appeal visit: www.churchwardcountry.org.uk



The recently produced profile artwork of No. 3840 *County of Montgomery* by artist Stuart Black. STUART BLACK/CCT

Steam & Heritage Track Record

Room for optimism as 2019 visitor figures show gradual increase

MANY of the UK's preserved railways have released their visitor figures for 2019, which for the most-part show that heritage lines are continuing to hold their own in an increasingly challenging economic climate.

The West Somerset Railway's (WSR) predictions that its 2019 figures would see a drop proved correct, the actual passenger figure of 155,198 falling by 26,705 when compared to 181,903 in 2018.

This was to be expected given the railway's voluntary closure during the first few months of the year and the loss of the annual Spring Steam Gala, but a disappointing Christmas season came as a blow.

However, fare income to the end of December for the year, including the Christmas trains, was £1,958,227, and the WSR's total income, including retail and other income, was a respectable £2,878,761. This was against a forecast figure of £2,857,284, meaning the railway's total income was £21,000 over predictions.

Yardstick

For the Gloucestershire Warwickshire Railway (GWSR), 2019 was an important yardstick, being the first full season of operations since the opening of the extension to Broadway.

In total the railway's trains carried 125,000 passengers (excluding children aged under five) during the year, which was down on the phenomenal 144,000 of 2018, but still well up on the 101,000 of 2017.

In its own words the GWSR was "very contented" with the figures, not least the 'Santa' trains that once again broke records, with nearly 11,500 tickets sold.

The year was a good one for the North Norfolk Railway too, carrying 164,105 passengers for the full season up to January 5.

This is the second highest number in the railway's history, the best year having been 2016



No. 4953 Pitchford Hall – star of the Epping Ongar Railway's hugely successful 'Santa Special' season – passes beneath Rabbit Bridge on the Great Central Railway during a Timeline Events charter on February 5. **ANDREW BELL**

with 165,800.

General manager Andrew Munden told *The RM*. "Most of the year was directly comparable with 2018, with the real flip coming at the end when the railway carried 12,406 on the 'Norfolk Lights Express' train."

A provisional 143,007 passenger count was reported by the Bluebell Railway, which was boosted by the well-attended Giants of Steam (with visiting engine Nos. 61306 *Mayflower* and 70000 *Britannia*) and the LSWR-themed Branch Line Weekend that starred the Isle of Wight Steam Railway's 'O2' No. W24, *Calbourne* and the National Railway Museum's Beattie 2-4-0WT No. 30587.

The line's 'Santa Specials' were also well patronised.

A handful of railways saw

final passenger numbers top 200,000, including the Swanage Railway, which carried in excess of 200,000 for the seventh year in a row, and the Lakeside & Haverthwaite Railway.

The former Furness Railway branch sold 231,000 tickets, with a further 9,000 under 5s travelling free of charge. This represented a 9.5% increase on 2018's 211,000, which itself was a record figure for the line.

Record numbers

Another railway with record numbers was the Epping Ongar Railway, which carried 45,710 passengers during the year, 3,906 more than the previous record set in 2018.

The numbers were boosted by a successful series of 'Santa Specials', when more than 16,000

people travelled.

Some 89,600 travelled over the Great Central Railway during the year, while another 10,200 bought platform tickets for stations and/or yard visits.

This compared well with the South Devon Railway, which during the year saw 83,527 passengers carried, a 1% drop on 2018's figure of 84,771.

However, the SDR's revenue was up by £120,000 on 2018 and well over £1 million again in total, largely as a result of holding two Day Out With Thomas events in the year, plus Sunday dining trains and a series of successful 'Santa' trains.

The Kent & East Sussex Railway also recorded a figure in the 80,000s, with 85,274 passengers carried, up on the 2018 figure of 82,460.

Scotland's Bo'ness & Kinneil Railway saw its passenger count drop from 2018's 72,263 to a 2019 total of 64,531, although the previous year had included a popular steam gala.

This was still down on 70,024 recorded in 2017, but the railway did note that some parts of its visitor offering actually increased in popularity during the year, including the midweek running dates, whereas some of its family events were less well attended than previous years.

Halloween

In South Wales, the Pontypool & Blaenavon Railway's 'Santa Special' contributed 2,651 passengers to the annual total of 13,684.

Of the summer months, August was the busiest, seeing 1,249 passengers carried, although October was by far the busiest month with 5,430 tickets sold. This was down to the railway's increasingly popular Halloween offering.

For Northern Ireland's only standard-gauge (5ft 3in) heritage line – the Downpatrick & County Down Railway (D&CDR) – the year was also a great success, with 10,551 passengers carried. This was the highest figure recorded since 2010, seeing a marked rise compared to the 9,269 of 2018.

The railway's passenger numbers had declined steadily from a peak of 12,127 in 2009, spiking in 2014 and 2016, but still shy of 2019's figure.

D&CDR chairman Robert Gardiner was pleased with the result, especially as it showed the railway had finally recovered from the credit crunch dip.

Overall, the figures show mixed fortunes, but largely the pattern has remained steady, with the railways continuing to attract passengers in the face of uncertainties over BREXIT, changing habits and competition from other attractions.

National Rail Museum unveils design concepts for new Central Hall building

YORK'S National Railway Museum has revealed the five short-listed design concepts for its new Central Hall exhibition building, which will be the centrepiece of its £55million Vision 2025 development.

The 4,500sq m Central Hall has a construction budget of £16.5million, and will serve as the NRM's main visitor entrance off Leeman Road. It will incorporate a 1,000sq m gallery to showcase innovative rail technology, and is expected to open in time for the museum's

50th anniversary in 2025.

"The five design concepts for our new Central Hall will showcase our collection and future innovations from the rail industry in an inspirational, purpose-built gallery," said NRM director Judith McNicol, "and I encourage people to visit and to share their feedback."

"Although the final designs are some way off, the winning team will go on to create the final building, which will be the cultural focal point at the heart of the York Central development." The concept artwork,

produced by architectural practices in the UK, Ireland, France and Belgium, is available to view in a dedicated online gallery at <https://tinyurl.com/tvasztz>, where the public is being asked to share their views by emailing the competition's organisers.

Alternatively the designs can be viewed at a free public exhibition in the NRM's Great Hall, with feedback forms available for visitors to comment.

The exhibition and online gallery will be available until March 29.



The exterior of how the National Railway Museum's new Central Hall could look, according to one of the short-listed designs by the Irish architects Heneghan Peng. NRM

Triple 'S160s' at Churnet Valley Superpower Spectacular



All three 'S160s' pass Longshaw Farm, Bradnop, with the 15.50 ex-Kingsley & Froghall triple-header on February 1. DAVE GIBSON

THE Churnet Valley Railway made history during the weekend of February 1-2 when it finally succeeded in running three USATC 'S160' 2-8-0s together in the UK for the first time since the 1940s.

The railway's first attempt to run resident locos Nos. 5197 and 6046 with Peter Best's visiting No. 2253 *Omaha* during the Super Power Saturday event in October was a washout – literally – after heavy rain caused the Caldor Canal to breach south of Consall station that morning.

The flood waters washed away ballast and a section of supporting embankment, leaving track hanging in mid-air.

Thanks to support and assistance from the rail industry and the local community, repairs to the affected section of line were completed by late-November, and after securing agreement to keep No. 2253 for a little longer, the unique spectacle was



'S160s' Nos. 2253 *Omaha*, 5197 and 6046 slowly build up pressure at Cheddleton on the morning of February 1 prior to the start of the Super Power Weekend: Take 2 at the Churnet Valley Railway. ROBERT FALCONER

rescheduled for the February weekend.

The Super Power Weekend: Take 2 featured all three locomotives working a variety of

services, taking turns to double-head four return journeys each day from Kingsley & Froghall to Ipstones and top-and-tail others.

Each train offered a different

pairing, although all three joined forces for the final train of the day to triple-head, with a combined tractive effort of almost 94,500lbs.

New cylinders and No. 7 boiler for 'Night Owl' 2-8-0

THE Great Western Society's (GWS) Churchward '47XX' 2-8-0 re-creation will carry a new Swindon No. 7 boiler and brand new cylinders when it is eventually completed.

Until the end of last year there was a question mark hanging over the choice of boiler for No. 4709 as the GWS hovered between having a large No. 7 boiler built, adding some £500,000 to the project costs, or employing the smaller No. 1 boiler previously carried by donor '28XX' 2-8-0 No. 2861.

There was a certain historical precedent for the use of the No. 1 boiler – the original class pioneer No. 4700 did carry a No. 1 boiler for two years, but this was replaced once the specially designed No. 7 became available in 1921.

However, the No. 1 boiler would be inaccurate as none of the subsequent batch, of which No. 4709 is the next example, ever carried the smaller boiler.

There was also a suggestion the No. 1 boiler be fitted but artificially clad to resemble the No. 7, but eventually the GWS decided a No. 7 boiler would be the only realistic option, especially as the loco is being built to main line standard.

"The risks and costs associated with using the older and less powerful boiler from No. 2861 are felt to be unrealistic," a spokesperson for the society said. Who builds the new boiler has yet to be decided, but the society has said it wants it to be built in the UK.

Meanwhile the 4709 Night Owl group's engineering manager

Paul Carpenter has signed off the polystyrene patterns for the locomotive's new cylinders.

The patterns have been made by Premier Patterns in Dudley, and include modifications to ensure the cylinders meet with Network Rail's most recent loading gauge specifications.

Casting was expected to take place at Shakespeare Foundry in Bolton around the time this issue of *The RM* went to press.

The new cylinders replace those salvaged from No. 2861, which were originally to be used on No. 4709, with aesthetic modifications to the smokebox to hide the smaller diameter saddle.

The chassis of the new locomotive is currently at the Llangollen Railway, but is expected to transfer to Tyseley



One of the two sacrificial polystyrene patterns for No. 4709's new cylinders sits at Premier Patterns on February 7. 4709 PROJECT

Locomotive Works for wheeling later this year, where the new cylinders will also be fitted.

Further details on the project can be found at the project's new website: www.4709.org.uk

SIDELINES

Midsomer Norton offers cement van to new home

THE Somerset & Dorset Railway Heritage Trust is seeking to sell its 22-ton ex-Blue Circle 'Palvan' No. 6253, which currently serves as a store for spare parts at Midsomer Norton.

The van is complete and reportedly in very good overall condition.

A spokesperson for the S&DRHT says "it only requires a repaint to bring it back up to its former glory".

Polish 0-8-0T re-enters Nene Valley service

OVERHAULED Polish 'TKp' 0-8-0T No. 5485 entered Nene Valley Railway traffic over the weekend of February 15-16 after an absence of seven years.

The loco, which last ran in 2012, has been overhauled at the Flour Mill at Bream, and returned to the Peterborough line in July following the fitting of a new boiler.

New chairman for LMS-Patriot Project

COLIN Hall has been appointed as chairman of the LMS-Patriot Company after a unanimous vote at the January 25 board meeting.

He succeeds David Bradshaw, who resigned last November.

Mr Hall is a railway servant of long experience, whose career with British Rail, Railtrack and Network Rail spanned a wide range of operations, including a three-year spell managing new rail vehicle approvals for Railtrack, relevant to the challenge of seeing new-build 'Patriot' No. 5551 *The Unknown Warrior* successfully on to the main line.

London Transport pannier off to Gwili

LONDON Transport-liveried 0-6-0PT No. L92 is spending March to July on hire to the Gwili Railway, thanks to an agreement with the Worcester Locomotive Society and the South Devon Railway.

As GWR '57XX' No. 5786, the loco spent its pre-London Transport career in North Wales, based at Aberdare and Cardiff Canton sheds.

The loco will play a key role in the Gwili's steam gala on June 19-20.

Wheels cast for Holden 'F5' project

THE Holden F5 Locomotive Trust has had all eight wheels for new-build Great Eastern Railway 'F5' 2-4-2T No. 789 cast at Micron Foundry in Amblecote, near Stourbridge.

The 3ft 9in-diameter leading and trailing wheelsets were cast during early January, with the 5ft 4in coupled wheels following later in the month.

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Steam & Heritage Track Record

£3million appeal launched for Phase 3 of Great Central reunification scheme

THE Friends of the Great Central Main Line (FotGCM) has launched an ambitious £3million appeal to complete Phase 3 of the project to reunite the northern and southern sections of the Great Central Railway (GCR) at Loughborough.

The project, dubbed the 'Factory Flyover', will involve the construction of two bridges to the north of the GCR's current Loughborough Central terminus and immediately south of the

Midland Main Line. They will be used to span Railway Terrace, off the main A60 Nottingham Road, and a small car park belonging to an industrial unit on Railway Terrace.

The bridges will form part of the original formation lost following the closure of the line in the 1960s, and the main obstacle standing in the way of a united 18-mile heritage railway between Leicester and Nottingham.

The GCR has already completed two stages in its reunification project, including the erection of a brand new bridge over the Midland Main Line, and the refurbishment of a bridge over the Grand Union Canal, close to the current Loughborough sheds.

Two 19-yard steel bridge decks, salvaged from the Great Western Main Line at Reading during the major rebuild of the station in 2011, and already in store at Loughborough, will be

incorporated into the work.

"We've already achieved so much to reunify the two halves of the Great Central Railway," said Andy Fillingham, chairman of the FotGCM.

"Millions of pounds have been raised and spent already on delivering this exciting project.

"Now we want to build not one, but two further sections.

"Building two pieces of the jigsaw at the same time – rather than separately – is expected

to be cheaper overall. We have an ambitious target for our new appeal, but with momentum building we are not daunted by our new fundraising challenge.

"Work can only proceed when we have the vast majority of funds available so if you want to see this happen, now is the time to get on board and support the Factory Flyover appeal."

Further details and how to donate visit: www.gcrailway.co.uk/unify

DIARY

March

6-8 East Lancashire Railway, Spring Steam Gala
6-8 Nene Valley Railway, Swindon 70
7 Llangollen Railway, Foxcote Manor evening special
7-8 Watercress Line, Flying Scotsman
14-15 East Anglian Railway Museum, Spring Steam Gala
14-15 South Devon Railway, Spring Steam Gala
21-22 East Somerset Railway, Steam Gala 2020
22 Avon Valley Railway, Mothers' Day Express
27-29 North Norfolk Railway, Spring Steam Gala
28-29 Great Central Railway, Goods Galore Gala
28 Llangollen Railway, Rail Ale Train

April

4-5 Avon Valley Railway, Local Residents' Weekend
4-5 Nene Valley Railway, Mixed Traffic Weekend
10-13 East Lancashire Railway, Britannia: Best of British
10-13 Great Central Railway, Easter Vintage Festival
10-13 Helston Railway, Easter Family Fun
10-19 Watercress Line, Days Out With Thomas
11-13 Nene Valley Railway, Easter on the NVR
12 Whitwell & Reepham Station, Easter Steam Sunday
12-13 South Devon Railway, Behind The Scenes
16-19 Severn Valley Railway, Spring Steam Gala
17-19 Llangollen Railway, Days Out With Thomas
23-26 West Somerset Railway, Spring Steam Gala
25-26 Avon Valley Railway, Model Railway Weekend
25-26 Gloucestershire Warwickshire Steam Railway, Wartime In The Cotswolds

May

2-3 Severn Valley Railway, Open House Weekend
3 Whitwell & Reepham Station, Steam Sunday
8-10 Bressingham Museum Heritage Steam Gala

Overhaul plan for 'Pug' No. 51218 – sister No. 19 to follow?

THE Lancashire & Yorkshire Railway Trust's 'Pug' 0-4-0ST No. 51218 is in line for a return to steam as the group looks to its next project following the recent return to service of L&Y Class 23 0-6-0ST No. 752.

Class 21 No. 51218 last steamed in 2006, and has been on static display at the Keighley & Worth Valley Railway ever since.

However, the trust has long said it would look at the 'Pug' once the larger Aspinall loco was complete, with a boiler

inspection expected to take place later this year.

No timescale for the project has been confirmed.

The trust's other 'Pug' – 1910-built No. 19 – may also be considered for a return to steam for only the second time since preservation.

The locomotive is understood to be in a poorer mechanical condition than its older sister, and the trust would seek part of full sponsorship for this project to succeed.

No. 19 has been on display

at the Ribble Steam Railway in Preston for many years, but on January 24 it was taken by road to the East Lancashire Railway so it can play a static role in the line's L&Y-themed Spring Steam Gala on March 6-8.

The gala will centre on No. 752 (running BR No. 51456), hauling some of its first revenue-earning trains since 1982, and Andy Booth's 'A' class 0-6-0 No. 52322, which like the 0-6-0ST is also an Aspinall design.

The 'Pug' is expected to be

temporarily renumbered as BR No. 51241 for the event, being posed with its L&Y brethren at intervals during the weekend.

However, the BR numbers are historically inaccurate as both Nos. 752 and 19 never made it into BR stock, having been sold by the LMS into industrial service.

Also expected to be in steam are Hunslet 0-6-0 No. 2890, Bulleid 'West Country' No. 34092 *City of Wells*, Ian Riley's 'Black Five' No. 44871, and BR '4MT' 2-6-4T No. 80097.



Lancashire & Yorkshire Railway 0-6-0ST No. 752, running as BR No. 51456, has just emerged from Nuttall Tunnel on the East Lancashire Railway during a test run to Ramsbottom on January 29. STEPHEN WILLETS



'Pug' No. 51218 heads towards the transfer sidings on the Ashton Gate branch on the Bristol Harbour system during a Sentimental Journeys charter on March 7, 1998. PETER ZABEK

North Norfolk goes GWR while Prairie heads to KWVR

A PAIR of GWR eight-coupled heavy freight locomotives will be appearing at the North Norfolk Railway's Spring Steam Gala on March 27-29 as the line goes 'Western'.

Severn Valley Railway-based '28XX' 2-8-0 No. 2857, courtesy of the 2857 Society, will join '42XX' 2-8-0T No. 4270, visiting from the Gloucestershire Warwickshire Railway.

The locos both carry the same version of the GWR's early-1940s livery.

The railway's Carriage &

Wagon team recently outshopped BR Mk1 No. W25189 in the Western Region's chocolate & cream livery following overhaul.

The livery was requested by the Mk1's owner, and the vehicle is expected to be positioned on the end of the carriage set next to the locomotives during the gala.

The two eight-coupled locomotives give the gala something of a freight feel, joining '9F' No. 92203 *Black Prince*, 'WD' 2-10-0 No. 90775

and '7F' 2-8-0 No. 53809.

BR '4MT' Mogul No. 76084 and Great Eastern Railway 'Y14' 0-6-0 No. 564 complete the gala line-up.

All will work a variety of different trains, including the BR Suburban set and the LNER 'Quad-Arts', while a goods train will operate each day, along with double-headed and non-stop runs.

Elsewhere, another GWR locomotive is set to be star turn at the Keighley & Worth Valley Railway's Spring Gala on

March 6-8. The Great Western Society's 2-6-2T No. 4144 was expected to move to Haworth at the time this issue of *The RM* went on sale.

Also expected in steam are 'Jubilee' 4-6-0 No. 45596 *Bahamas*, Ivatt '2MT' 2-6-2T No. 41241, BR '2MT' 2-6-0 No. 78022, 'S160' 2-8-0 No. 5820, 'Black Five' No. 45212, Taff vale 0-6-2T No. 85, and '4F' 0-6-0 No. 43924.

Regular double-heading and a demonstration goods service are planned.



With the River Sever in flood behind it, Ivatt '4MT' 2-6-0 No. 43106 is seen approaching Little Rock Cutting with a service from Bridgnorth on February 18. ALAN CORFIELD

Storm Ciara wreaks havoc at Haworth as 'Dennis' threatens Severn Valley

TWO heritage lines in West Yorkshire were forced to cancel services in early February after Storm Ciara caused havoc across the region.

Severe flooding hit both the Keighley & Worth Valley Railway (KWVR) and Embsay & Bolton Abbey Railway, with both railways closing to the public on February 9.

The Haw Beck at Embsay is normally a quiet stream running immediately to the south of the railway for part of its length.

However, the swell caused by 'Ciara' flooded parts of the

railway around Embsay, as well as affecting road access to and from the railway.

At the KWVR the Bridgehouse Beck, which runs next to the railway at Haworth, burst its banks, flooding the loco shed and yard, and flowing through the platform at Haworth station in a torrent.

Mud and debris were washed into the sheds and workshops, filling inspection pits, while locomotives standing in the yard outside had water lapping up over the tyres and wheel spokes.

For the railway it was a case

of *déjà vu*, having suffered in almost identical circumstances in December 2015, when Storms Desmond and Eva raised water levels across the country.

Thanks to a major effort by KWVR volunteers, the clean-up began straight away and services were running as normal by the following weekend.

Just days after Storm Ciara, a second weather front – Storm Dennis – struck, bringing heavy rain and flooding to parts of the Midlands.

On February 16, the Great

Central Railway (GCR) operated a reduced service after finding the single line near to Leicester North flooded. With water continuing to move freely across the railway, the GCR took the decision to run trains as far as Rothley only.

The River Sever also burst its banks at Bewdley and Bridgnorth, threatening to affect services on the Severn Valley Railway.

Although the flood waters did not reach the railway's formation, the lineside was awash with water.

Fortunately the railway's half-term operation ran as normal.

Great Western Society reveals new masterplan for Didcot

THE Great Western Society has revealed details of its new masterplan for Didcot Railway Centre, which will not only resolve limitations with visitor access to the centre, but improve the overall visitor experience and interpretation across the entire 21-acre site.

The plan would see the site divided into three distinct zones, beginning with Welcome & Orientation, and leading into Exploration and Discovery.

Funding is already in place for work to begin on the Welcome & Orientation zone, which will include the construction of a new visitor centre on the site of the current ticket office, and facing directly onto Didcot Parkway station.

The new building will incorporate an orientation area explaining about the site and what it has to offer, a small exhibition hall with room for a small locomotive or item of rolling stock, a visitor cafe, rooftop terrace and viewing area, ticket office and gift shop.



An artist's impression of how Didcot's new visitor entrance may look. GWS

Concept artwork produced by Oxford Architects shows a two-storey brick and glazed building, heavily influenced in design by the former GWR enginemasters' hostel that used to stand close to Didcot station.

A new entrance would also eliminate the current lack of entrance facilities for wheelchairs and pushchairs, or those who find stairs difficult. At present the site is accessed via a single staircase at the end of the subway beneath Didcot Parkway, with no ramps or lifts available.

However, the construction of the new building will see the subway extended, with a larger, easier staircase and new access ramps. These will emerge beneath a canopy leading into the new building.

The Exploration and Discovery zones will also feature new buildings or extensions to existing ones, principally the Exhibition Hall Complex in the Exploration zone. This large two-storey facility will be built between the current air raid shelter and the Great Western Trust museum, with

space for locos as well as meeting rooms, refreshment facilities, shop and a much larger museum.

Extensive conservation of the historic buildings, including the coaling stage and 1932-built engine shed, is included as part of the plan; the coaling stage is likely to be the first recipient, in tandem with the construction of the visitor entrance building.

Planning permission for this is expected to be applied for in September and, if successful, the GWS hopes to have the new building complete by 2022.

Somerset & Dorset Railway Trust told to quit Washford by February 2021

THE Somerset & Dorset Railway Trust (S&DRT) has been given legal notice that its lease for the use of the site at Washford, on the West Somerset Railway (WSR), will be terminated on February 10 next year.

The S&DRT has occupied the Washford site since 1977, developing a workshop and museum to display and operating a number of former S&DJR goods wagons and coaches, together with Peckett 0-4-OST *Kilmersdon* and a variety of signalling equipment.

A WSR spokesman told *The RM* the arrangement between the railway and the S&DRT was no longer mutually beneficial; the situation coming to a head during the railway's recent financial crisis.

The railway now plans to use the site for its own purposes.

The S&DRT's '7F' 2-8-0 No. 53808, which is a regular performer on WSR trains, is covered by a separate agreement to the Washford site and is not thought to be affected by the termination notice.

SIDELINES

'Standard 4' for West Somerset gala...

NORTH Norfolk Railway-based BR '4MT' Mogul No. 76084 will take part in the West Somerset Railway's Spring Steam Gala on April 23-26. The locomotive is the second BR 'Standard' confirmed for the event after '9F' 2-10-0 No. 92134 from the North Yorkshire Moors Railway. A Riddles '4MT' 2-6-4T was being sought for the event at the time of writing.

... as Ivatt tank visits Bluebell line

THE Mid-Hants Railway's Ivatt '2MT' 2-6-2T No. 41312 will be returning to the Bluebell Railway to take part in the Branch Line Weekend on April 3-5. The loco last appeared on Bluebell metals in 2006, and joins the Keighley & Worth Valley Railway's ex-Taff Vale Railway 0-6-2T No. 85 as the star turns at the popular event.

One boiler in – one boiler out

OVERHAUL of Strathspey Railway-based 'Black Five' No. 5025 reached a key milestone on February 19 when the boiler returned to the frames eight years after the lottery-funded overhaul began. At the other end of the UK, the East Somerset Railway lifted the boiler of GWR 2-6-2T No. 4110 the following day as it begins the loco's contract overhaul for the Dartmouth Steam Railway.



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DIARY

March

15 Lincolnshire Wolds Railway, Volunteers Day

21 Appleby Frodingham Railway, Brakevan Tours

21 Avon Valley Railway, RSH 7151 Day

28-29 Ribblesdale Steam Railway, Spring Steam Gala

April

4-5 Chasewater Railway, Pits to Power Stations Gala

5 Whitwell & Reepham Station, Steam Sunday

10-13 Avon Valley Railway, Chocolate Train

12-13 Mid-Suffolk Railway, Steam Up

12-13 Chatham Dockyard Railway, Festival of Steam and Transport

18 Appleby Frodingham Railway, Brakevan Tours

25-26 Bristol Harbour Railway, Open Weekend

26 Lincolnshire Wolds Railway, Making Tracks for Louth Day

Cottesmore main line re-laid

ROCKS by Rail has almost completed a major re-lay of its main operating line at Cottesmore in Rutland.

The decision to re-lay the line was made at the end of the 2019 season after signs of subsidence were detected.

The previous track work had been laid on a very tight budget, meaning short-term maintenance would not have been cost effective. Lifting of the track and the excavation of the trackbed was completed just before Christmas.

More than 200 tonnes of ballast for the re-lay has been donated by a local quarry company, providing a good track base for the first time.

The work has also included the provision of a new drainage channel to prevent any further damage from wet weather.

The project is scheduled to be completed by the end of March ahead of the ironstone museum's season reopening on April 5.

From pits to power stations at Chasewater's April gala

THE Chasewater Railway's April 4-5 gala will be themed around the movement of coal from the collieries to the power stations across the decades – from the age of steam to the 'Merry-go-Round'.

The Pits to Power Stations gala will showcase locomotives from the railway's steam and diesel fleet as they work an intensive timetable of both passenger and demonstration coal trains.

These will be comprised of a variety of wagon types, including the ubiquitous 16T wagons and the railway's growing collection of 'HAA' hoppers. One of these, 'HMA' variant No. 355798, was part of the centrepiece exhibits at the Warley Model Railway Exhibition in Birmingham last November.

Set to make one of its final gala appearances before overhaul will be former Kent Electric Power Company Bagnall 0-4-OST No. 2 (2842/1946), which has a true power station



Former Littlebrook power station Bagnall No. 2 crosses the causeway at Chasewater with the 'Merry-go-Round' rake of 'HAA' hoppers on October 7, 2018. The loco and wagons will play a key role in the railway's Pits to Power Stations gala in April. ALISTAIR GRIEVE

heritage, having been originally built for Littlebrook power station, near Dartford.

In the mid-1950s, the Bagnall transferred to Croydon 'A' power station, where it remained until being bought for preservation in November 1972.

Joining it will be classmate Dunlop No. 6 (2648/1940)

and ex-Waleswood Colliery Hudswell, Clarke 0-4-OST *Waleswood* (750/1906), while Bagnall 0-4-ODH No. 3211 *Myfanwy* (in full Royal Ordnance Factory livery) and Class 08 No. 08395 will be among the diesels in operation.

If all goes to plan, the railway's own Hunslet 0-6-OST *Holly Bank*

No. 3 (3783/1953) may also make an appearance, having come to the end of a 10-yearly overhaul at the railway.

The Chasewater Narrow Gauge Railway will be operating at Brownhills West, while model railways and a virtual reality coal mine experience will be available for younger visitors.

Moors line makes first steps with Lambton No. 5 overhaul

THE North Yorkshire Moors Railway (NYMR) and the Lambton Locomotive Trust (LLT) have made the first preliminary steps to returning former Lambton, Hetton & Joicey Collieries 0-6-2T No. 5 to steam after almost 25 years on the sidelines.

Work on dismantling the Robert Stephenson-built locomotive (3377/1909) began in the Deviation Shed at Grosmont on February 6. This included the removal of the cab floor and the preparation

of the side tanks and splashers for removal ahead of a full inspection and mechanical assessment of the loco.

Cylinders

The full extent of the work required will only become known once this has been carried out, although major cylinder block repairs, or even complete renewal, are expected.

No. 5 last ran at the NYMR in 1996, having been based there since its withdrawal

from Philadelphia shed by the National Coal Board in 1969.

Always a popular locomotive with NYMR crews, a start was made on an overhaul back in 2007, but this did not progress beyond de-tubing the boiler and the removal of cab and other fittings.

No timescale is set for No. 5's return, but the prospect of seeing it working together again with ex-Lambton 0-6-2T No. 29 (Kitson 4263/1904) has edged a little closer to fruition.



'Eustace' bows out at Northampton & Lamport gala

ROBERT Stephenson & Hawthorns 0-4-OST No. 15 *Eustace Forth* (7063/1942) came to the end of its extended hire to the Northampton & Lamport Railway during the line's Winter Gala on February 8-9. The Foxfield Railway-based loco worked passenger and a demonstration freight set together with Hawthorn Leslie 0-4-OST *Swanscombe No. 4* (3718/1928) from the Buckinghamshire Railway Centre. The freight trains ran as far as Pitsford Sidings on the Saturday, and along the soon-to-open extension to Boughton on the Sunday. Here, No. 15 sits on the freight at Pitsford Sidings as *Swanscombe No. 4* steams past with the passenger set on February 8. JAMES KINDRED

SIDELINES

Kilmersdon leaves Helston Railway

THE Somerset & Dorset Railway Trust's Peckett 'R3' 0-4-OST *Kilmersdon* (1788/1929) returned to the West Somerset Railway in early February, having come to the end of its hire period at the Helston Railway.

It will be replaced by RSH 0-4-OST No. 15 *Eustace Forth* (7063/1942), which recently completed its hire to the Northampton & Lamport Railway (see separate story).

Preview day for Avon Valley gala

THE Avon Valley Railway (AVR) is holding a preview day on March 20 ahead of its Industrial Mixed Traffic Gala on March 21.

Visiting Andrew Barclay 0-4-OST *Rosyth No. 1* (1385/1914) will be on display at Bittou alongside Fry's Chocolate Sentinel 4wVBT No. 7492, which is currently undergoing a repaint by the Heritage Painting team.

The gala is being staged to raise funds for the overhaul of the AVR's Robert Stephenson & Hawthorns 0-6-OT No. 7151.

Waleswood for Quainton Road gala

COLIN Stott's Hudswell, Clarke 0-4-OST *Waleswood* (750/1906) has been confirmed for the Buckinghamshire Railway Centre's (BRC) Spring Steam Gala on May 24-25.

The Chasewater Railway resident will join all available locos from the BRC operating fleet, including Andrew Barclay 0-4-OST *Swanscombe*; Hudswell, Clarke 0-4-OST *Millom*; Sentinel 4wVBT No. 11; and Hunslet 'Austerity' 0-6-OST No. 66.

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Steam Portfolio Track Record



Peter Best's USATC 'S160' No. 2253 *Omaha* reached its new home at the Dartmouth Steam Railway on February 6 at the start of a 10-year residency. The 2-8-0 leaves Paignton behind and climbs past Goodrington Sands with the 15.30 Paignton Queens Park-Kingswear service on February 20. ROBERT SHERWOOD

Visiting 'Hall' No. 4953 *Pitchford Hall*, matched with a rake of 'Blood & Custard' stock, emerges from the mist at Swithland during a Timeline Events charter on February 5. Conditions were near perfect, the photographer describing it as "one of those mornings you dream about". DAVE BOWLES





Former Backworth Colliery 'Austerity' 0-6-0ST No. 49 looks well at the head of a Tanfield Railway mixed train during the line's Coal Train Day on February 23.
HENRY ELLIOTT

Re-enactors complete the scene as Maunsell 'V' 4-4-0 No. 30925 Cheltenham awaits the 'off' at Ropley station, Mid-Hants Railway, on February 8.
STEVE SIENKIEWICZ





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€600m DART expansion costs 'nothing new'

THE Republic of Ireland's media was alive with reports in early February that the Government's DART (Dublin Area Rapid Transit) expansion programme could cost at least €600million more than the €2billion set out in the National Development Plan (2018 to 2027).

The DART expansion programme is a series of projects that will create a full metropolitan area DART network for Dublin, including the provision of electrified rail services from Dublin to Drogheda on the Northern line, Maynooth and M3 Parkway on the Sligo line, and Celbridge on the Kildare line.

Additionally, new stations will be provided as interchange points with the bus, LUAS and Metro networks, together with major upgrades to signalling systems and junctions.

Last summer it was reported the costs had risen to almost €2.4bn, with the latest predictions adding a further €200m. However, Iarnród Éireann-Irish Rail has said it has always been known the full extent of the project was not fully funded within the NDP, and the remaining €400m of improvements would be completed after 2027.

RPSI going east to west in April fundraising tour

THE Railway Preservation Society of Ireland's next diesel-hauled railtour to raise funds for the on-going overhaul of B121 Class No. B134 at Inchicore will run from Dublin to Galway on April 4.

The 'East-West' will depart from Dublin Connolly at around 08.20 and head north over former GNR(I) metals towards Dundalk. The train will take in the running loop in Skerries and the bi-directional line to Balbriggan, before calling to pick up passengers at Drogheda.

On arrival at Dundalk the locomotive will run round, then retrace the route back to Dublin. It is planned to include photo stops in Laytown, just south of Drogheda, and again at Skerries.

A loco change has been requested once the 'East-West' arrives back at Connolly, setting the train up for the afternoon's run westwards to Galway.

This will follow the former Great Southern & Western main line out to Portarlinton before joining the single-track Midland Great Western line to Athlone, Athenry and Galway.



General Motors 071 Class locomotives have been requested for the RPSI's 'East-West' railtour on April 4. Here, No. 075 approaches Islandbridge Junction with the 09.35 North Wall-Ballina IWT 'Liner' on January 17. JAY MONAGHAN

Arrival in the harbour city is expected at 15.14, and again a number of photo stops are planned on the way.

Departure for Dublin is scheduled for 16.45, a swift run eastwards due to have the train back in Connolly by 19.45.

The RPSI has requested motive

power be drawn from Iarnród Éireann-Irish Rail's GM 071 Class fleet; the train itself made up of the society's Cravens stock.

This will offer the usual facilities associated with RPSI tours, including a snack car serving a variety of hot and cold items, and the bar car with

draught and bottled beverages available all day.

Tickets for the tour are priced at €70/£60 (plus booking fee), with a child's ticket priced at €32.50.

For details and booking information visit: <https://tinyurl.com/r7eutel>

Number of bridge strikes fall on IE network in 2019...

THE number of over-height vehicles striking bridges on the Iarnród Éireann-Irish Rail (IE) network fell from 95 in 2018 to 69 last year, but one Dublin city centre bridge was hit no fewer than six times.

Of the 69 incidents recorded, 57 occurred at underbridges where the road passed beneath the railway, with the remainder being overbridge collisions.

The bridge at South Lotts Road, between Dublin Pearse and Grand Canal Dock, received six strikes, while that carrying the

Loop Line over Amiens Street in central Dublin, next to Connolly station, was hit three times.

While IE has welcomed the drop in occurrences, it remains concerned over the number of city centre incidents and consequently is trialling a new warning system at Amiens Street Bridge to try prevent further 'bashes'.

On March 15 last year, an articulated lorry became wedged beneath the bridge at a 45° angle, having collided with it at speed. Rail services at

Connolly and Tara Street were delayed for more than an hour while the damaged vehicle was extracted. Thankfully nobody was hurt.

A few weeks later, on April 8, the bridge was hit again when the rear hydraulic arm of a backhoe loader digger, being carried on the back of a lorry struck the span, forcing the digger of the lorry and into the road beneath the bridge.

As a result IE is seeking to install an over-height vehicle detection system, which will

assist in diverting such vehicles away from this part of Amiens Street.

The warning system will trigger an alert to any over-height vehicle approaching the structure on a variable message sign (VMS) ahead of the bridge, while new digital advertising screens on the bridge itself will repeat the warning if the vehicle passes the first sign.

If the pilot scheme is effective, the technology may be installed as South Lotts Road and elsewhere.

80 Class for Downpatrick's August diesel gala



The DCDR's 80 Class 'Thumper' poses at Downpatrick during the railway's Diesel Gala on October 12 last year. The unit will be the star of this year's event on August 29. JONATHAN KING

THE Downpatrick & County Down Railway's (DCDR) restored Northern Ireland Railways two-car 80 Class set (Nos. 069+749) will be the star of the railway's 2020 Diesel Gala on August 29, following the completion of its restoration.

It was externally restored to 1970s condition at NIR's York Road depot in 2018.

The unit appeared at last October's gala, although its use was restricted owing to on-going floor repairs.

However, with the interior restoration now nearing completion the DCDR intends to

have the unit available for traffic by the summer, with a launch event planned in May.

The gala is also expected to feature locomotives from the Irish Traction Group collection, including Metrovick 'A' class Co-Co No. A39R and General Motors 141 Class No. 146.

The ITG's Metrovick 'C' class Bo-Bo No. C231 may also star if on-going restoration work is completed in time, while diminutive Deutz No. G617 will also likely make an appearance.

Further details will appear on the DCDR website at: www.downrail.co.uk/events/

...but level crossing incidents are on the rise

WHILE the number of bridge strikes on the IE network fell last year, the network witnessed an increase in occurrences at level crossings.

A total of 95 incidents were recorded in 2019, up from 81 the previous year.

Barriers closing on standing vehicles accounted for 38 such incidents, while 18 vehicles actually hit the barriers.

Again, Dublin saw the most repeat incidents; the level crossing on Station Road in Sutton, near Howth, recorded 16 occurrences involving road vehicles.

This was closely followed by Sydney Parade Avenue, next to Sydney Parade station, where 11 incidents were reported.

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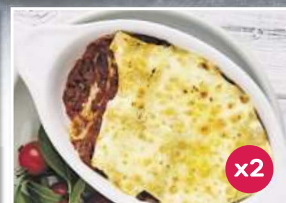
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Miniature Track Record



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Construction of West Huntspill 7¼in-gauge line starts

THE West Huntspill Society of Model Engineers is building a ground-level 7¼in-gauge track – after 32 years of planning!

The track will run around the perimeter of the Somerset club's site, encircling the raised 3¼in/5in-gauge track, which opened in 1967.

Earthworks started on November 19, with the new line being about 800ft in length when it is completed.

Public running takes place every Sunday from Easter to the end of October (14.00-16.30). More information can be found at: www.westhuntspillmes.co.uk

Audley End line closes

THE Saffron Walden & District Society of Model Engineers' (SWDSME) 7¼in-gauge Picnic Field Railway operated for the last time on September 14.

It had run alongside the 10¼in-gauge Audley End Miniature Railway (AEMR) since 1989.

The society had been given notice to vacate the site, with the land required for a play area and a cafe.

The AEMR is being revamped, including having a new rake of carriages built by Alan Keef.

The SWDSME has moved its equipment to the new North Weald & District Miniature Railway at Harlow Garden Centre, Essex (*RM* Nov, p99).

Miniature and funicular were only Boxing Day services in Hastings

THERE were no Southern or Southeastern main line services running to Hastings on December 26 – but the 10¼in-gauge Hastings Miniature (HMR) and 5ft-gauge East Hill Cliff railway were in operation.

Edmund Hannay 0-4-2T+T (David King 1972) was in steam – despite bad weather – and is

seen leaving Rock-a-Nore station.

It was previously a regular performer on the HMR but was withdrawn in December 2017 for overhaul, returning to the East Sussex line in November.

The council-operated East Hill lift, which is the steepest operational funicular in the UK, is in the background.



RS2-type 0-4-0PH+T *Ben* (Roanoke 032009 of 2003) with head of department Colin Forsey at the controls on the reopening day of the Llwyfan Cerrig Miniature Railway in October. He has been responsible for rebuilding the loco and relaying the track.

Picture: SCOTT ARTUS

Gwili line reopened

THE Llwyfan Cerrig Miniature Railway has been reopened at its Gwili Railway home.

It was closed while the track was re-laid, and a new training regime introduced.

The 7¼in-gauge line is only accessible by train from Bronwydd Arms station.

By early February, some ballasting needed completing while a new station, to be

named Conway Halt, is being erected at the southern end.

There was an official reopening last October, conducted by Irfon Jones, chairman of Bronwydd Community Council and Mayor of Carmarthen, and Fred Bond, who originally brought the miniature railway to Llwyfan Cerrig from the Ebbw Vale Garden Festival in 1992.

Early miniatures on show at Brass, Steel and Fire

THE National Railway Museum, York, is staging the Brass, Steel and Fire exhibition of early model locos in the Station Hall Gallery until April 13.

The focus is on the first 100 years of model making (circa 1810-1910) and there are many historic model locos and other artefacts rarely seen in public.

Anthony Coulls, senior curator of rail transport and technology at the NRM, says there are at least four locos of miniature railway interest, being of 7in-gauge or larger.

There may be others in the display, but being in glass cases it is difficult to check gauges accurately; there does not appear to be a catalogue of exhibits or any details of them on line.

The miniature-gauge locos are Leatham's 'Garden locomotive 1850s' and 'Swift 1862', a privately owned 2-2-2, described as an imaginative

take on a Bristol & Exeter Railway broad-gauge loco. It was built from memory by a retired engine driver.

From the Science Museum's collection are 'Compressed air loco 1845'.

This is an 8¾in-gauge 2-2-2 built by Arthur Parsey to demonstrate his patented idea for running a loco on compressed air from two copper tanks on the loco.

The other National Collection exhibit is 'Egyptian tank loco, 1862', a 7¼in-gauge Egyptian 2-2-0WT *Toussoun Pacha*, built by J Bey to inspire Egyptian railways to buy British.

The free exhibition will be moving to the Science Museum, London from May 21 to November 2.

This excludes the original, full-size *Rocket*, and a model of *Invicta* will be replaced by a model of *Royal George*.



One of the larger locos on show at Brass, Steel and Fire is this 12¼in-gauge 2-2-2, on loan from the Head of Steam Museum, Darlington. It carries a builder's plate reading 'Leatham & Co, Engineers, Heath near Wakefield'. Extensive research into the loco and its origins by Richard Ellam concluded it was probably completed by a young Albert Leatham in the late-1830s or early-1840s. Picture: PETER NICHOLSON

KNOW YOUR LINES: No. 70 Wells & Walsingham Light Railway

Gauge: 10¼in

Location: Stations at Wells-next-the-Sea, Norfolk, off A149 Coast Road NR23 1QB, and Walsingham, Egmore Road NR22 6BT.

OS ref: TF 925430 (Wells)

Owner/operator: Wells & Walsingham Light Railway

Email: wells-walsinghamrailway@gmail.com

Website: www.wwlr.co.uk
Tel: 01328 711630 (09.00-17.00)

Running days: Every day March 7 to November 1, plus December 27 to January 3, 2021

THE railway is laid on a four-mile section of the Wymondham to Wells branch, which was closed in the 1960s. It is a 'public railway', established with an Act of Parliament and a Light Railway Order.

It was created by the late Lt Cdr Roy Francis, who had previously built the much shorter Wells Harbour Railway, which continues in operation today.

The WWLR is the world's longest 10¼in-gauge railway, and claims to be the 'world's smallest public railway', a title held by the Romney, Hythe & Dymchurch Railway until the line opened in April 1982.



Taking three years to build, it runs south from Wells, where the main facilities are located, to Walsingham, with a couple of

intermediate halts en route.

The WWLR has an active support group and there are volunteer vacancies in all departments.

The first WWLR loco was 0-6-0T *Pilgrim* (D King 1980), but as trains grew longer and heavier greater power was needed and it was replaced. The requirement called for a large loco for the gauge, resulting in a Beyer Garratt design. No. 3 *Norfolk Hero*, a 2-6-0+0-6-2, was designed and built by Neil Simkins in 1986. This was followed in 2010 by No. 6 *Edith Cavell* 1865-1915 *Norfolk Heroine*, completed by TMA, M Mayes and Rowland Engineering to the Simkins' design and updated by Richard Coleby. It is seen at Wells station on September 21.

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Day 3. Peel

Today's excursion is to the fishing port of Peel. You break the journey with a call at Tynwald Hill in St John's to see the Church of St John and the Tynwald Exhibition. In Peel you have some free time. Then travel by coach

from Peel across the island, along some of the famous TT race course on the way to Ramsey. From here enjoy a journey on the Manx Electric Railway to Douglas.

Days 4-5. Snaefell Mountain Railway

Travel to the summit of the island's only mountain on Day 4. Begin with a journey along Douglas promenade by historic horse-drawn tram*, then board an electric train to the fishing village of Laxey. Here, you join the Snaefell Mountain Railway to the peak of Snaefell (weather dependent). Day 5 is at leisure.

*Please note that the horse-drawn trams may not operate on early May and late September departures.

Day 6. Depart the Isle of Man

Leave Douglas on this morning's ferry, arriving back into Heysham just after midday.

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1 Jul 20	£744 [†]	7 Sep 20	£744 [†]
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Sutton route chosen as part of Tramlink expansion plan

PLANS to expand the Tramlink network in south London took a step forward in early February when Transport for London announced the preferred option would link Colliers Wood with Sutton.

This route starts at the Northern Line Tube station and then runs south via an interchange at Belgrave Walk (on the Croydon to Wimbledon tram line), passing close by Sutton Common and West Sutton railway stations, then terminating in a loop at the main station in Sutton town

centre. This would reduce the end-to-end journey time from 37 minutes to 21.

The route was chosen after a public consultation to decide between three possible extensions to the network.

Sutton is one of only six London boroughs that does not have a Tube link.

Funding, however, remains an issue, with most of the estimated £425million cost still to be found. TfL hopes to get full funding in place for the three-year build to begin in 2023.

Options 1, 2 and 3



Floods halt tram-trains once again

DIVERS were called in to inspect a rail bridge over the River Don in Sheffield on February 19 after floods had once again halted tram-trains from Sheffield to Rotherham and Supertram services to Meadowhall.

Services were suspended on February 17 following rising water levels in the area caused by Storm Dennis, which had also closed the heavy rail line through Rotherham Central station.

Network Rail was able to open its line later that day, but tram passengers had to use local buses for three more days instead.

Badly affected

Tram services could only run from Sheffield as far as Tinsley as there were fears the flood waters had damaged the bridge.

However, once the divers had given the all clear all services were able to restart.

The tram-train service, which uses Stadler-built Class 399s, has been badly affected by a range of issues in recent months, including flooding at Rotherham in November 2019, followed by the temporary withdrawal of the fleet for technical checks in December.



TRAM MARKS ARRIVAL OF DIPPY: The Natural History Museum has sent its famous *Diplodocus* cast on a tour or regional venues, and Metrolink tram No. 3089 has been reliveried to mark its arrival at Number One Riverside in Rochdale. This is the seventh stop for the cast of 292 dinosaur bones, nicknamed Dippy, and they will be on public show in the town's council offices until June 28. The tram is pictured at Deansgate/Castlefield on February 3. GREG MAPE

T&W junction upgrade

THE Tyne & Wear Metro has renewed two sets of 40-year-old points at a key junction called Prudhoe Street crossover, under Newcastle, between Haymarket and Monument stations.

The junction is said to see 450 train movements per day, making it essential to the smooth operation of Metro trains through Newcastle.

The work was carried out by

in-house engineers over a single weekend to minimise disruption.

The Metro has a rolling programme of replacing all its electro-hydraulic points, many of which date back to when the system opened in 1980, with more efficient electrically driven point motors.

A total of 32 sets of points will be replaced, with work on 20 of them completed so far.



The newly installed points at the Prudhoe Street crossover beneath Newcastle. NEXUS



DOWN IN THE TUBE STATION: A picture taken on London Underground (LU) has won the Lumix People's Choice award in the Natural History Museum's annual Wildlife Photographer of the Year competition. Station Squabble by Sam Rowley captures two mice fighting over scraps of food on the platform at an unspecified LU station. Sam's picture received the most votes from a short list of 25 out of 48,000 entries. More images from the competition can be seen at the museum in London until the end of May. SAM ROWLEY/WILDLIFE PHOTOGRAPHER OF THE YEAR

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Early bird gets the savings on Manchester services

MANCHESTER Metrolink has introduced 'earlybird' fares for passengers travelling before 07.00 and paying by contactless cards.

The idea is to help ease congestion by tempting commuters to travel earlier with a reduction in the daily travelcard price.

Mayor of Greater Manchester Andy Burnham said: "Congestion

is a big problem across Greater Manchester and it's one that's exacerbated during the morning peak when everyone is commuting at the same time.

"By encouraging people out of their cars and onto Metrolink, we're tackling air pollution as well."

The scheme is available to passengers who touch-in with a contactless card to start their

journey before 07.00 – even if that journey ends, and they touch out, after this time.

So long as no other journeys are started between 07.00 and 09.30 that day, the passenger will only be charged for an off-peak one-day travelcard.

These are currently capped at £4.90, which is £2.20 less than the anytime peak cap of £7.10.

TARKA VALLEY RAILWAY

Point Appeal Update

The Tarka Valley Railway's £50,000 appeal for the purchase of the point needed to access a new siding and complete Phase 1 of tracklaying is progressing well.



Digging out the trackbed will start shortly in preparation for the arrival of the point trackwork in late March. The Railway's members, friends and local funders continue to be very supportive, but more is still needed to reach the target. Please help ensure the completion of this phase of work by contributing towards this appeal.

Please send cheques made out to Tarka Valley Railway to
'Tarka Valley Railway CIO,
Torrington Station, Devon EX38 8J

or by internet to Barclays Bank, sort code 20-04-59,
Account no 33321045 quoting 'King appeal'.

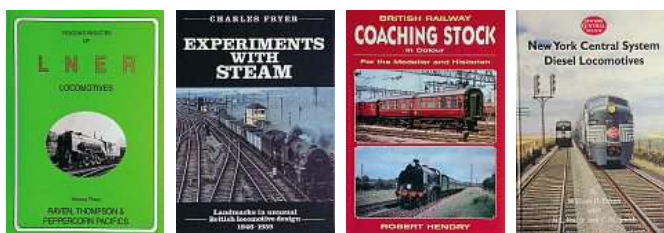
We also need more volunteers to help with all aspects
of the project.

Please contact us on: tarkavalleyrailway@gmail.com



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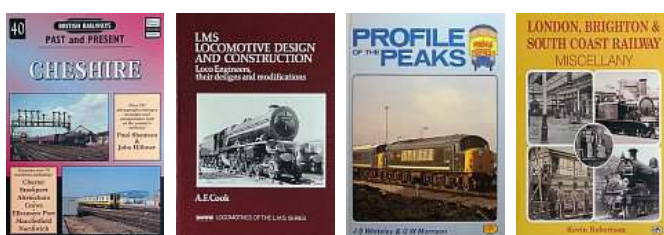
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SINGLE LINES

■ **LA MEUSE 0-4-0T** 3243/1926 (plate 3355/1929) left the Statfold Barn Railway collection on January 29 to go to the recently built railway at St Nicholas Abbey, Barbados. The 2ft 6in-gauge loco has been a static exhibit in the Grain Store museum since most of Statfold's 2ft 6in-gauge track was lifted following the decision four years ago to concentrate on main line operations on 2ft gauge.

■ **AMBERLEY Museum** has raised more than half the £40,000 needed to finance the overhaul of Bagnall 0-4-0ST *Peter* (2067/1918). The project also includes production of a new boiler barrel and firebox work. The fundraising effort was launched two years ago and has been boosted by a benefactor offering to match pound donations made before March 22 up to £5,000. The appeal has a Just Giving page at: justgiving.com/campaigns/charity/amberleymuseum/.

■ **VALE of Rheidol** Railway volunteers are repainting three station buildings in the colours of the companies that owned the line prior to its Nationalisation. Capel Bangor will be in original Vale of Rheidol Light Railway Company's cream & brown (1902-1913). Nantyrone will have Great Western Railway light & dark stone (1921-1947), and Aberffwd will be Cambrian Railway's dark green (1913-1921).

■ **THE boiler shell and firebox** for replica Ffestiniog Railway George England 0-4-0T+T *Mountaineer* was approaching completion at North Bay Railway Engineering Services in January. 1863 *Mountaineer* Locomotive Ltd will display the boiler at Ffestiniog Railway's June 19-21 Fairlie Eventful event, and the frames and wheels for the as-built replica, if funding allows.

■ **TALYLLYN Railway** carried 49,344 passengers during 2019, its best total since 2007. This number only topped 2018 by 487, but fare adjustments produced a 9.4% increase in ticket revenue – from 3% fewer trains than operated in 2018. Income from catering and retail operations matched 2018 figures.

NG/G16 No. 87 overhaul completed

THE Ffestiniog & Welsh Highland Railway's (Ff&WHR) Cockerill-built NG/G16 Garratt No. 87 will begin its second spell in service during March.

It was withdrawn for overhaul at the end of October 2018.

Work undertaken at Dinas includes fitting a new ash pan (with drenches to prevent lineside fires), an enlarged vacuum brake cylinder (the loco now has all vacuum brakes rather than the previous steam-vacuum mix), a new smokebox (with an improved spark arrester), a strengthened boiler cradle, and a new cab floor.

Boiler work was undertaken by Israel Newton between its lifting in December 2018 and return in June 2019.

The boiler to be fitted in NG/G16 Beyer Garratt No. 138, to replace the current boiler, which is about to go out of ticket, was steam tested following extensive work over the last two years at Locomotive Maintenance Services in Loughborough on January 23.

This boiler (No. 7111) was originally carried by South African Railways NG/16 No. 129, which went to Australia's Puffing Billy Railway. The boiler had last steamed in South Africa and was subsequently given to Ff&WHR.

Ff&WHR hopes NG/G16 No. 130 will be ready to join the service fleet later this year.



NG/G16 Garratt No. 87 pictured at Dinas workshop on January 23 with the overhaul effectively complete and the loco ready to undertake testing and running-in trials. At the request of its sponsor, No. 87 has been completed in South African Railways black with the SAR/SAS (Suid-Afrikaanse Spoorweë) lettering logo on the bunker. This is its third livery in Wales. It was initially restored carrying a light grey colour, but was replaced after 12 months by a dark blue scheme. CHRIS PARRY/FF&WHR

New hybrid Snowdon locos under construction

THE frames for the first of two new hybrid battery-diesel locomotives being built for the Snowdon Mountain Railway (*RM* Oct 2019) are under construction at Clayton Equipment Ltd's Burton-on-Trent works.

The anticipated passenger-carrying capability will be in the form of a 12-seat 'pod' at the front of the locomotive, which can be swapped for a freight

pod when required.

The locos represent a £1.1million investment by Heritage Great Britain (operators of the Snowdon Mountain Railway) and will enter service around May.

Clayton is a UK specialist in the construction of mining and tunnelling locomotives, as well as metro and shunting locos – see story on p102.

Heritage Interpretation Centre for Romney Hythe

THE Romney Hythe & Dymchurch Railway Association's ambition of opening a Heritage Interpretation Centre is approaching fruition.

Premises have been identified in the 'Old Paint Shop' at New Romney station following assistance from the Railway Company.

The interpretation centre project was officially launched on January 18 when the last old rail in the building was lifted in the presence of the mayor of New Romney and the chairman of New Romney Coastal Community Team.

The centre will open on August 1.

Volunteer boost for Corris 'Falcon'

THE Corris Railway has raised the £8,000 required for Alan Keef Ltd to complete the outside motion of new-build 0-4-2ST 'Falcon' No. 10.

A further £22,000 is needed to complete and assemble the inside motion.

The pony truck, complete with trailing wheels, built by Corris volunteers, has been delivered to Keef's works.

Volunteers will also produce the brake gear, smokebox, bunker and cab, thus saving more than £30,000 from the construction cost.



RD001 *Diane*, spotted in Clayton Equipment Ltd's Burton-on-Trent works on January 28, is a low-cost, 2ft-gauge mines demonstration loco. Its rubber tyres provide increased adhesion compared with conventional steel railway wheels. ALISTAIR GRIEVE

A. Boule advertised for sale

EX-TONGAAT Sugar Co Bagnall 4-4-0T *A. Boule* (2627/1940) has been advertised for sale at £95,000.

Restoration by owner Graeme Walton-Binns and his team was completed around three years ago, with the boiler hydraulically tested but never steamed.

It has remained stored in Middlesbrough but available if a suitable offer was received.

Seeking a buyer follows the theft of components prepared for a standard-gauge loco restoration being undertaken at the same premises, and the need to finance replacements.

A. Boule is one of three similar, but not identical, Bagnall 4-4-0Ts imported from Natal, South Africa, by Mr Walton-Binns in the 1990s.

Charles Whytock (2819/1946) was sold in April 2014 and is at Lynton & Barnstaple Railway, albeit currently out of service, while *Sinembe* (2287/1926) is now owned by Mr Walton-Binns' son and remains stored, although *The RM* understands it could be relocated to a heritage railway for display and possibly use if current discussions come to fruition.

Neither *A. Boule* nor *Sinembe* were affected by the break-in.

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Carriage shed for Hampton & Kempton line

THE Hampton & Kempton Waterworks Railway (H&KWR) has landed a £25,000 Heathrow Communities Together award to assist construction of a new carriage shed for its 'Hanworth Loop' line.

Planning permission was secured in November.

Members have promised to contribute £6,000, and the railway has some cash in reserves, but further money is needed.

During January, volunteers began realigning the track at the western end of the basically circular railway to provide space for the new building. Hopefully, the structure will be erected by late spring.

A lifting gantry arrived from London Museum of Water & Steam in mid-December and will be installed inside the new carriage shed. A 15ft turntable from the same source (to be located nearby) will mean resident Andrew Barclay 0-4-0ST *Darent* can be turned when required. It is currently being reassembled following an overhaul, which included fitting a new boiler.

A small closed bogie carriage (which currently has 12 seats) has been bought for the Waterworks line from a Hampshire Narrow Gauge Railway Trust (HNGRT) member.

This is in addition to wagons and equipment that were donated to H&KWR by the HNGRT following closure of its operation at Bursledon Brickworks museum.

OBITUARY - EILEEN CLAYTON MBE (1944-2019)

EILEEN Clayton MBE, described as a 'powerhouse' of Ffestiniog Railway (FR) volunteering, died on December 27.

An enthusiast, who 'spotted' at Hellifield station while at school in Settle, she became an FR volunteer after taking up a lecturing post at Snowdonia National Park's Plas Tan-y-Bwlch centre in 1977.

Having passed out as a fireman, in 1985 she took over running the line's Parks

& Gardens Department, and continued in this role for more than 30 years.

She pursued the objective of improving the aesthetic appearance of the Ffestiniog and devoted herself to expanding volunteer recruitment, with strong emphasis on maximising the potential of young volunteers. These efforts were recognised with the award of an MBE in 2006.

Illness started to significantly affect her

physical contribution by 2010, but she continued using IT to lead projects and working parties, including supporting husband Neil's electrical working parties, which have run six times a year for several decades.

FR general manager Paul Lewin estimates this endeavour as being worth £500,000 to the organisation.

More than 200 people attended her funeral.



The view along the 400ft length of Vale of Rheidol Railway's newly erected Museum Collection and Heritage Rolling Stock Protection Shed, looking towards Aberystwyth, on February 6. At this stage, two roads had been laid with the concrete floor of that on the right in place. A partition wall is being built along the line of the shallow trench beyond the wooden plank, creating an internal one-road area, which will be heated and accommodate historic stock. The centre road and the third road to be laid to the left (both of which will also receive concrete floors) will house the service fleet of carriages. Behind the photographer is a pit for servicing the underside of carriages. The building will be completed in March. CLIFF THOMAS

SINGLE LINES

■ AIR braking has been fitted and tested to three Manriders, which will form the passenger vehicles for the new line being developed at Astley Green colliery. Construction of a platform at what will be Whitehead Lane station is progressing following delays because of wet weather. It is hoped the passenger-carrying line at Lancashire Mining Museum will open this spring.

■ NEWLY installed pointwork for the run-round loop at the terminus of East Suffolk Light Railway's extension was tested in December, with construction of the platform in progress. The new station will be named Mutford Thorpe, reflecting the nearby village of Mutford, and Ken Thorpe, whose bequest enabled East Anglia Transport Museum's acquisition of the five acres of land on which the extension is being constructed.

■ SOUTHWORLD Railway Trust volunteers, assisted by two dozen army reservists undertaking a training exercise, laid 70metres of track and two turnouts at the Steamworks site in mid-January. The track enables movement of locos and coaches between the engine shed and station platform at the west of the site. Building of the engine shed is scheduled for completion at Easter.

■ LLANBERIS Lake Railway's Hunslet 0-4-0ST *Thomas Bach*, out of traffic for more than five years, left Giffach Ddu on December 5, arriving at North Bay Railway Engineering Services next day for its protracted overhaul, which includes fitting a yet-to-be completed new boiler. A return to service in spring is anticipated.

Deal confirmed for Statfold to overhaul 'K1'

FFESTINIOG Railway Company (FR) and Statfold Narrow Gauge Museum Trust (SNGMT) have reached agreement for SNGMT to restore Beyer, Peacock 0-4-0+0-4-0 Garratt 'K1' to steam (RM Feb).

Overhauling the loco at Statfold has already started, with the 'K1' likely to run again this year.

Last steamed in late 2014, 'K1'

will return to action for the first time at Statfold, although at which of its open days awaits confirmation.

The deal will see 'K1' return to run on the Welsh Highland Railway for selected periods each year without charge to FF&WHR.

The first appearance back in North Wales could be in late autumn.



Beyer, Peacock 0-4-0+0-4-0 Garratt 'K1' pictured leaving Welsh Highland Railway's Dinas yard to go to Statfold Barn Railway at the end of November 2019. CHRIS PARRY/FF&WHR

RAIB reports on Vale of Ffestiniog runaway incident

RAIL Accident Investigation Branch (RAIB) has published its report into an incident on April 16, 2019, when Ffestiniog Railway's Funkey Bo-Bo diesel hydraulic *Vale of Ffestiniog* was unable to stop on the steep gradient approaching Welsh Highland Railway's Beddgelert station (RM June 2019).

The RAIB said the incident occurred because *Vale of Ffestiniog*'s brakes had been modified in a way that limited the movement of the brake blocks, an issue undetected during the 18 years since the modification was made.

The problem was compounded by the state of the adjustment of the brakes and the wet conditions on the day, with the brakes prevented from applying the necessary force to slow the locomotive.

The loco ran through the

station at around 10mph, passed a signal at danger and entered a single-line section without authority.

It came to a halt after travelling for around 1.7km when the gradient levelled out.

There were no injuries and no other train was on the line at the time.

RAIB also found the change to the brakes had not been adequately documented or controlled and, while not a cause of the incident, the locomotive did not have a documented brake inspection procedure, and the 'deadman' safety system was not enabled.

RAIB has addressed recommendations to the Ffestiniog Railway Company relating to management of engineering change, maintenance documentation, and control and use of the 'deadman' system.

DIARY

March

7-8 Kirklees Light Railway, *Sian* and *Katie* weekend

14 NG North model

exhibition, Pudsey

16-18 Talylyn Railway,

pre-booked photo charters

21 Statfold Barn Railway,

enthusiasts' day

31 Bressingham, NG East

model show

April

2-5 Beamish, Great North

Steam Fair

10-13 Isle of Man Railways,

rush-hour event

18 Ffestiniog & Welsh

Highland Railway, 'The

Snowdonian'

19 Amberley Museum,

industrial trains day

May

8-10 Bressingham, heritage

steam gala

8-10 Ravenglass & Eskdale

Railway, 60th anniversary gala

9-10 Apedale VLR, 10th

anniversary gala

9-10 Devon Railway Centre,

diesel day

9-10 Lynton & Barnstaple

Railway, Steam Up



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SIDELINES

Survey work starts at East Linton

CONTRACTORS have started survey work in preparation for the construction of a new station at East Linton, on the East Coast Main Line between Drem and Dunbar.

The new station is expected to be open by 2024 and will be served by ScotRail's Edinburgh to Dunbar trains.

Local residents have been campaigning for a new station for more than 20 years.

The new platforms will be built to the west of the village's previous station, which closed in 1964.

Upgrade and longer platforms at Feltham

PLATFORMS at Feltham in Middlesex have been lengthened by 40 metres to allow South Western Railway (SWR) 10-car trains on the Waterloo to Reading via Ascot route to serve the town.

Work to improve the station and surrounding area started in August 2018. When complete next September, it will include a new entrance with better access for all passengers.

The project also saw the closure of Feltham West level crossing in March 2019, removing the second highest risk crossing of its type on the SWR network, with a history of deliberate misuse.

Gateshead station improvement work

METROCENTRE station in Gateshead is having its platforms lengthened to accommodate new, longer Northern trains calling there on Tyne Valley line services. Work should be completed in March.

The upgrade is part of a wider project to extend more than 100 platforms at more than 70 stations across the North of England.

£2m repair project for Old Hill Tunnel

OLD Hill Tunnel in Rowley Regis, near Birmingham, has been strengthened and repaired in a £2million project carried out over six Sundays in January and February.

Work involved repairs to the Victorian brickwork, strengthening the structure of the tunnel, waterproofing, and repairs to the tunnel lining.

The 819m-long tunnel is situated on the Smethwick to Stourbridge Junction line, between Rowley Regis and Old Hill. It dates from 1867.

Freight derailment causes major disruption for South Western main line...

BROKEN rail fastenings have been identified as the cause of January 28's freight train derailment at Eastleigh, which caused six days of disruption to services on the South Western Main Line.

Network Rail's investigation found the failure of the fastenings on a set of points caused the track to spread under the weight of a slow-moving intermodal train.

A Rail Accident Investigation Branch (RAIB) preliminary examination found some of the rail fastenings were already broken before the derailment.

NR says this type of fastening is only used in a limited number of locations and no others were found to be faulty during emergency inspections across the Wessex route.

One possible cause of the track spread is the failure of tie bars, which are used to temporarily maintain track gauge where a defect has been discovered.

The locomotive – Freightliner's No. 70001 – managed to re-rail itself as it crossed from the Down Slow to Down Fast lines just outside the station, but four of the five leading wagons of the 30-wagon train were partly derailed, causing significant damage to the track, points and signalling equipment.



Looking towards Southampton: The partially removed crossover and plain track on the Down Fast line at Eastleigh are clearly visible. This work was carried out as a temporary measure to restore some normality to South Western Main Line services after January 28's derailment at Eastleigh. NETWORK RAIL

The incident caused widespread disruption to South Western Railway (SWR) passenger services and the many freight trains passing through the Hampshire town.

Hydraulic jacks and cranes were used to lift the stricken wagons back on to the rails before they were removed for

repair. Despite the complexity of the task, NR was criticised for taking more than 30 hours to recover the wagons.

Further inspection revealed extensive damage to several sets of points. To restore services as quickly as possible, NR removed the damaged pointwork and laid 160m of plain track on the Down

Fast line. This allowed most services to run as normal from February 3, but temporarily prevents Down trains on the Southampton route from calling at Eastleigh.

Bespoke replacement pointwork is being built off-site and will be installed in the coming weeks, allowing a full SWR service to resume.

...and Gospel Oak to Barking

EXTENSIVE repairs to track and bridges damaged by January 23's freight train derailment on the Gospel Oak to Barking line (GOBLIN) disrupted services around north and east London until mid-February.

More than two and a half miles of the route between Barking and South Tottenham was damaged after one axle of the 05.31 Ripple Lane-Calvert construction soil train derailed near Wanstead Park.

The train was eventually stopped between Leyton Midland Road and Walthamstow Queens Road.

The full programme of repairs included replacing 39 sections of rail, 5,300 concrete sleepers, 900 wooden sleepers, removing

and replacing 10,000 tonnes of ballast, and replacing custom-made bridge timbers at 10 locations.

London Overground Gospel Oak to Barking services were partly suspended and freight services had to be diverted via alternative routes during the closure. Normal services were scheduled to resume on February 19.

An RAIB investigation has been launched to identify the sequence of events that led to the accident and contributory factors, including the condition, inspection and maintenance of the track, longitudinal bridge timbers, wagon condition, inspection, maintenance, and loading.

Right: More than 2½ miles of track and bridge timbers at 10 locations between Barking and South Tottenham were damaged by a derailed freight wagon on January 23. Extensive repairs lasted for several weeks, disrupting London Overground and freight services. NETWORK RAIL



HOLIDAY BLOCKADES FOR WEST COAST MAIN LINE

A SERIES of engineering blockades is planned for the West Coast Main Line this spring, as Network Rail looks to take advantage of quieter public holiday periods.

April 10-13 (Easter), May 2-3, May 9-10 (the weekend after the VE Day 75th anniversary holiday)

and May 23-25 will all see a number of major projects on the WCML. These include track replacement at Euxton Junction, south of Preston; between Coseley and Wolverhampton and between Currock and Carlisle; resignalling work at Ditton, near Liverpool;

the removal of a bridge near Stockport station; and a bridge renewal, embankment strengthening and drainage work near Beattock.

HS2 preparations will include bridge work in Aylesbury Vale area; alignment of railway

sidings at West Ruislip; and improvement to platforms 12-16 at Euston.

In addition, more than 17km of track will be replaced at more than 20 locations between Carstairs and Carlisle over 10 weekends from April 4 to June 7.

Northern opens £46m Wigan stabling facility

FEBRUARY 7 saw Northern's new £46million stabling depot open in Wigan.

Network Rail has constructed the new facility alongside Springs Branch depot, reusing railway land next to the West Coast Main Line in Ince-in-Makerfield.

The sidings will be used to stable, clean, refuel and undertake overnight maintenance on Northern's new fleet of DMUs and EMUs. They increase operational flexibility by providing additional space for 24 electric and eight diesel units.

The new facility became operational in December

and has created 18 new jobs, including drivers, fitters, cleaners and managers.

Around 2.5km of new track, 46 new OLE masts and 2,650m of 25kV AC cables have been installed, along with five service platforms and 1,000m of staff walkways, 1,000m of security fencing and 800m of new track drainage.

A new access road, independent power supply and utilities also had to be provided.

Later this year, NR will alter bay two platforms at Wigan North Western to allow more trains turn back at the station and stable at Springs Branch.

Right: Wigan Springs Branch Depot with No. 195022 on the diesel only road. The other three are electrified TONY MILES



East Midlands celebrates Sheffield 150th landmark

EAST Midlands Railway celebrated the 150th anniversary of Sheffield station on January 31.

Passengers and guests were treated to cake, free chocolate bars and miniature bottles of Sheffield's local delicacy, Henderson's Relish.

The station was originally known as Pond Street, then Sheffield Midland between 1948 and 1970, and opened as part of the Midland Railway's 'New Line' from Chesterfield to Rotherham, serving Sheffield directly from the south for the first time.

It was the last of five stations to be built in the city centre, and was expanded in 1905.

Further development looks likely over the next decade as the station prepares for the arrival of High Speed 2 and Northern Powerhouse Rail services.



East Midlands Railway has decorated the glazed frontage of Sheffield station with graphics celebrating its 150th anniversary. BEN JONES

White Rose station moves closer to approval

A PROPOSED £22million station serving the White Rose Centre on the outskirts of Leeds has taken another major step towards construction with the approval of its outline business case.

The new station would be built on the Leeds to

Huddersfield line between Cottingley and Morley stations, serving a large shopping centre and office developments. If approved, construction work could begin in February 2021.

West Yorkshire Combined Authority agreed in November to fund a full business case for

the project at a cost of £2.6m. However, the development of White Rose puts the future of Cottingley in doubt.

As well as being the least-used station in the Leeds area, it is located just 750 metres north of the site chosen for the new station.

Site change for WM 'Aventra' depot

WEST Midlands Trains (WMT) plans to build the new depot for its Class 730 'Aventra' EMUs at Bescot – if its latest proposal is approved.

WMT originally identified a site at Duddleston, close to Birmingham city centre, but this has now been rejected as too small unless nearby parkland is acquired and redeveloped.

Bletchley and Soho depots were also considered, but rejected as unsuitable.

With three main buildings, offices, a maintenance shed

and wash plant, the depot would be operational 24 hours per day, although the last arrivals of the day would be at 23.00.

The WMT depot plan is not connected to Network Rail's planned sleeper facility, but the operator is working with local residents after concerns were raised about new railway developments close to nearby housing.

Planning permission is expected to take around a year to obtain, with construction taking a further two years.

SIDELINES

Community backs Norwood Jct upgrade

PROPOSALS to rebuild Norwood Junction station, remodelling tracks and platforms to increase capacity and train frequency have received overwhelming backing from local stakeholders.

NR plans to create separate fast lines to reduce delays to trains not calling at Norwood Junction and provide four wider and longer platforms capable of accommodating 12-car trains.

The upgrade is a key element of NR's plans to unblock congested routes through the Croydon area.

Wombwell bridge replacement work

NETWORK Rail is currently in the process of replacing a bridge over the Sheffield to Barnsley line at Wombwell.

Hough Lane road bridge, dating from 1895, closed to road traffic on January 6, and is expected to reopen when a new, wider bridge is completed in June.

Steel frame for Entwistle platform

A MAJOR rebuilding project is underway at Entwistle, on the Bolton-Blackburn line in Lancashire, writes Simon Pearce.

The original 1859-vintage platform has been excavated down to ground level and is being rebuilt with a steel frame.

Work is taking place overnight and scheduled to last until the spring.

Porterbrook in 15-year deal for Long Marston site

PORTERBROOK has signed a 15-year deal to take control of the extensive rail-connected storage and testing facility at Long Marston in Warwickshire.

Also known as Quinton Rail Technology Centre, the 135-acre Long Marston site includes 12 miles of storage sidings, a two-mile test loop, a short length of electrified line, and a number of rail-served light maintenance structures occupied by several companies, including Vivarail.

Porterbrook will take over the management of the site in mid-2021. It plans to work with suppliers and academic bodies such as the University of Birmingham, as well as creating new partnerships with other sectors, to develop new technology for the rail industry.

The rolling stock management company already uses Long

Marston to store off-lease rolling stock and to develop and test new products, including its HydroFLEX hydrogen-powered Class 319.

The former RAF airfield, south of Stratford-upon-Avon, is owned by property developer St Modwen, and parts have already been redeveloped for housing.

However, Porterbrook's move secures the long-term future of Long Marston as a railway centre and removes any lingering threat the facility could be lost.

Mary Grant, Porterbrook chief executive, said: "The future of Britain's railway rests on our ability to work collaboratively as an industry. Together we can develop the products and technologies needed to deliver a sustainable railway that benefits all users."

"Our first step on this journey is securing a significant national asset for the future."



The extensive storage sidings and two-mile test loop can be seen in this aerial view of the Long Marston site, which will be taken over by Porterbrook in mid-2021. Picture: PORTERBROOK

SIDELINES

Easier passenger access for Crawley

A £3.9MILLION project to install a new footbridge and two new lifts is underway at Crawley station.

The work will make it easier for all passengers to access the station entrance, ticket office and both platforms.

The footbridge will also be removed once its replacement is open. Work is due to be completed this autumn.

NR and Strukton Rail join forces

NETWORK Rail has signed a Memorandum of Understanding (MoU) with Dutch rail and civil engineering company Strukton Rail to support the delivery of NR's £245m research and development (R&D) portfolio up to 2024.

The two organisations will co-operate on and develop asset management, intelligent infrastructure and advanced data analytics to support more reliable passenger and freight journeys with safer and more cost-effective maintenance.

GA stops selling First Class tickets

GREATER Anglia is no longer selling First Class tickets for journeys on its regional routes.

GA's new Class 755 trains do not have First Class accommodation, unlike the Class 170 DMUs they replace on routes such as Norwich to Cambridge, Peterborough to Ipswich and Ipswich to Cambridge.

First Class tickets on other routes will remain on sale until September 6, after which they will only be available on the Norwich to London inter-city route. First Class areas will be declassified on any old trains still in service from September 6.

£8million for Humber embankment work

NETWORK Rail is spending £8million to stabilise and protect an embankment on the Hull to Selby line at North Ferriby.

Temporary improvements have already been made, including emergency work to stabilise the trackbed after coastal erosion caused a crack in the embankment in 2018.

Long-term work to reinforce and strengthen it will begin this month and continue until January 2021.

Greater Anglia bids for access funds

A BID for Government funding to help improve facilities at Colchester station has been submitted by Greater Anglia.

Under the DfT's Access for All scheme, a new passenger lift would be installed to provide step-free access to the platforms and subway to the main booking hall and car park.

Disabled passengers arriving at the main booking hall currently have to use a stairway fitted with a wheelchair stair lift to access the platforms.

Similar bids have also been submitted for improvements at Needham Market and Bury St Edmunds in Suffolk.

Conwy Valley closed again after Storm Ciara washout

SEVERE weather and flash floods washed out the trackbed of the Conwy Valley Line in North Wales for a third time in five years on February 9.

Heavy rain and high winds from Storm Ciara caused extensive damage at several sites north of Llanrwst.

Network Rail engineers found several sites where the ballast had been washed away by floodwater as well as damaged fencing and level

crossings at several locations.

Early indications suggest the damage is not as extensive as that caused by Storm Gareth in March 2019, which closed the line for four months, but further investigations were not possible until floodwater receded.

The line remained closed as this issue of *The RM* went to press, with trains between Llandudno Junction and Blaenau Ffestiniog replaced by buses until further notice.



Restoration for New Mills footbridge



WORK is underway to restore a Grade II-listed London & North Western Railway lattice footbridge at New Mills Newtown in Derbyshire. The 157-year-old stairs and overbridge will be strengthened, and the steel will be cleaned back to bare steel and repainted. The 1863-built bridge is said to be in good condition, but the restoration will still cost £450,000. NETWORK RAIL

Northumberland and Fleetwood land first 'Beeching Reversal' funds

TWO long-closed railways in northern England could reopen to passengers if new feasibility studies show there is a strong business case.

However, the announcement caused some confusion in the north-east of England, where plans for one of the lines named are already well advanced.

The Newcastle-Blyth-Ashington line in Northumberland and the Poulton-le-Fylde to Fleetwood branch, near Blackpool, will receive £1.5million and £100,000, respectively.

The cash injection is part of the Government's much-publicised £500m fund to reverse closures made by British Railways between the 1950s and 1970s. However, in the case of Northumberland, it is unclear whether this is new funding and what the money will be used for.

Northumberland County Council submitted a bid to the DfT's 'Transforming Cities' fund in 2019 and expected to discover whether it was successful this month. Local campaigners understand that if the bid is successful, work could start immediately, with a view to services starting in 2022.

Ashington and Blyth lost its passenger services in 1964, in

the process becoming two of the largest towns in England to have their trains removed.

The £90m proposal for the Ashington line would include four new stations at Ashington, Bedlington, Newsham and a Metro interchange at Northumberland Park.

Much of the Blyth & Tyne route north of Newcastle remains in use for freight, but would need to be upgraded to passenger standards.

Plans for the Fleetwood line are far less advanced. The trackbed is largely intact despite being disused since 1999, and the junction at Poulton-le-Fylde was only recently lifted as part of work to modernise and electrify the line to Blackpool North.

Passenger services to Fleetwood ceased in 1966 when the line was cut back to Wyre Dock, but all stations were closed four years later in 1970.

The Government has also announced the latest round of funding for new stations. The third tranche is valued at £20m and will help local authorities and train operators develop new station schemes. The previous two funds brought forward the opening of 10 new stations in England and Wales.

NR requests formal closure of Newhaven Marine

NEWHAVEN Marine station looks set to be demolished and redeveloped after Network Rail requested formal closure permission from the Department for Transport, writes John Vaughan.

The station was once part of an important cross-English Channel link. Since closure to passengers in 2006, the station entertained a late-evening empty stock train to avoid triggering the full closure process, although these ceased after Newhaven Harbour

signalbox closed in 2019.

Challenges to the closure must be lodged by April 19. Assuming permission is given, the abandoned station will be demolished and the land redeveloped. Proposals for the short spur include the provision of a new turnback/stabling siding for EMUs.

Foot passengers using the ferry to/from Dieppe still have the option of nearby Newhaven Harbour station, served by Southern's Brighton to Seaford trains.



A scene never to be repeated as a Newhaven Marine to London Victoria 'boat train' departs with passengers from the Sealink ferry in July 1989. Class 423 EMU No. 1269 leads the formation, displaying headcode 52, Newhaven to London Victoria via the Quarry line. JOHN VAUGHAN

£1.7m protection work for Mallaig line

WORK is underway to protect the Fort William to Mallaig line from potential landslips and rock-falls from the hillsides and embankments between Lochelside and Lochailort.

The preventative work at 14 rock cuttings over a 2½-mile section of the world-famous line is costing £1.7million, and is expected to be complete by April.

Loose vegetation and overhanging trees are being removed from slopes above the railway and steel-mesh netting installed to protect the line either side of

Glenfinnan Viaduct from rock-falls.

In total the project will clear 11,500sq m of vegetation, scale 8,800sq m of rockface and insert 89 three-metre-long rock reinforcement dowels, securing 9,800sq m of rock-fall netting.

Several sections of boundary fencing will also be renewed to protect thousands of visitors using the tourist path from Glenfinnan station to a viewpoint overlooking the Bonnie Prince Charlie monument, mountains and viaduct.



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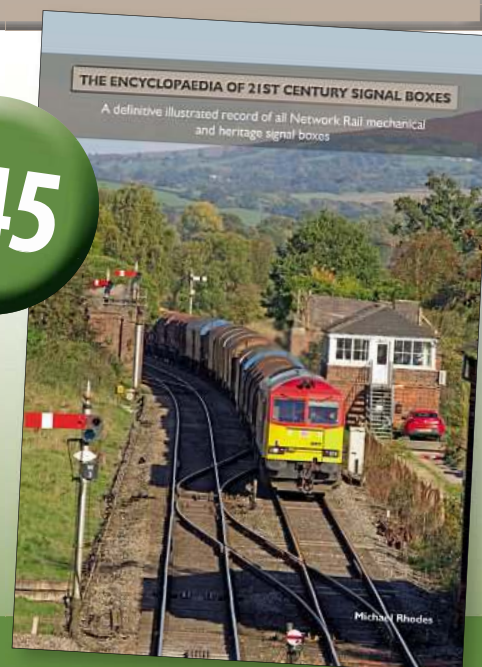
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Network Rail '97/3s' for Pathfinder's 'Cambrian Coast Express'



Class 97/3s Nos. 97303 and 97304 John Tiley run through Frongoch with the 07.58 Crewe Basford Hall-Harlech ballast train on March 10, 2019. RICHARD JONES

PATHFINDER Tours is offering the opportunity to explore North Wales' beautiful Cambrian Coast behind two of Network Rail's Class 97/3s.

An 05.30 departure on June 3 will see the 'Cambrian Coast Express 2020' leave Bristol Temple Meads behind a DB Cargo Class 67 for the northbound run to Shrewsbury.

Pick-ups will be made at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcester Parkway, Bromsgrove, Birmingham New Street, Wolverhampton, and Telford Central, with an expected arrival in Shrewsbury at 10.00.

Here, the '67' gives way to the yellow Network Rail machines, which are specially fitted with European Railway Traffic Management System (ERTMS) signalling equipment for use over the Cambrian lines between Shrewsbury and Aberystwyth and Pwllheli.

The four locos are based at the nearby shed at Coleham (Sutton Bridge Junction).

After leaving Shrewsbury the tour will join the Cambrian line and head west through the rolling Borders countryside towards Welshpool, then pass through Newtown and Caersws before tackling the climb to Talerddig.

Once over the summit the '97/3s' will descend towards Machynlleth, taking the northbound line at Dovey Junction and joining the Cambrian coast through Penhelig, Aberdovey and Tywyn, where passengers may glimpse one of the Tallylyn Railway's trains as the tour passes through.

Beyond Tywyn the 'Express' will pass through Llwyngwril and Fairbourne, climb to the Friog rock shelter, then descend to Morfa Mawddach (Barmouth Junction) for the crossing of the famous Barmouth Bridge over the Mawddach Estuary.

Arrival in Barmouth is expected at 13.00, and passengers have the option of leaving the train here or continuing north.

From Barmouth the train will pass beneath the imposing Harlech Castle, stopping at Minffordd for those who wish to visit nearby Portmeirion, Porthmadog (for the Ffestiniog of Welsh Highland railways) and eventually to journey's end at Pwllheli.

About two hours will be available to explore the coastal town before the Class 97/3s begin the return leg at 16.30.

Pick-up stops will be made at Porthmadog, Minffordd

and Barmouth, with arrival in Shrewsbury booked for 21.20.

The Class 67 takes over again here for the run back to Bristol, which is not expected to be reached until 00.55 in the morning.

This is a full tour and a rare opportunity to sample the '97/3s' on a passenger train. Standard Class tickets are priced at £119, First Class at £159 and First Class Plus at £179. Premier Dining is also available at £279, although this option is not available for passengers joining at Telford or Shrewsbury.

For full details and booking information visit: <https://tinyurl.com/vmuf6y5>

UK Railtours 'Venturer' heading north to visit Aln Valley lines

THE Aln Valley Railway (AVR) is one of the destinations for UK Railtours' Aln Valley Venturer' on May 30, linking London with the ancient kingdom of Northumbria.

The day begins with an 07.10 departure from King's Cross and a run along the East Coast Main Line, picking up at Potters Bar, Stevenage

and Peterborough.

Continuing on the ECML through York and Newcastle to Morpeth, the 'Venturer' will set down here for an optional coach excursion to the National Trust property at Cragside.

Those who stay on board will be conveyed onward to Alnmouth, where coaches

will again be standing by to ferry passengers to nearby Alnwick.

A vintage bus shuttle will then take those passengers wishing to visit the AVR the short distance to its Lionheart headquarters.

The AVR has made rapid progress in recent years with its bid to reopen the Alnwick

branch, and track-laying has recently reached Greenrigg Halt, about halfway to Alnmouth.

Time will also be available for passengers to explore historic Alnwick with its famous castle, gardens and bookshop – Barter Books – which occupies the former Alnwick station.

The return journey will again follow the ECML, retracing the outbound route back to Peterborough for the first set-down at around 20.10. Stevenage and Potters Bar follow, with final arrival back in King's Cross expected at 21.45.

For more information visit: <https://tinyurl.com/u3jfoe5>



'Guardsman' battles the storm

No. 46115 Scots Guardsman powers along the WCML at Salterwath with the northbound leg of the Railway Touring Company's 'Winter Cumbrian Mountain Express' on February 8, just a few hours before Storm Ciara unleashed its fury. IAN DIXON

WHILE the nation batted down the hatches ready for Storm Ciara's arrival on February 8, it was business as usual for the Railway Touring Company's 'Winter Cumbrian Mountain Express'.

The tour originated at London Euston at 07.10, Class 86 No. 86259 taking charge for the 235-mile sprint over the West Coast Main Line to Carnforth, where it was relieved by West Coast's 'Royal Scot' No. 46115 Scots Guardsman.

By now the wind and rain

was starting to be felt, but the conditions did not affect the 'Scot's' performance.

It left Carnforth eight minutes late at 10.58, but stuck to within six minutes of the booked times through Oxenholme and Grayrigg, passing Shap Harrison's Sidings Loop just five minutes down.

After Penrith, No. 46115 started to claw back the minutes, running through Long Ashes bang on time and rolling into Carlisle four minutes early at 12.36.

The return run was via the Settle

& Carlisle line, and once again a fine performance was put in by the 'Royal Scot' and its crew. It left Carlisle in time at 14.13, and reached Appleby two minutes early for a water stop.

Departure was on time at 15.15, with good running seeing the train pass Kirkby Stephen just one minute down at 15.32, although the deficit had slipped to five at Blea Moor.

The situation remained through Settle and into Hellfield, from where the train got away

nine minutes late at 16.49. However, by the time Blackburn was reached the 'Scot' was firmly back on time, then steadily nibbled away at the timetable through Lostock Hall, so it arrived in Preston three minutes ahead of schedule.

The Class 86 had a lot to live up to if it was to maintain No. 46115's performance through the steadily worsening conditions on the run back to London.

Acton Bridge was passed three

minutes down, as was Winsford, Stafford and Nuneaton.

Time was lost at Rugby so Wolverton was passed eight minutes late, but despite pulling several minutes back at Milton Keynes, the '86' was 11 minutes down at Bushey, south of Watford.

In the grand scheme of things these were minor delays, and the nine-minute late arrival back at Euston at 22.38 was perfectly acceptable to most of the passengers.

British India Line to recall the Waterloo to Bournemouth expresses

THE Railway Touring Company will pay homage to the Southern Railway's (and later Southern Region's) 'Bournemouth Belle' Pullman services on July 4 when its 'Bournemouth Express' retraces

the route of the famous express.

Appropriately, the motive power will be provided by 'Merchant Navy' Pacific No. 35018 British India Line throughout, leaving Waterloo

at 09.00 before threading its way through Clapham Junction and along the former LSWR main line towards Weybridge and Woking.

The rebuilt Bulleid will take on water at Winchfield, then

resume its journey west via Basingstoke to Worting Junction, where it will join the main line to Southampton and Bournemouth.

This section of the journey will allow the crew of No. 35018 to show what the loco is made of, pushing up to its maximum permitted speed of 70mph on the long straight sections through Winchester and Eastleigh.

No stop will be made at Southampton, allowing the train to continue on through the New Forest towards Christchurch and finally Bournemouth, where arrival is planned for 12.20.

Passengers will have around five hours to explore the resort while British India Line is serviced, then board the train again for the homeward run back over the morning's route.

Once again some fast running is expected, which should see the train roll into Waterloo at 20.40.

For details see: <https://tinyurl.com/tlffa6e>

Easter start for new 'Jacobite' season

WEST Coast Railways' ever-popular 'Jacobite' operation resumes for 2020 on April 6, featuring a special Easter holidays' morning service between Fort William and Mallaig daily until April 12.

The main season gets underway the following day – April 13 – with a Monday to Friday morning service running until October 23.

Weekend morning services start a couple of weeks later on Saturday, May 2, operating every weekend until Sunday September 27.

Weekday afternoon trains run from May 11 to September 11, although weekend afternoon trips do not start until June 13, running only until August 30.

Once again the motive power will be provided for the most-part by one of Ian Riley's Stanier 'Black Fives', being joined by Peppercorn 'K1' Mogul No. 62005 later in the season.



Rebuilt Bulleid 'Merchant Navy' No 35018 British India Line departs Hellfield South Junction with a Railway Touring Company 'Winter Cumbrian Mountain Express' on January 25. CHRIS GEE

'Scotsman' to Scotland with Steam Dreams' four-day special

FLYING Scotsman will return to the East Coast Main Line this summer when it hauls Steam Dreams' Flying Scotsman to Edinburgh' tour from York on July 2.

The four-day railtour will start from King's Cross and run diesel-hauled to York, where the celebrity 'A3' takes over for the northward leg via Newcastle and Berwick into Scotland to Edinburgh, with arrival expected at Waverley station at 21.30.

Passengers then have the next two days to themselves (hotel accommodation not included in the price), having the option to book on one of No. 60103's three circular tours around Fife the following day.

The morning, afternoon and evening tours are also being run by Steam Dreams, taking 'Scotsman' across the Forth Bridge into Fife and along the coast toward Kirkcaldy.

The route then turns inland, running via Dunfermline back

to the Forth Bridge and into Edinburgh.

Sunday, July 5, sees the 'A3' bid farewell to the Scottish capital, following a different route south to include a southbound run over the Settle & Carlisle line. The Pacific will leave the train at either Preston or Crewe, with a diesel or electric loco continuing the journey on the London.

Fares for this tour start from £349 in Premium Standard, £699 in Premier Dining and

£899 in Pullman Style Dining.

For details on how to book, or for information on the Fife circular tours, visit: www.steamdreams.co.uk

■ The 'A3' has two other dates booked with Steam Dreams, the first taking the Pacific from London Victoria to Salisbury on May 28.

This tour also features an additional circular from Salisbury through the Hampshire countryside.

Prices for the main tour start

at £119 per person, with the add-on tour priced from £79.

Three days later, on May 31, 'Scotsman' will head a tour from Paddington to Oxford and back, which like the Salisbury tour includes an extra excursion from and around the dreaming spires.

Tickets for the leg from Paddington start at £109, with the extra tour from £99.

See the Steam Dreams website for information on both tours.

MARCH/APRIL STEAM TOURS

Mar				
7	White Rose	Shrewsbury-York	70000	ST
7	Yorkshireman	Ealing B/way-York	60009/6233	RTC
11	Salopian Express	Carnforth-Shrewsbury	TBC	WCR
12	Steam Dreams Excursion	Clapham Jct-Bath Spa	61306	SD
21	Cheshireman	Euston-Chester	6233	RTC
21	Edinburgh Flyer	York-Edinburgh	60163	RTC
22	Steam Dreams Excursion	Paddington-Winchester	61306	SD
22	Pennine Peaks & Valleys Explorer	Liverpool circular	46100/70000/34046	ST
25	Salopian Express	Carnforth-Shrewsbury	TBC	WCR
27	British Pullman	Victoria Circular	35028	BEL
28	Wensleydale Railway	Carnforth-Redmire	TBC	RTC
28	Cumbrian Mountain Express	Carnforth-Carlisle	TBC	RTC
April				
1	Pendle Dalesman	Liverpool-Carlisle	TBC	WCR
4	Pennine Blackpool Express	Blackpool-Preston	TBC	RTC
4	Fen & Fells Flyer	Cambridge-Carlisle	60163	A1SLT
6-12	Jacobite	Fort William-Mallaig	TBC	WCR



No. 7029 *Clun Castle* passes Frickley, near Moorthorpe, with the Dorridge to York leg of Vintage Trains' Christmas White Rose' on December 21. LES NIXON

MARCH/APRIL DIESEL & ELECTRIC TOURS

Mar				
6	British Pullman	Victoria Circular	DBC 67 x 2	BEL
7	Fenny Crompton	Lancaster-Paddington	WCR 33 x 2	BLS
7	Hacienda	Swindon-Crewe	DBC 66 x 2	PT
8	Devon Crompton	Victoria-Exeter-Waterloo	33012+WCR 33	BLS
9	Park Royal Parkinson	Paddington-Lancaster	WCR 33+47	BLS
11	British Pullman	Victoria-Bath Spa	DBC 67 x 2	BEL
13	Little North Western Grid	Carnforth-Doncaster	Colas 56+WCR 47	BLS
14	Liverpool Pullman	Cleethorpes-Liverpool	WCR 47/57	WCR
14	Northern Belle	Victoria Circular	WCR 47/57	NB
14	Settle & Carlisle Circular	Crewe-Carlisle	LSL 47s	SR
14	Power of Aire	Doncaster circular	Colas 50/56+WCR 47	BLS
15	Eric & Ernie	Doncaster-Carnforth	Colas 56+WCR 47	BLS
20	Northern Belle	York-Newcastle	WCR 47/57NB	
20	British Pullman	Victoria Circular	DBC 67 x 2	BEL
21	Cotswold Lion	Peterborough-Worcester	TBC	UKR
21	Portsmouth Harbour Statesman	Crewe-P/mouth Harbour	LSL 47s	SR
21	British Pullman	Victoria Circular x 2	DBC 67 x 2	BEL
21	Northern Belle	Glasgow Circular	WCR 47/57	NB
21	Blue Boys Merry mixer	Eastleigh-Crewe	DRS 68/37 x 2/66/88/57	PT
27	West Highland Statesman	Milton Keynes-Fort William	LSL 47s	SR
27	Northern Belle	Coventry Circular	WCR 47/57	NB
28	Aberthaw Farewell	Victoria-Aberthaw P/Station	TBC	UKR
28	West Highland Statesman	Fort William-Mallaig	LSL 47s	SR
28	Northern Belle	Crewe-Liverpool	WCR 47/57	NB
29	West Highland Statesman	Fort William-Milton Keynes	LSL 47s	SR
29	Northern Belle	Preston-Manchester	WCR 47/57	NB
April				
3	West Highland & Royal Deeside	King's Cross-Dumbarton	TBC	UKR
4	East-West Railtour	Dublin-Dundalk-Galway	IE 071	RPSI
4	West Highland & Royal Deeside	Dumbarton-Oban	TBC	UKR
4	Cumbrian Coast Pullman	Hull-Carlisle	WCR 47/57	WCR
4	Settle & Carlisle Circular	Bangor-Carlisle	LSL 47s	SR
5	West Highland & Royal Deeside	Dumbarton-Stonehaven	TBC	UKR
6	West Highland & Royal Deeside	Dumbarton-King's Cross	TBC	UKR
7	Winchester Pullman	Doncaster-Winchester	WCR 47/57	WCR
8	Stratford Flyer	Scarborough-Stratford	WCR 47/57	WCR
8	British Pullman	Victoria-Chesterfield	DBC 67 x 2	BEL

Clun Castle set for West Somerset Railway return

TYSELEY'S flagship Collett 4-6-0 No. 7029 *Clun Castle* will be returning to the West Somerset Railway (WSR) on May 30 when it works a Vintage Trains excursion to Minehead.

However, before too many hopes are raised, the 'Castle' will only venture as far as Bishops Lydeard on this particular tour; the WSR's weight restrictions prevent the use of a 'Castle' over the branch for the time being.

Nevertheless, the sight of the immaculate 'Clun' at the WSR's southern terminus after 23 years will be most welcome, recalling the locomotive's last visit for a gala appearance in 1997.

The BR(W) 'Castle' will work the train from Dorridge, picking up at Solihull, Birmingham Moor Street and Birmingham Snow Hill, before taking the former Birmingham & Gloucester Railway route south-westerly via Bromsgrove and the Lickey Incline towards Worcester Shrub Hill (pick-up), Cheltenham and Bristol.

Following a brief stop in Bristol the train will continue on to Taunton, and then join the Minehead branch at Norton Fitzwarren as far as Bishops Lydeard. Here, a member of the WSR steam fleet – likely No. 7828 *Odney Manor* or '7F' 2-8-0 No. 53808 – will take over the train for the onward run over the WSR to the coast at Minehead.

A stop will be made at Blue Anchor for those who wish to explore the little seaside village and its beach.

Around three hours will be available in Minehead before the return leg departs.

Clun Castle, having been serviced at Bishops Lydeard, will take over from the WSR locomotive for the homeward run to the Midlands.

Standard Class seats are priced at £99 per person, Club Class at £149 and Premier Dining at £229.

For details see: <https://tinyurl.com/rtnrync>



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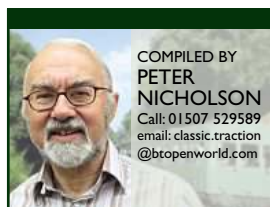
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Yet more 'Pacers' enter preservation

TWO-CAR, four-wheel 'Pacers' are proving popular with heritage railways, particularly smaller lines.

With 20 examples already acquired or earmarked for preservation, this must be the largest influx to the heritage sector of a single type in such a short space of time.

In addition to those detailed separately and previously, the Waverley Route Heritage Association at Whitrope has Nos. 142019 (DMS No. 55560+DMSL No. 55610) and 142020 (DML No. 55561+DMSL No. 55611).

The East Kent Railway is having Nos. 142017 (DML No. 55558+DMSL No. 55608) and 142036 (DML No. 55577+DML No. 55627).

Rushden Transport Museum and Railway has Nos. 142084 (DMS No. 55734+DMSL No. 55780) and 142091 (DMS No. 55741+DMSL No. 55787).

The Plym Valley Railway awaits No. 142023 (DML No. 55565+DMSL No. 55619), and the Keighley & Worth Valley Railway is expecting to receive No. 144011 (DML No. 55811+DMSL No. 55834) when the '144s' are withdrawn.

The only three-car Class 144 reserved so far – No. 144017 (DMS No. 55817+MS No. 55853 + DMSL No. 55840) – will be a private purchase.

Chasewater Railway (*RM* Feb, p89) has acquired a third unit – No. 142027 (DMS No. 55568+DMSL No. 55618) – to be stripped for spares.

First 'Tugs' delivered to a heritage railway



No. 60050 is seen receiving attention at Leeming Bar on Valentine's Day. This too came from Toton, although sold previously to Raxstar for scrap. It appears both locos are to be retained and restored. Both: NIGEL COCKBURN

CLASS 60 No. 60086 (*Schiehallion*) became the first member of the class to be based on a heritage railway when it arrived at the Wensleydale Railway by road on February 10.

It has been bought privately, with the intention of restoration to operational condition.

No. 60086 is one of a class of 100 Type 5 freight locos built by Brush in 1991/92. It has been in store at Toton depot since withdrawal in 2005, along with many others of the type.

The same owner also moved No. 60050 (*Roseberry Topping*) from Toton to Leeming Bar the following day. He has also bought No. 60060 (*James Watt*), which remains at Toton, where it is being stripped for spare parts.



No. 60086 is seen at Leeming Bar, Wensleydale Railway, on February 14. It had been sold by DB Cargo to the Ron Hull Group for scrapping, but was still at Toton when bought for further use. No. 60086 hauled the last limestone train on the Wensleydale line in 1992.

DIARY

March

7-8 Somerset & Dorset at Midsomer Norton, diesel gala

14-15 Ecclesbourne Valley Railway, multiple memories

21 Avon Valley Railway, industrial mixed traction gala

21-22 Spa Valley Railway, diesel and beer weekend

27-29 Chinnor & Princes Risborough Railway, diesel gala

April

3-5 Mid-Norfolk Railway, diesel gala

10-13 Didcot Railway Centre, Railcar Rendezvous

13 Rocks by Rail, 40th anniversary of Corby quarries closure

18-19 Epping Ongar Railway, diesel gala

24-26 Ecclesbourne Valley Railway, diesel gala

24-26 Swanage Railway, diesel gala

SIDELINES

Eurostar vehicles moved to Margate

TWO Eurostar vehicles are now in the One:One Collection at Margate: Class 373/2 Driving Motor No. 3304-0, and Trailer Brake First No. 3304-9.

They were cosmetically restored at Loram, Derby (*RM* Dec, p93).

East Lancs 'Rat' to visit Ecclesbourne

CLASS 24 No. D5054 is the guest at the Ecclesbourne Valley Railway's April 24-26 diesel gala, and will also run on May 9-10.

■ Our thanks to contributors: Josh Brinsford; Nigel Cockburn; Deltic Preservation Society; David East (NSERS); Simon Gott (NER 1903 Electric Autocar Trust); Phil Marsh (C&PRR); and Peter Smith (G/WRR)

North Eastern diesel-electric Autocar stars at Great Central's steam gala



THE multi award-winning diesel-electric North Eastern Railway Autocar No. 3170 attended the Great Central Railway's (GCR) January 25-26 steam gala – a first operational appearance away from its home railway.

Despite vying with 10 steam locos, it attracted a huge amount of attention from visitors who were not expecting to see such a historic vehicle in operation as it was not advertised beforehand.

The pioneer railcar was built in 1903 as a petrol-electric vehicle and restored by the NER 1903 Electric Autocar Trust. It is based

on the Embsay & Bolton Abbey Steam Railway.

Now powered by a modern diesel engine, it returned to the GCR for final adjustments, having had much of the electrical and mechanical work done there.

The opportunity to use it at the gala was too good an opportunity to miss, but the main purpose of running it was to monitor the traction electrical equipment and the electric work completed at the GCR following its Warley show appearance in November.

It ran two return trips from

Loughborough to Leicester North on February 23, then three round trips at 25mph on Saturday and Sunday, from Loughborough to Rothley, running in the usual DMU slot in the gala timetable.

The degree of interest proved the accompanying autocar trailer No. 3453, requiring restoration, is very much needed to cope with passenger demand.

The autocar, which is a genuine 117-year-old vehicle, makes its next appearance at the Didcot Railway Centre's Railcar Rendezvous event on April 10-13.

Left: NER Autocar No. 3170 about to depart Rothley on January 25, with every seat taken, during the Great Central Railway's winter steam gala. This was the delayed 14.25 to Loughborough, the second of its three daily round trips. SEAN CROWSHAW

Classic Traction Track Record

Pair of 'Pacers' work through to Wensleydale

THE Wensleydale Railway (WR) took delivery of two 'Pacers' from Northern – No. 142028 (DMS No. 55569+DMSL No. 55619) and 142060 (DMS 55710+DMSL 55756).

The pair is in addition to receiving a Class 60 on February 10.

They were due to enter service on 'Pacer Day', February 23, working in multiple.

This was claimed to be the first 'Pacer' passenger workings in preservation.

One has been acquired for off-peak services and educational visits on the WR, but it is believed the other set may be destined for non-operational use elsewhere.

Right: 'Pacers' Nos. 142060 and 142028 approach their destination at Leeming Bar on February 10, having worked from Gascoigne Wood Sidings, North Yorkshire, where they had been stored.
NIGEL COCKBURN



Swanage DMU returned at last

THE three-car Class 117 DMU that has been undergoing overhaul and preparation for main line operation at Arlington Fleet Services, Eastleigh Works, has been completed.

The vehicles went to Eastleigh in 2014/15, with the job having taken much longer than expected.

The set is to be used between Swanage and Wareham station on the main line. In addition to restoration, including problems with bogies and wheel sets, TPWS and GSMR equipment has been installed for main line operation, along with central door locking.

The three cars are DMS No. W51356, TCL No. W59486 and DMS W51388. All were moved in February to Swanage by road because of gauging problems in the Brockenhurst area.

A final delay was the recent derailment at Eastleigh, which prevented them from being extracted from the works yard to a road access point.

No. W51356 has been restored in place of No. W51346, which was in poorer condition. This has been scrapped, with its cab joining the Cab Yard collection in South Wales on July 2.

Class 121 'Bubblecar' No. W55028 was returned from Eastleigh to Swanage by rail on July 24.

Bodmin & Wenford puts 'Crompton' up for sale

THE Bodmin & Wenford Railway (B&WR) Class 33/1 No. 33110 (D6527) has been offered for sale by means of sealed bids.

The closing date for offers was February 29.

The 'Crompton' worked regular passenger services on the B&WR until December's 'Santa' specials.

It has been reliable and economic, but is being disposed of because

Class 47 No. 47306 *The Sapper* has returned to traffic, meaning the Type 3 is no longer required.

No. 33110 is in working order but requires an overhaul and a repaint. It is currently in well-worn departmental grey.

One of 19 push-pull-fitted members of the class, it was acquired for the B&WR in December 1993.

Main line 'Bubblecar' stars at Ecclesbourne DMU event

THE Ecclesbourne Valley Railway has secured Class 121 'Bubblecar' No. W55034 for its Multiple Memories railcar gala on March 14-15.

This main line-registered single-unit appears courtesy of Locomotive Services Ltd at Crewe.

Home fleet DMUs in

operation will be Derby Lightweight No. M79900 *Iris*; Class 101s Nos. E50170, E59303, E50253 and E51505; Class 119 No. W51073; and Class 122 'Bubblecar' No. W55006.

They will run to an intensive timetable in various combinations.

HS2 forces EMU out from Finmere

THE Network SouthEast Railway Society (NSERS) removed 4-CIG EMU No. 1753 from Finmere station to Nemesis Rail, Burton-on-Trent, on January 15-17 for restoration.

This follows the eviction notice issued late last year for the old station site which has to be cleared to make way for HS2 (RM Dec, p92).

It is not been announced yet where the other rail items kept at Finmere will be going.

The EMU comprises DTC No. 76102, MBSO No. 62043 *Chris*

Green, TSO No. 70721 and DTC No. 76048. These, together with Class 420 4-BIG TRSB No. 69339 (from set No. 2205), will form a five-coach set, complete with a catering vehicle.

Its white & yellow Connex livery will give way to Network SouthEast colours, as carried from the 1980s through to the 2000s.

The estimated costs of work to be undertaken includes £5,000 per coach for main line inspection, repair and certification; £10,000 per coach

for bodyside work and repaint in NSE livery; and £3,000 for buffet coach repairs (pipework and replacement of missing boiler).

Central door locking, OTMR/GSMR, retention toilets and other items required for public main line operation are likely to be a step too far at this time, but are not considered beyond the realms of possibility in the future.

The NSERS is seeking private and commercial donors for either financial or practical help during and after the refurbishment programme.

Nemesis has provided a cost-effective set of works to enable it to be loco-hauled on the national rail system to heritage railways across the country.

Donations can be sent, with cheques payable to '1753 Project Account', to Southern Transit Bus Co, Cement Works, Shoreham Road, Upper Beeding, West Sussex, BN44 3TX.

Also, via PayPal to office@networksoutheast.org or by bank transfer to 'NSERS Projects', Sort Code 40-15-16 Account 61559834.

Membership of the NSERS is £15 per annum single, or £20 per annum joint.

For further information see website: www.nsers.org; Facebook @NSERS and Twitter @NSE_RailSociety



The most original Class 421 4-CIG EMU in preservation – No. 1753 – is seen in the platform of the old Finmere station. This is on the small section of the old Great Central Railway, from Calvert to Mixbury, Oxfordshire, which will be incorporated into HS2. The site will be cleared, the platform will go, and no trains will stop here again. (The vehicle in the background right, is a bus, not an EMU!)
PICTURE: PETER NICHOLSON

Chinnor gala visitors finalised

THE Chinnor & Princes Risborough Railway's March 27-29 diesel gala promises a varied line-up.

Class 55 No. 55019 *Royal Highland Fusilier* will be the first 'Deltic' to visit this line.

Class 31 No. 31128 *Charybdis* is due to appear, courtesy of Richard Goodyear, while Ian Mandley's Class 33/2 No. 33201

has already arrived from the Spa Valley Railway.

Resident locos in operation will be Class 31 No. 97205 (31163), Class 37 No. 37227 and Class 08 No. 97808 (08825).

It is hoped new arrival No. 08629 will be running.

The 'Deltic' will be on driver-experience runs on March 24-25.



CLASS 08 No. 08629 departed Gemini Rail Services, Wolverton Works, on February 14, destined for the Chinnor & Princes Risborough Railway.

It worked there for more than 30 years on duties, including hauling the Royal Train between the works and the main line.

Bought privately, the dual-braked loco is being based initially at Chinnor.

This loco and sister No. 08649 visited an event at Chinnor in 2013, courtesy of Dave Hilliard, Wolverton Works.

On arrival at the Oxfordshire line, No. 08629 was assisted off the road vehicle by No. D3018 *Haversham*, another former Wolverton Royal Train 'Grunk', which hauled the C&PR's first train in August 1994.

PICTURE: PHIL MARSH

'Chopper' for Spa Valley's March gala...

THE Spa Valley Railway's March 21-22 diesel gala features Class 20 No. D8188, courtesy of the Somerset & Dorset Locomotive Co Ltd – subject to successful test runs following a lengthy period out of traffic for maintenance.

The BR green Type 1 will arrive by road from the Midland Railway-Butterley, where the work has been undertaken.

A two-train, 45-minute interval service will be in operation, including a brakevan ride to Eridge on Saturday morning.

Subject to availability, residents in use will be Class 10 No. D3489 *Colonel Tomline* (Saturday only); Class 31/4 No. 31430 *Sister Dora*; Class 33/0 No. 33063 *R.J. Mitchell*; Class 73 No. 73140, Class 207 DEMU No. 1317 (Saturday only); Drewry No. 2591 *Southerham* (Saturday only); and BR steam loco No. 80078 (Sunday only).

Coaches in use will be four Mk1s, with bar car *Kate*, and Class 421 3-CIG EMU No. 1497 as hauled stock.



... and four more years for popular *Sister Dora*

THE Spa Valley Railway has an agreement with the owner of Class 31/4 No. 31430 *Sister Dora* for it to remain at the railway until the end of January 2024.

The popular loco was in operation on December 28-29, although the event was billed as the Winter Steam Up. It ran alongside three steam

locos, and is seen approaching High Rocks Halt with a lightweight train, the 11.10 Tunbridge Wells West-Eridge on December 29. PICTURE: TONY PAGE

'Pacer' donated to Aln Valley

THE Aln Valley Railway has been given a Porterbrook Leasing Class 144 'Pacer' – set No. 144004 (DMS No. 55804 and DMSL No. 55827).

In Northern livery and service, No. 144004 is due to be withdrawn in late-May, when it will be delivered to Lionheart station. All Class 144s currently remain in service.

It is to be used by this railway, which is still under construction, for low-cost mid-week services from Lionheart to the projected station at Alnmouth.

Initially, No. 144004 will work services between Lionheart and the temporary terminus at Greenrigg Halt, opening in April. This is the second of the class confirmed for preservation after 144003 destined for the Great Central Railway (Nottingham).

Class 144s differed from the many '142s' already promised a new life, in that they have W Alexander bus bodies on underframes built by BREL.

Class 142s have Leyland bodies and underframes, while Class 143 have Alexander bus bodies on Barclay underframes.

Sun shines at East Lancashire winter diesel event

THE East Lancashire Railway ran the first diesel gala of the year on February 7-8.

The event was not blessed

with sunshine all weekend, but it did put in the occasional appearance.

It was a home-fleet

only event, but with nine locos booked to run, there were plenty of interesting workings.



Class 47 No. D1501 (47402) climbs Heap Bridge with 1H50, the 09.16 Bury-Heywood on February 7. TOM MCATEE



'Warship' No. D832 *Onslaught* and Class 45 'Peak' No. 45108 leave Bury Bolton St on February 7 with 1J64, the 14.26 Rawtenstall-Heywood. KEITH FENDER

March 31 deadline for three Scottish Rustons

THE Scottish Railway Preservation Society is disposing of three Ruston & Hornsby diesel shunters along with other items of rolling stock considered to be in the way.

These items are having to be removed from their resting places to make way for Bo'ness & Kinneil's £2million Steaming Ahead project – a steam loco maintenance and storage facility with public viewing.

The three locos for disposal include 165DE type 0-4-0DEs Nos. 421439 and 423658, both of 1958.

They were built for the British Steel Corporation, which donated them to the SRPS for preservation when no longer required. They are in working order and equipped for multiple working.

The other Ruston is No. 321733, an 88DS type

4wDM supplied new to Distillers Co Ltd, Cameron Bridge Distillery, in 1952.

Offers in excess of scrap value are being sought, but if not sold by March 31 they will go for scrap.

Those interested in buying these locos or any of the other items of rolling stock, including a Cowans & Sheldon hand crane, should email the SRPS at office@srps.org.uk.

Severn Valley festival additions

TWO further locos have been confirmed for the Severn Valley Railway's (SVR) May 14-17 diesel festival, in addition to 'Deltic' No. 55019 *Royal Highland Fusilier* (RM Feb, p90).

Class 26 No. D5343 is coming from the Gloucestershire Warwickshire Railway, courtesy of owners the Cotswold Mainline Diesel Group, following its appearance at the Somerset & Dorset Railway at Midsomer

Norton March 7-8 diesel gala.

Class 44 'Peak' No. D4 *Great Gable* is also due to appear at the SVR event, courtesy of owners Peak Locomotive Co Ltd. This will be a most welcome return to the gala circuit, having missed a number of events last year because of various problems suffered by the loco.

Based at the Midland Railway-Butterley, it is now in BR blue livery (RM Oct, p94).



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SIDELINES

Protesters shut much of Canada's railway network

PROTESTERS objecting to the construction of a new gas pipeline across land owned by the Wet'suwet'en first nation tribe in western Canada staged blockades on many parts of the Canadian National (CN) rail network in February.

Despite the gas pipeline having nothing directly to do with the railway company the protestors refused to obey court orders to move, leading Canadian National to shut down much of its network in eastern Canada.

This led to the cancellation of almost all Via Rail intercity trains in the country.

Thousands of CN and Via Rail staff have been laid off as a result of the protest.

In western and central Canada the police enforced the court orders, reopening some lines, but elsewhere the blockades were still in place in late-February as police had not enforced the court orders to remove the protestors.

Chinese firm's 'first' with Porto trams order

CHINESE rail engineering manufacturer CRRC has won the contract tendered for 18 new light rail vehicles by Porto light rail operator Metro do Porto.

The contract is worth €49.5million, and the new vehicles will be delivered from 2021.

This is CRRC's first order for passenger rolling stock in western Europe; they beat Siemens and Škoda Transportation to win the contract.

Talgo wins Danish order

TALGO has won a contract from Danish State Railways (DSB) for eight 13-car Talgo 230' trains.

These will be delivered from 2023 onwards, and will be used to operate Copenhagen to Hamburg services, operated in top-and-tail mode by new 'Vectron AC' locos already ordered from Siemens (34 to be designated DSB Class EB will be delivered between 2020-2023).

German government boosts rail investment and cuts fares



DB Regio 'Traxx ME' diesel loco No. 245035 at Biberach (Riss) on December 12, 2019. The line from Ulm to Friedrichshafen is one of those currently being electrified. KEITH FENDER

THE German government cut VAT charged on rail fares for journeys longer than 50km from 19% to 7% from January 1.

The cut is part of a package of measures, including increased rail investment, to reduce carbon emissions, and is aiming to incentivise more people to use trains rather than driving or flying especially for domestic journeys. Shorter distance rail journeys were already taxed at the lower rate.

Germany's main long-distance passenger operator DB reduced its lowest advanced purchase fare to €17.90 instead of €19.90, with €13.40 fares available if using a 'Bahn Card' railcard.

By way of comparison, British rail fares do not attract VAT so the

scope for any UK government to cut them by reducing tax in this way doesn't exist.

As part of the German government's wider 'climate package' of measures the German railway industry – mainly DB's infrastructure subsidiary DB Netz – has become the recipient of substantial new funding for investment in the national rail network.

In total the government has agreed to fund €62billion over the next 10 years, with DB contributing €24bn, bringing the total to €86bn. Most of the DB Netz contribution is funded by track access charges paid by train operators.

The government contribution has increased by around 40%

compared to the last decade.

All of this money is only for infrastructure – in addition, operating subsidies and operator payments of around €10bn annually are paid by central and regional governments.

The 'climate package' has also increased the price industry must pay for carbon emissions, and announced the end of brown coal (lignite) mining by 2038, and all use of coal for energy generation by then; coal of all types was used for 28.8% of all German power generation in 2019.

The government chose not to introduce tolls on motorists on the autobahn network as part of the package (although trucks already pay tolls).

The German government has also committed to introducing a 'Deutschland Takt' regular interval national rail timetable by 2030, based on the system used in Switzerland, to increase rail usage.

Major investment will be needed, especially at key junctions and stations, and this, plus further mainline electrification, will be funded by the new money.

Several major long-term projects have been underway for several years – including Stuttgart's new underground main station, the new Ulm to Wendlingen high-speed line, and Karlsruhe to Basel quadrupling – with these taking a large share of the overall funding.

New diesels for Czech national operator Český Drahy

CZECH national rail operator Český Drahy (ČD) has recently taken delivery of two types of new diesel locos built by Czech loco specialist CZ Loko.

Twelve small 328kW two-axle Class 794 diesel shunters, equipped with Caterpillar C13 engines and designated 'Effishunter 300' by CZ Loko, have been delivered for use

shunting empty stock at major stations by ČD's passenger business. These have replaced older Class 714 Bo-Bo locos and are spread around the country; they can be found at locations where large numbers of loco-hauled trains originate or terminate, including Brno, Bohumín and Prague.

ČD freight subsidiary ČD

Cargo (ČDC) has ordered five new Effishunter 1000 Class 744 diesel locos, which will replace older Class 742 locos.

The locos entered service in late-2019, and are based at Břeclav, near the border with Slovakia and Austria.

The Bo-Bo Effishunter 1000 design has an 895kW Caterpillar C32 engine and Siemens

traction equipment.

CZ Loko has previously sold nine of the Class 744 design to several Italian freight operators.

ČDC has also placed a contract with CZ Loko to rebuild up to 50 older Class 742 locos to a similar specification as the new Class 744; these will be designated Effishunter 1000M (M = Modernised).



ČD 744 112 at Břeclav on December 17, 2019, just weeks after entering service. KEITH FENDER



ČD 794 005 at Ústí nad Labem západ on December 15, 2019. KEITH FENDER

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A cruise ship special train is seen on the Gisborne Harbour branch in New Zealand, hauled by Wa165, on February 1. ROBERT SWEET

Steam returns to Gisborne Harbour... thanks to cruise ship excursions

STEAM trains in New Zealand run by the Gisborne City Vintage Railway (GCVR), which has been operating since 2000, occasionally operate on the Gisborne Harbour branch line to cater for cruise

ships visiting the city.

As the harbour facilities are limited to smaller vessels, cruise ships anchor in the harbour, with passengers travelling ashore in smaller ships tenders, which

use the pier at the harbour, where they can board the train for the excursion to Muriwai.

The GCVR runs this excursion train from the main station in the city multiple times

each year, but only operate to the harbour in connection with cruise ship bookings.

The GCVR's loco – 2-6-2T Wa165 – was built at Hillside (Dunedin) in 1897 and is the only survivor of a class of 15 locos.



One of the more modern locos in the Fondazione FS Italiane collection is FS 632 030, a Bo-Bo-Bo electric loco, dating from the early-1980s, seen at Milano Centrale on December 1, 2019. D LANGHAM

Italian heritage services on the rise after cash injection

ITALIAN national rail heritage organisation Fondazione FS Italiane – which is part of the state railway holding company FS Italiane – has been operating increasing numbers of excursion trains in the last few years.

Fondazione FS Italiane has benefited from investment, enabling it to collect and restore more vehicles and locomotives from around Italy. Some excursions are one-off

events, while others are fairly regular services, including the service between Naples main station (Napoli Centrale) and the national railway museum at Pietrarsa.

Fondazione FS Italiane has a variety of steam, diesel and electric locomotives in operational condition.

More information about the foundation and its museums/trains can be found at: www.fondazionefs.it

Needs must for British survivors in St Kitts

THE 762mm- (2ft 6in-) gauge railway on the Caribbean island of St Kitts is visited by thousands of cruise ship passengers every year, with tourist trains operating to suit the cruise company's schedules.

Passenger trains are hauled by Romanian-built

0-6-0 diesel-hydraulic locos, previously used in Poland.

The railway also has two British-built locos in their fleet and at least one other stored.

Sugar cane

The Hunslet 0-4-0 diesels considered to be operational were built in Leeds in 1958

and 1982 respectively, and used for sugar cane traffic until that ceased in 2005.

The Hunslet locos are now used for track maintenance, although the older loco is currently out of use.

Most visitors never get to see them as they are normally kept at the railway's depot.



The two Hunslet locos at the wonderfully named Needsmust depot, both in orange livery. On the right, 160HP loco No. 15 (Hunslet 9086/1982) and on the left out-of-use 101 HP loco No. 14 (Hunslet 5218/1958). One of the mainly white-liveried Romanian-built locos used for passenger trains can be seen in the background. ANDREW GARRETT



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RFG appoints head of policy

JOE O'Donnell has joined the Rail Freight Group (RFG) as its new head of policy.

He was previously head of policy and communications at the Heritage Alliance, representing around 130 heritage organisations from the National Trust to small charities, and has experience of working in a membership body.

Prior to working in the heritage sector, Mr O'Donnell wrote about employment law and policy for Thomson Reuters.

GBRf raises £185k for charities

GB RAILFREIGHT staff raised £184,517 for brain injury charity Headway and Macmillan Cancer Support during 2018/19.

GBRf has raised hundreds of thousands of pounds over the past decade for national and local charities selected by its employees.

Fundraising activities ranged from bake sales and cycle rides to 2018's mammoth four-day railtour.

John Smith, GBRf managing director, said: "I am absolutely delighted that once again our brilliant team have managed to raise an incredible amount of money."

"These charities are very well deserving of every single penny."

DCRail leases 100 box wagons for construction traffic

CAPPAGH Group has leased 100 new bogie box wagons for use by DCRail in the movement of construction materials.

The first batch of wagons, owned by VTG Rail UK, is already being deployed to convey recycled aggregates to various locations across the country.

The wagons are designed to optimise the movement of aggregates and construction spoil, and features include a GPS tracking and condition system, track-friendly bogies, a strengthened floor to reduce the risk of unloading damage, and a bogie braking system, intended to minimise maintenance time.

The latter eliminates vulnerable frame-mounted brake cylinders and rigging.

The wagons are part of DCRail's

service expansion, which will soon include a new freight hub being developed near Wembley in North London.

The terminal will be equipped to handle trains conveying more than 2,200 tonnes of material, the equivalent of 110 heavy goods vehicle loads.

Ian Shaw, sales & marketing Director, VTG Rail UK, said: "The construction sector is seeing significant activity, and we anticipate 2020 to be a positive year for rail freight as more companies look to shift material away from the roads and onto rail."

David Fletcher, Cappagh Group director of rail, added: "In 2020 we will complete the delivery of our fleet of Class 60s, and construction work at the new North London freight hub is



DCRail ran its first loaded train into Willesden 'F' Sidings on February 5, conveying recycled rail ballast from Carlisle in new VTG box wagons. The aggregates will be used by Cappagh Group to build a new road into the site. The facility is situated next to the West Coast Main Line and close to London's North Circular Road. When it opens later this year the site will be used to support Cappagh Group's customers in the construction industry. DAVID FLETCHER

underway. Since the introduction of the first batch of wagons, payload on DCRail services has

increased by 15%, and we look forward to further increasing the amount of freight moved by rail."

Freight chiefs united over benefits HS2 will provide

PRIOR to High Speed 2 (HS2) being confirmed, three of the UK's biggest rail freight companies wrote an open letter to Prime Minister Boris Johnson calling for the Government to commit to high-speed rail and

finally authorise the project, a decade after it was originally proposed.

DB Cargo UK, Freightliner and GB Railfreight highlight the importance of rail freight in tackling climate change,

reaching the Government's net zero carbon emissions by 2050, adding that HS2 represents a unique opportunity to decarbonise much of the transport network.

DB Cargo UK chief executive Hans-Georg Werner said HS2 "represents a once-in-a-generation" opportunity to massively bolster rail capacity.

He continued: "The West Coast Main Line is a key artery for the nation. It is the busiest mixed-use railway in Europe even before the anticipated doubling in demand for rail over the coming decades."

"Experts are predicting rush-hour queues to board trains in places such as Northampton and Rugby in years to come. Similarly, motorists know only too well the existing limitations of the M6, never mind in 20 years' time."

"Failure to build HS2 will see congestion severely exacerbated in years to come."

Freightliner CEO Gary Long said: "With each freight train taking an average 76 lorries off

UK roads, a failure to build the new line will lead to hundreds more HGVs on the M6 every day. HS2 is an investment that will ease road congestion and boost local train services."

"The commitment to investing in green transport infrastructure is vital to underpinning Britain's future economic potential and to tackling climate change."

"Businesses need efficient transport links, and HS2 can deliver this. This is the moment to make a choice for a sustainable future, using rail powered by carbon-free electricity."

John Smith, managing director of GB Railfreight, added: "Cancelling HS2 would result in the loss of jobs, investment and faith in the deliverability of large-scale infrastructure projects."

"Regional connectivity needs to be fully supported, and it is especially important for the rail freight sector, as it helps unlock routes and opportunities for businesses to choose rail over road freight."



Illustrating the issues for rail freight on congested main lines, GWR's new timetable has forced changes to freight trains in the south-west of England. DB Cargo's Acton Yard to Severnside waste containers have lost their afternoon westbound path and are now routed via the Henbury Loop, requiring a run round in the now-disused Avonmouth Bulk Terminal. On January 18, DB Cargo No. 66025 stands at Avonmouth. The eastbound empties are unaffected. RICHARD GILES

South Yorkshire outing for blue '50'



Hanson & Hall's No. 50008 Thunderer passes Bessacarr Junction on the GN&GE Joint Line on January 23, moving bogie box wagons used by DCRail for stone traffic. It was heading from Rossington, near Doncaster, to Chaddesden in Derby via Gainsborough and Lincoln. GEOFF GRIFFITHS

Terminals revived for stone traffic

TWO disused freight terminals in Birmingham and Lanarkshire are benefiting from the continuing growth in rail-borne construction traffic.

The former opencast coal loading point at Ravenstruther, near Carstairs, in Lanarkshire, has been leased by Cloburn Quarry Company, one of the leading suppliers of decorative aggregate in Europe.

Based close to its new railhead, Cloburn specialises in the distinctive red granite ballast and chippings seen across Scotland, but intends to start exporting its aggregates and concrete products

throughout the UK and Europe by rail.

In Birmingham, Tarmac has opened a new asphalt and aggregates facility on part of Washwood Heath yard, serving local construction projects.

DB Cargo started operating trains to the site in January, delivering aggregates from Mountsorrel Quarry in Leicestershire.

The facility, which will be fully operational later this year, will be entirely supplied by rail. It will also recycle asphalt to help local authorities reuse material and reduce the carbon footprint of road projects by 15-25%.

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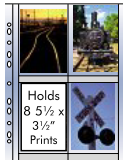
RA8115C



RA8315C



RA8340C



RA8360C



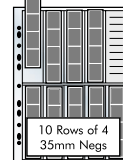
RA3243C



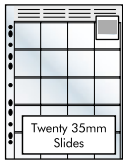
RA1410C



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RA435H (£5.95)



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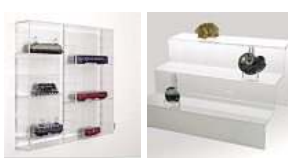
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SIDELINES

Welsh Class 37 haulage to end

USE of Class 37s locos on Rhymney Valley services was due to have ended on February 24.

Sufficient Class 153s have been cascaded to Transport for Wales to allow them to run in multiple and replace the Class 37s.

The move also brings to an end use of the class on current main line services.

Class 60s move into preservation

TWO Class 60s have entered preservation, with both Nos. 60050 and 60086 having been bought privately and moved to the Wensleydale Railway.

A third loco, No. 60060, has been bought for spare parts. Full story on p93.

■ More Class 142 'Pacers' have moved into preservation, and these are detailed in the Classic Traction news pages (see also p93).

Sudbury branch gets Class 755/3s

USE of Stadler Class 755/3 bi-mode units reached the Marks Tey to Sudbury branch from January 21, the last of Greater Anglia (GA) routes to see use of the new units.

Older units may still appear during the transition period, but Class 755s are cleared for use over all GA lines.

Class 90 receives Genesee livery

FREIGHTLINER has repainted No. 90044 in the orange of parent company Genesee & Wyoming, the first of its fleet to get the revised livery.

Class 142s used as crew trainers

NORTHERN has been using Class 142 Nos. 142068/071 for route learning between York and Scarborough in preparation for the introduction of additional services from the May timetable change.

More Class 769 bi-modes planned

NORTHERN has returned its Class 319s to Porterbrook to convert to more Class 769 bi- or tri-mode units.

The move follows a decision to transfer the West Midlands Trains Class 323 fleet to Northern as and when WMT's Class 730 'Aventura' sets arrive.

Movement as Grand Central gets set for open access

MOVEMENT of Mk4 carriages and driving van trailers (DVTs) has taken place recently in preparation for the start of the Grand Central open access operation in May.

A second move on February 3 saw two 10-carriage rakes and two DVTs, hauled by GB Railfreight's No. 66756, move from storage in Worksp to Widnes, where they will be refurbished by Alstom at a cost of £1.5million.

The vehicles which moved are Nos. 12222, 12461, 12323, 10330, 11324, 82227, 12224, 12477, 12326, 10321, 11320 and 82200. A previous movement involved vehicle Nos. 11327, 12227, 12321, 12471 and 82228.

Grand Central is planning to launch its open access Blackpool North to London Euston operation from May 20, using four six carriage + DVT rakes, which will be hauled by a Class 90, leased from parent company DB Cargo.

Final train configurations and the level of modification carried out will be revealed nearer the start date.

Use of the Mk4s with a Class 90 will provide some variety to current traffic patterns, but the original plan to use Class 91s changed after the identification of an operational risk. Grand Central said driver training with Mk4s is due to begin in March.



Above: The first Class 90 locomotive to get re-branded for the forthcoming Grand Central open access operation between Blackpool North and London Euston has been released from Toton depot. No. 90026 was hauled by 66183 from Toton to Crewe EMD on February 18, and is seen passing Barrow-upon-Trent. Grand Central will have five Class 90s available in a pool for its five trains on weekdays and Saturdays, the others being Nos. 90020/21/29/39. STEVE DONALD



GB Railfreight's No. 66756 Royal Corps of Signals hauls the two short rakes of Mk4 and DVTs past Mirfield en route from Worksp to Wigan on February 3. CHRIS PLAYFAIR

Clayton shows off hybrid shunter for Tata Steel

THE largest locomotives to be built in the UK for over 20 years are being constructed by Clayton Equipment Ltd at Burton-upon-Trent as part of a three-loco order for Tata Steel, Port Talbot.

The company is a successor to the one which built the Class 17 loco for BR between 1962-65, and is now a leading specialist builder of industrial and mining locos, MD Clive Hannaford telling The RM Clayton has the capability to build locos of 135 tonnes with a Co-Co wheel arrangement. Battery locos are nothing new to Clayton, having built its first for a Royal Ordnance Factory in 1940.

The Tata order is for type CBD90 low emissions locos (CBD standing for Clayton Battery

Diesel), with a Bo-Bo wheel arrangement. Each loco weighs 90 tonnes and will be powered by lead acid batteries, with 282 individual cells connected together to power through a control system to the powerful 416kW electric motors. This will allow a loco to handle torpedo wagons containing molten steel and loads up to 2,500 tonnes.

Cost and safety

The batteries will be charged by a Deutz Euro Stage V tier 56kw diesel engine at the front of the loco's long bonnet. The rest of the bonnet contains the batteries and ancillary equipment. The locos are numbered 930-932.

One of the reasons lead acid

batteries were selected was on cost and safety grounds. The combined weight of the lead acid cells is 16 tonnes, but the alternative lithium ion battery weighs three tonnes, so an extra 13 tons of steel ballast would be necessary – and cost more.

An individual lead acid battery cell can be easily replaced if faulty, but the lithium battery cannot. In addition, the lead can be recycled and has a life of around seven years. In contrast, the lithium ion battery has a ten-year life, but at present cannot be recycled easily and could even be obsolete at the end of its life.

There are still considerable concerns over fire safety with a

lithium ion battery, and a fire on a loco could put the steelworks out of action until it was safe to approach, certainly for 24 hours. So while the lead acid battery may be old technology, it's safe, more predictable in the event of a fire, which is a major consideration at Port Talbot.

Snowdon

Clayton had delivered two of the three locos to Tata Steel at Port Talbot as this issue went to press, and had just started work on two hybrid locos for the Snowdon Mountain Railway which will replace two of its four Hunslet diesels. These will be completed in the late Spring/early summer.



The lead acid battery cells: There is a similar compartment on the other side of the loco. BOTH: CHRIS MILNER



Tata Steel hybrid locos Nos. 931 and 932 under construction at the Clayton Equipment Company.

TransPennine Express gets more new trains into service

By Tony Miles

TRANSPENNINE Express stepped up the number of daily diagrams covered by its Class 802 'Nova 1' bi-mode Hitachi units on February 17.

Eleven sets had been diagrammed from early February as more Liverpool to Newcastle services were extended through to Edinburgh.

The next step is an increase to 13 sets ahead of the 16 sets of the 19-strong fleet being in service each day from the end of March.

This follows a lengthy period with just two 'Nova 2' (CAF) units diagrammed for service. TPE stepped up to three from February 17, ahead of a planned further increase to five from March 9.

West Midlands Trains is waiting to receive the remaining six Class 350/4 sets from TPE as part of its own service recovery and improvement plan. Both companies told *The RM* they are

due to be released by the end of March, when 'Nova 2' diagrams will step up to eight sets in service.

The final uplift to 10 daily diagrams is not expected until the May timetable change, and until then any other diagrams will need to be covered by Class 185 units now released by the 'Nova 1' and '3' fleets.

This includes continuing to operate the new Liverpool to Glasgow service until sufficient 'Nova 2' sets are available to take over.

Use of 'Nova 3' (Class 68 & Mk5a coaches) sets will stay at four diagrams for a while as driver training focuses on the 'Nova 1' units.

Industry insiders say the emphasis on getting the more critical bi-mode trains into service has created a short-term issue, with some drivers losing their competence on the 'Nova 3' sets.

TPE says the enlarged fleet has enabled it to increase the



TransPennine Class 802 bi-mode No. 802210 leaves Waverley on February 5 with 9M11, the 11.33 service to Liverpool Lime Street. IAN LOTHIAN

number of six-car Class 185 formations in service, providing much-needed additional capacity, particularly on services to Hull and its South Pennine route.

The step-up by the May timetable change date follows something of a pause in the new trains' programme, with

no new sets accepted by TPE between mid-December and mid-February.

Much of this has been because of snagging and modification work on CAF sets following delivery to the UK, and what one insider tactfully called "setting them up in a condition where they are ready for service".

Class 91 to be used for new OLE monitoring train

TWO more Class 91 locos – Nos. 91122 and 91128 – have moved to Leicester depot after acquisition by the Rail Operations Group (ROG). The intention is for ROG to use the Class 91s to power a new overhead line equipment

(OLE) test train, which will also include a number of surplus Mk3 carriages and contain a variety of test equipment.

Both Class 91s will be fitted with modified pantographs and monitoring equipment, with the aim of dynamic testing of the

OLE and a range of speeds.

There are multiple pantograph configurations through the addition of a third loco with a pantograph in the formation.

First use of the train will come later this year when an electrified section of the Midland

Main Line from Bedford to Corby and Market Harborough is energised, allowing testing ahead of the introduction of Class 360/2 EMUs between St Pancras and Corby in December, some of which will run in up to 12-car formations.

Nos. 91122 and 91128, hauled by ROG Class 57 No. 57312, on their way to Leicester depot for conversion to a test train. They are crossing Sopers Viaduct, Cuffley, on February 1. KEN BRUNT



Wales Class 769s for spring debut?

THE introduction of Class 769 bi-mode 'Flex' units on Transport for Wales services is likely to take place in the late spring. TFW is having nine sets, and although the project has been heavily delayed because of

technical issues, four will enter traffic in the summer, with the remainder by the autumn. Here, No. 769008 sits on Canton depot on February 3 with the Principality stadium in the background. MARTIN TURNER



West Coast Railway buys Class 86

CARNFORTH-BASED West Coast Railway Company (WCRC) has acquired Class 86 No. 86401 *Mons Meg*, bolstering its main line charter fleet.

The loco had been one of three owned by the AC Locomotive Group and used by GB Railfreight for hauling

empty Mk 3 sleeping carriages between Glasgow or Euston station and depots.

WCRC has not said what its intentions are for the '86', but it is pictured on February 14 at Cheddington during its move from Willesden depot to Carnforth. C J RICH

LNER plans to retain some Class 91s

LNER'S expected decision to ditch its Class 91 and Mk 4 fleet when all 65 'Azuma' sets were in traffic has changed.

LNER is well into planning its December 2021 timetable changes, and the indication is the Government-backed operator will find it difficult to deliver all current and planned services with a wholly 'Azuma' fleet.

The Class 91s were due to have been taken out of traffic by the end of June.

Extra drivers

The RM understands a number of Class 91 and Mk4s will be retained. However, the exact number is under discussion, but industry sources suggest the number could be 15 locos and 10 Mk 4 sets retained until 2023, by which time additional 'Azuma' trains will have been built. LNER is already recruiting for extra drivers.

An LNER spokesperson said: "We will be retaining a number of our IC225 electric trains. This will allow us to deliver significant benefits for customers during the release of 'Azumas' for modification programmes, like the previously announced additional luggage racks."

Eight of the 31 Class 91 fleet have so far been withdrawn.

ScotRail's Class 385 rated 'best performer'

SCOTRAIL'S Hitachi Class 385 electric train has been officially rated as the nation's best performing new train.

All 70 three- and four-car sets are in service, with the number of miles per technical incident (MTIN) – which the railway uses to measure reliability – having an average of 21,617 MTIN since its introduction.

However, in a recent four-week period, the MTIN was at a staggering 89,438 miles.

The sets operate on nine routes out of Edinburgh Waverley, Glasgow Central and Glasgow Queen Street.

Traction & Stock Track Record

Three companies join forces on ETCS fitment

PORTERBROOK, Siemens Mobility and Bombardier have agreed a new approach to the fitment of ETCS technology on 'Electrostar' fleets.

Train manufacturers will take a more active role in fitting on-board ETCS systems to the rolling stock they originally manufactured, which will help provide a more cost effective and timely introduction of the technology to current fleets.

The first fleet to benefit from this approach was the Heathrow Express Class 387 trains to be operated by GWR and built by Bombardier.

All parties recognise Bombardier are best placed to provide and fit further on-board ETCS technology to this class of trains, and also to take a leading role in developing on-board ETCS technology and planned retrofitting of digital signalling equipment to the wider 'Electrostar' fleet.

Similarly, Siemens will look at fitting ETCS equipment in the various fleets it manufactured.

Overall, the move will ensure effective systems integration, minimum re-engineering downtime and maximum fleet reliability.



LNER Mk 3s sent for scrap

THE first Mk3 carriages to be cut up that have not been damaged in an accident were taken from Tyne Yard to Sims Group Metals, Newport on January 23.

The trailers were from LNER HST set EC64, the

move comprising vehicle Nos. 44027/42225/ 42227/42194/40805 41068 and 41112. Within three weeks, the carriages had been reduced to a pile of scrap.

Further Mk3s are expected

to be scrapped as East Midland Railway's non-compliant trailers are withdrawn and replaced by ex-LNER HSTs. Here, ROG No. 57312 nears journey's end as it approaches the South Dock gates. MARTIN TURNER



Class 720s for GA in storage at Worksop

COMPLETED Class 720 EMUs destined for use with Greater Anglia are now being stored at the Harry Needle Railroad site at Worksop after initial testing at Old Dalby.

No. 720503 became the first Class 720 to arrive by rail, top-and-tailed by by GBRf 47727 Edinburgh Castle/Caisteal Dhun Eideann and 47749 City Of Truro as the 09.55 Old Dalby-Worksop.

Two other Class 720s in the yard arrived by road a coach at a time, and were then made up into five-car units. CHRIS BOOTH

WAGON REPORT

by S F Lappage

WAGON deliveries this year are likely to be dominated by new stock for aggregates and intermodal traffic.

French leasing firm Touax has ordered 100 JNA/HOA vehicles from Astra Rail, Romania. Fifty-five will be JNA box opens, together with 45 HOA bogie hoppers. Both types will be similar to wagons already supplied to Ermewa and VTG Rail UK.

Mendip Rail Limited (MRL) will hire the wagons to carry limestone from the Somerset quarries at Merehead and Whatley to distribution terminals around London and the South East.

Two IVA vans, previously used in Ford traffic from

Bridgend, have been taken into internal use at Tremorfa steelworks, Cardiff – Nos. 23 80 2398 554-8/643-9.

A small fleet of Arbel Fauvet Rail IFA 'Multifret' wagons is used by Eurotunnel to carry engineering and maintenance modules: Nos. 33 87 4906 030-1/050-9/059-0/102-8/116-8/120-0/129-1/142-4/168-9.

Combining Socofer-supplied modules allows the formation of works trains optimised for different tasks such as overhead line repair, track work renewals and drainage and ventilation maintenance.

A further 30 wagons of this type are also in use with GBRf: Nos. 33 87 4906 001-2/007-9/ 009-5/011-1/012-9/ 013-7/

015-2/017-8/ 020-2/025-1/ 026-9/ 027-7/028-5/029-3/ 035-0/040-0/041-8/ 042-6/ 046-7/048-3/ 113-5/114-3/ 127-5/ 128-3/130-9/131-7/ 132-5/135-8/137-4/ 146-5/ 161-4/170-5.

A batch of six wagons has been converted to translator flats for the delivery of electric multiple units. Fitted with Dellner couplers, wagon type Uaffkss, they are Nos. 83 87 9980 000-1/001-9/002-7/003-5/004-3/005-5.

General repairs recently carried out at DB Cargo, Stoke-on-Trent, include those to ICA ferrytanks Nos. 33 87 7898 004-9/006-4/014-8/022-1/030-4/037-9. Owned by Ermewa SA, they are hired by Omya UK for the transportation of imported china clay slurry from Aberdeen to Workington. The slurry originates in Belgium.

Notably, the same commodity destined for Irvine, Scotland, is carried in identical 'silver-bullet' wagons via the Channel Tunnel.

German registered, they are Nos. 37 80 7898 040-6 to 119-8, although not all of the wagons remain in service.



China clay slurry tank No. 33 87 7898 034-0 at the DB Cargo maintenance site, Stoke-on-Trent, on January 18. S F LAPPAGE

Other work on-going at Stoke wagon works includes the fitting of integrated disc brakes to MHA 'Coalfish' box opens. Now recoded to MPA are Nos. 394045/061/115/117/ 129/147/ 68/189/205/241/263/ 283/293/305/ 333/338/352/ 396/ 406/408/ 691/716/743/ 754/856/972/981, Nos. 396022/ 023/ 036/116/139.

Notable recent private owner disposals have been former Cleveland Potash JGA bogie hoppers Nos. NACO 17450-456.

They were built by W H Davis and introduced in 1991, and were in use transporting potash and rock salt from Boulby mine to Middlesbrough and Tees Dock.

More disposals are OAA 'Squid' open No. 100002, OBA 'Bass' opens Nos. 110113/173/ 180/280/334, OCA opens Nos. 112047/069/079/ 103/ 184/191/398, and WIA enclosed five-unit car transporters Nos. 85 70 4971 000-0/042-2/ 049-7/059-6.



IFA translator flat wagon No. 83 87 9980 002-7 at the DB Cargo maintenance site, Stoke-on-Trent, on January 18. S F LAPPAGE

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Glorious Trains 15 April



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Traction Portfolio Track Record



DRS bi-mode No. 88003 *Genesis* leads four Nuclear Flasks through Seascale with 68005 *Defiant* on the 12.47 Sellafield-Heysham Harbour working on February 12. The Sellafield site is in the background. PAUL A BIGGS



Crossing the River Sever at Eckington is Class 165 No. 165137 with the 12.42 Great Malvern-Weymouth service on January 21. WAYNE FINCH

GB Railfreight's Class 66 No. 66705 *Golden Jubilee* makes a change to the usual crop of Class 91s and 'Azumas' at King's Cross terminus as it arrives with a ballast train from Doncaster on February 14. FRASER HAY



The Whitby branch hosted a rare working on February 8 when Colas No. 56049 *Robin of Templecombe* and No. 56087 hauled a ballast train from Doncaster, which is seen running alongside the banks of the River Esk, just outside the town. It is viewed from the redundant Larpool Viaduct, which used to carry the Scarborough to Whitby line over the Esk Valley line. ANDY MASON



A Class 800 GWR Intercity Express Train rolls into Stroud station with the 13.58 Cheltenham Spa-London Paddington train on January 12. JACK BOSKETT

Stock Update Track Record



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DEPOT/POOL CODES

XHHP DRS locomotives deregistered

LOCOMOTIVES

Allocations

20302 XHCK-XHNC
20304 XHSS-XHHP
20305 XHCK-XHNC
20308 XHSS-XHHP
20309 XHSS-XHHP
20312 XHSS-XHHP
37425 XHSS-XHAC
37510 SROG-GROG
37602 XHSS-XHHP
37603 XHSS-XHHP
37604 XHSS-XHHP
37605 XHSS-XHHP
37606 XHSS-XHHP
37609 XHSS-XHHP
37703 XHSS-XHHP
37714 KM XHSS off registration
43071 HQ/SBXL-LA/EFPC
43086 HQ/SBXL-LA/EFPC
47712 MBDL-LSLO
57004 XHSS-XHAC-XHHP
57008 XHSS-XHHP
57009 XHSS-XHHP
57010 XHSS-XHHP
57011 XHSS-XHHP
57012 XHSS-XHHP
57303 XHAC-XHSS
60006 WQ/WQDA off registration
60081 WQ/WQDA off registration
60094 WQBA-WQCA
66055 WBAR-WBLT
66119 TO/WBAE-WQ/WQAA
66144 TO/WBAR-WQ/WQAA
67012 WAAC-WAWC-WAAC
67013 WAWC-WAAC
68026 KM/XHTP-LO/TPEX
68030 KM/XHTP-LO/TPEX
86610 DFNC-DHLT
90021 WQBA-WQAA
90026 WQ/WQBA-CE/WEDC

Liveries

BR Green: 37521
Freightliner G&W orange: 90044
Grand Central: 90026
Regional Railways: 37425
Debranded: 90005

Named

43098 *Walton Castle*
43122 *Dunster Castle*
43158 *Kingswear Castle*

For Sale

33110

Sold

Private at Weardale Railway: 60050/60/86
West Coast Railway Co: 86401

Stored/stopped locations

Basford Hall: 86610
Kingmoor: 57303
Neville Hill: 43320



Recently repainted Rail Operations Group (ROG) No. 57312 plus barrier vehicles pass Norton Fitzwarren on February 12 with five off-lease GWR Mk3 HST trailers destined for storage at Long Marston. STEPHEN GINN

Operational

37425, 37510, 43071/86, 90026

Disposals

Ron Hull at Toton: Cut date:
January 24: 60006
Manforte del Cid, Spain: Cut
dates: December-February:
58015/20/24/29/30/31/43/47

MULTIPLE UNITS

Allocations

142078/90 HT-NH
150205/69/72/73/75/77 NH-NL
153305 NL/EDHQ-CF/HLHQ
153310/13/21/26 NM/EJHQ-CF/HLHQ
156402/16/17/18/19 NC-DY
156468 NH-HT
170271 NC/EBHQ-CF/HLHQ
195001-07/08 AN-NH
195101-03/05-07/10/11/
13-19/22/23/25 AN-NH
331001/04-08/16 HQ-AN
331026/27 newly delivered HQ/EDHQ
331102/05/07 HQ-AN
397011 HQ/EAHQ-MA/TPEC
710104 newly delivered HQ/EKHQ
710259 HQ-WN
710273 newly delivered HQ/EKHQ
720513/22 newly delivered HQ/EBHQ
745010 HQ-NC
745107/08/09 newly delivered HQ/EBHQ
755331/37 HQ-NC
801219/20/21/22 HQ-DR
801223/26/27 newly delivered HQ/EBHQ
802202/05/13/16 HQ/EAHQ-DR/TPEA

Liveries

LNER: 800101
Northern: 158848, 158910, 323239, 333007
South Western Railway: 444029, 450043
TransPennine Express: 802204
Transport for Wales: 175010
+ Purple cab: 365530
De-branded: 156402/16/17

Named

158846 *ELR 50 VISIT*
LINCOLNSHIRE IN 2020

Names removed

156416 *Saint Edmund*
156418 *ESTA 1965-2015*
156459 *Benny Rothman – The Manchester Rambler*
158910 *William Wilberforce*
221102 *John Cabot*
221103 *Christopher Columbus*
221110 *James Cook*
221112 *Ferdinand Magellan*
319217 *Brighton*
333007 *Alderman J Arthur Godwin First Lord Mayor of Bradford 1907*
390045 *Virgin Pride*

Renumbered

156402-156902
156407-156907
156418-156918
156419-156919
156422-156922

Formations

Now back in five-car formation
378232

Now in passenger traffic

397011
710259
745010
755331/37
801219/20/21/22
802202/05/13/16

Preserved

Chasewater Railway: 142027
Rushden Transport Museum: 142084/91
Waverley Heritage Association: 142019/20
Wensleydale Railway: 142028/60

Stored/stopped locations

Castle Donington: 769007
Heaton: 142011/35/36/41/43/47/55/61
Long Marston: 71451 (314202), 71465 (314216), 71459 (314210)
Northampton: 315833/59
Parkeston: 745108
Wolverton: 442415
Worksop: 345018, 710128, 710273, 720522

Disposals

J R Adam & Son, Glasgow:
Arrival dates: January 20-22:
64585/86 (314202); February 10:
64613/14 (314216); February 11:
64601/02 (314210)
C F Booth, Rotherham: Arrival
date: January 31: 71963
EMR Kingsbury: Arrival dates:

January 20: 142024/54/62;

January 28: 142009/49

Sims Metals, Newport: Arrival
dates: January 21: 142034/46

HAULED COACHING STOCK

Allocations

1210 PO/ESHQ-WO/ERSO
6392 SBXH-COCS
6393 SBXH-HBHQ
6704/07 PO/ESHQ-WO/ERSO
6705/08 PO/ESHQ-CD/LSCO
9802/05/10 PO/ESHQ-WO/ERSO
10212/29 HQ/SBXH-WO/ERSO
10317/19 SAXH-ECHQ
10501/02 PO/ESHQ-WO/ERSO
10504/13/19/20 PO/ESHQ-CD/LSCO
10598 PO/ESHQ-HQ/MBCS
10600 PO/ESHQ-WO/ERSO
10610/14/90/93 PO/ESHQ-HQ/MBCS
10648/50/75/83/88 PO/ESHQ-CD/LSCO
10703/18 PO/ESHQ-HQ/MBCS
11007 LG/TPEE-CD/LSCO
11075/76/77/87/91/98 NC/EBHQ-CD/LSCO
11294 off registration - scrapped
11327/29 SAXH-ECHQ
11425 off registration - scrapped
12005/37/42/82/89 NC/EBHQ-HQ/SBXH
12011 LG/TPEE-CD/LSCO
12143 NC/EBHQ-HQ/SBXH
12204/27 SAXH-ECHQ
12317/21 SAXH-ECHQ
12462/71 SAXH-ECHQ
12464 off registration - scrapped
12519 off registration - scrapped
40732 EC/HBHQ-HQ/SBXH
40751 NL/HBHQ-HQ/SBXH
40805 EC/HBHQ-HQ/SBXH
41062 EC/HBHQ-HQ/SBXH
41068 NL/HBHQ-HQ/SBXH
41112 NL/HBHQ-HQ/SBXH
41154 EC/HBHQ-HQ/SBXH
42096 LA/EFHQ-HQ/SBXH
42103/05 LA/EFHQ-HQ/SBXH
42117/23/25/63 EC/HBHQ-HQ/SBXH
42194 NL/HBHQ-HQ/SBXH
42205/10 EC/HBHQ-HQ/SBXH
42225/27/29 NL/HBHQ-HQ/SBXH
42302/10/64 LA/EFHQ-HQ/SBXH
42306/35 EC/HBHQ-HQ/SBXH
44027 NL/HBHQ-HQ/SBXH
44042/68/69/76/81 LA/EFHQ-HQ/SBXH
44073 EC/HBHQ-HQ/SBXH
82228 HQ/SAXH-HQ/ECHQ

Liveries

ScotRail InterCity: 40609/26, 42072, 42107, 42253/57/81, 42350

Named

17056 *Car No. 17056*

Renumbered

41012-40626
41020-40609

Modifications

Fitted with sliding doors:
40609/26, 42072, 42107, 42253/57/81, 42350

Preserved

North Yorkshire Moors Railway: 10689

Formations

HA15: 40609+42253+42107+42257
HA16: 40626+42281+42072+42350

Stored/stopped locations

Crews: 10544, 10317, 11329, 12204, 12317, 12462, 41062, 41154, 82231
Doncaster West Yard: 10329, 11330, 11999, 12216, 12331, 12439/40/49/63, 82203
Ely: 41144, 42032, 42158, 42226/95, 42323/40, 44039
Laird: 10551/53
Long Marston: 10706, 40900/02/04, 41160/66/67, 42094/95, 42103/67/76, 42231, 42302/04/10, 42563/65/70/82, 44042/68/69
Nemesia, Burton: 5965/76/87, 6137/77/83
Weardale Railway: 6702, 9804, 10212/29, 10531, 10699
Widnes Alstom: 10321/30, 11320/21, 12323/26, 12222/24, 12461/77, 82200/27
Worksop: 10321/30, 11241/44, 11420/21, 12441/61/76/77

Disposals

C F Booth, Rotherham:
Arrival date: January 24: 6722.
Cut dates: January 20: 11429, 11998; January 23: 12457; January 31: 11428; February 3: 11427
Sims Metals, Newport:
Arrival date: January 23: 40805, 41068, 41112, 42194, 42225/27, 44027
Ipswich Yard: Cut date: January 29: 042154 (93975)

Operations Track Record



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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.



THE 12.00 London King's Cross-Inverness was observed passing Thankerton at 18.02 on Thursday, January 9. The LNER service had been diverted via the Tyne Valley and West Coast Main Line following a person-hit-by-train incident in the Cramlington area, which had resulted in the closure of the ECML.

THE mileage that trains cover in a day is not always appreciated. Observations of Class 91 No. 91118 on January 13 found it on the 07.03 King's Cross-Leeds and 09.45 return. Later in the day it appeared at York on the 13.00 King's Cross-Edinburgh service.

TWO further rakes of Mk4 coaches have been moved to Worksop, with set BN20 hauled north from Bounds Green by Class 66 No. 66702 on January 17. This was followed on January 27, when Class 66 No. 66755 hauled BN21, also from Bounds Green.

THE first HST vehicles to go to Sims Metals, Newport, for scrapping – Nos. 44027+42225+42227+42194+40805+41068+41112 – were hauled south from Tyne Yard by ROG Class 57 No. 57312 on January 23.

CLASS 47 No. 47593 moved two Mk3 vehicles Nos. 41062+41154 from Tyne Yard to Crewe Diesel depot on January 29.



DB Cargo Class 67 No. 67010 waits at a wet Manchester Oxford Roads on January 21 while working Transport for Wales' 16.50 Manchester Piccadilly-Llandudno. TOM MCATEE

TWO Class 91s – Nos. 91122+91128 – were hauled from Bounds Green to Leicester on February 1 by Class 57 No. 57312, where they will be used for testing of the OHL equipment on the Midland Main Line.



VARIOUS moves of Class 387 units destined for Heathrow services have been reported.

On January 7, Class 57 No. 57306 *Her Majesty's Railway Inspectorate 175*, in DRS blue livery, was seen passing Hanwell station, transferring No. 387136 from Reading Traincare Depot to Ilford EMU Depot.

Two Class 387 units – Nos. 387131+387132 – were hauled back to Reading from Bristol St Philips Marsh by Class 57 No. 57305 on January 15.

A further move on January 31 again employed No. 57306 to move Nos. 387130+387141 from Reading to Ilford.

AN EVENING visit to London Paddington on Wednesday, January 8, found the stock of the 1C50/23.45 to Penzance 'Night Riviera' at platform 1. Class 57 No. 57603 *Tintagel Castle* was at

the buffer stop, having worked the empty stock train 5C50 from Reading Traincare Depot, while Class 57 No. 57604 *Pendennis Castle* was at the front waiting to work the service west.

BACK-to-back GWR HST power cars Nos. 43187 and 43122 passed through Abbotswood Junction on February 5 on the 0E23/08.55 from Plymouth Laira to Doncaster Wabtec Works.



THE first of the new Class 720 units for Greater Anglia – No. 720509 – was delivered to Ilford on January 13, top-and-tailed by Class 47 Nos. 47749+47727. A further unit, No. 720513, was moved from Derby to Old Dalby on January 31 by the same pair of Class 47s.

THE first of the Class 745 'Flirt' inter-city trainsets – No. 745007 – entered service on Wednesday, January 8. It was followed by No. 745010 on January 24. Stadler is supplying 'Flirts' for Greater Anglia's London Liverpool Street to Norwich main line route.

ROG Class 57 No.57312 passed

though Lancaster at 11:55 on January 14 pulling a Class 317 No. 317342 from Brodies, Kilmarnock to Ilford. Later, the Class 57 took No. 317508 from Ilford to Brodies. This in turn was returned south on February 6, hauled by No. 57301.

STADLER 'Flirt' Electric 745002, in warm storage, and de-branded Class 90 No. 90002 *Eastern Daily Press 1870-2010 Serving Norfolk for 140 years*, with its rake of MK3 coaches, were noted in Harwich Parkeston Quay yard in the early morning of January 16. Unusually, the latter was in situ much later in the day.

Later in the morning, at Ipswich, Greater Anglia had several of its new Stadler 'Flirts' in evidence: namely, No. 755420, with the 09.20 service to Cambridge; No. 755402, 10.01 to Peterborough; No. 755414 on the Felixstowe branch; and later, No. 755331, 12.01 to Peterborough.

Two Class 745 'Flirt' Electric 12-car units were also seen with No. 745007, now employed on regular services between Norwich and London Liverpool Street, while No. 745006 made a single test/driver-training run on the same route.

NEW Class 745 No. 745108 arrived at Crown Point from Dollands Moor on January 30, hauled by Class 66 No. 66001, and was then hauled to Parkeston Quay for storage, where it was observed the following day.



STORM-force winds and torrential rain hit Scotland on Saturday, January 11. At 07.00 reports of a signalling fault between Kingussie and Aviemore led to the S and T staff discovering flooding of the Highland Main Line at Balavil Burn. Water from the burn was reported to be flowing across

the bridge deck. The situation was unchanged throughout Saturday. The 07.55 Inverness-King's Cross was started from Edinburgh, with ScotRail sourcing replacement buses to operate between Inverness and Perth.

A further site of flooding on the Highland Main Line was discovered at Gynack, also between Kingussie and Aviemore, at 08.00. Following the continued heavy rain, services operating on the Kyle-of-Lochalsh to Inverness route were subject to a blanket speed restriction of 20mph between Garve and Strathcarron. The speed restriction was removed at about 12.30.

Ayrshire coast services came to a stand at 09.00 following loss of power supplying the OHLE in the Johnson area. The 1K10/07.41 Ayr-Glasgow was stuck at Johnstone for 116 minutes while the issue was resolved.

Flooding was reported at Carmuir's West Junction at 09.15. Trains ran until about 13.30, when the route was closed, affecting services between Glasgow Queen Street and Alloa, Stirling, Dundee, Aberdeen, and Edinburgh via Cumbernauld.

Following flooding in the Winchburgh Tunnel, at 13.30 the number of trains running had to be halved, with xx.15/45 from Edinburgh calling at all stations to Glasgow Queen Street and xx.00/30 from Glasgow Queen Street serving all stations to Edinburgh.

Later, at 15.30, flooding between Cleland and Hartwood saw the Glasgow Central to Edinburgh via Shotts route reduced to an hourly service, with the xx.03 Glasgow to Edinburgh and xx.57 Edinburgh to Glasgow services suspended.

The weather began to ease, and by start of service on Sunday 12th all routes were working normally.

THE UK was hit by Storm Ciara



Colas Class 37 No. 37421, on hire to Transport for Wales, waits at Pengam on January 29 with the 17.46 Cardiff-Rhyhney. Loco-hauled services on the Valley routes were due to end in February. TOM MCATEE

Operations Track Record

between February 8-11. With the advance warning of the severe weather Network Rail (Scotland) and ScotRail put contingency measures in place, including ensuring all culverts were free of obstructions.

A decision was made to suspend services on the West Highland routes on Sunday 9 and Monday 10 because of the forecast of wind speeds and rainfall totals. The lines were reopened following a complete inspection.

Concern for the two coastal sections of railway at Saltcoats and near Craigendoran saw watchmen put in place, and at about 18.10 on Saturday 8th, services between Dumbarton and Helensburgh were suspended after the wind was pushing salt water onto the OHLE.

Shortly afterwards, reports of a substantial tree blocking the railway between Keith and Elgin saw Network Rail organise a visit from the chain saw gang.

Saturday was also the day when the Calcutta Cup rugby union match between Scotland and England at Murrayfield was held. With the forecast for Sunday and the decision by LNER to operate a very limited service, an additional service was operated, leaving Edinburgh at 21.00 and calling at Dunbar, Berwick-upon-Tweed, Alnmouth, Morpeth and Newcastle.

Sunday, February 9, saw services between Helensburgh and Dumbarton remain suspended because of the usual problems at Craigendoran, and buses replacing trains between Kilwinning and Largs, again as a result of sea water contacting the OHLE.

Wind speeds were gusting to 90mph and a decision was made to suspend the rail replacement bus service (engineering work) between Dundee and Aberdeen from about 15.50.

Services were disrupted between Aberdeen and Inverness after an HST struck a fallen tree near Insh at about 16.30. As the team were en route to clear the line a fallen electricity power cable was discovered.

West Coast Main Line services were suspended all day, with LNER operating just six trains between Edinburgh and England.

Monday, February 10, saw heavy snowfall throughout South Lanarkshire and the Borders with Avanti West Coast

services remaining suspended until the 13.40 departure from Glasgow Central.

Services between Balloch and Airdrie were disrupted as a result of speed restrictions because of the wind speed until about 09.00.

Also on Monday, severe disruption befell the Highland Main Line after Class 66 No. 66431, working the 4D47/13.07 Inverness-Mossend Up Yard, expired at Aviemore, standing foul of the single-line section at the north end of the station.

Class 37 No. 37685 operated 0Z99 and moved the stricken train clear. ScotRail quickly sourced a number of buses to operate between Aviemore and Inverness.

The heavy rain affecting Ayrshire resulted in a landslip, which affected services on the GSW between Kilmarnock and Dumfries from mid-afternoon, with this disruption continuing for a number of days.

Given the advance warning issued by the Met Office, and the actions taken by Network Rail (Scotland) management and the efforts of the orange army, the effects of Storm Ciara on Scotland's railway system were minimal.



NOTED at Euston on January 8, Class 92 No. 92006 was seen drawing empty stock train 5595 from Wembley Inter City Depot in to platform 1. No. 92014 was at the rear of the empty stock, and then worked the 1525/21.16 Highlander service from London Euston to Inverness and Fort William. The electric locomotive is diagrammed to work the train as far as Edinburgh.

Class 92 No. 92006 then worked light engine to platform 15 to work the 1526/23.50 Lowlander service from London Euston to Glasgow Central and Edinburgh.

The empty stock of the Lowlander arrived into platform 15 from Wembley Inter City Depot behind No. 92010.

All three Class 92s – 92006, 92010 and 92014 – were in Caledonian Sleeper livery.

TEAL blue-liveried Caledonian Sleeper Class 92 No. 92018 passed through Lancaster



East Midlands Railway power car No. 43054 restarts the 09.45 Nottingham-St Pancras from East Midlands Parkway on January 29. The cars are due for imminent temporary replacement by former LNER HST sets, which are more compliant with disability legislation. ROBIN STEWART-SMITH

light engine (0Z92) at 12.25 on January 7, running from Carlisle to Crewe ETMD.

THE surprise of the day on January 20 was the appearance of Caledonian Sleeper loco Class 92 No. 92038 running light engine north through York station on the 13.45 Doncaster Down Decoy-Millerhill working.

A RAKE of former sleeper stock, consisting of Nos. 9804+6702+10531+10544+10689+10699, were moved from Wembley to Crewe by Class 92 No. 92018 on January 21. A week later, on January 28, with the addition of Nos. 10212+10229+9711 and without No. 10544, the convoy, headed by Class 47 No. 47593, went from Crewe to Bishop Auckland for the Weardale Railway.

A FURTHER move of stock on January 22 found Class 50 Nos. 50007+50049 top-and-tail Nos. 10551+10553+10706 from Wembley to Laira. The following day, the Class 50s took No. 10706 to Long Marston.

THE 1M16/20.45 Inverness-Euston Highlander Sleeper service on Friday January 31, hauled by Class 92 No. 92020, expired just south of Symington. Rescue came in the form of No. 92023. The train arrived into Euston at 14.22, 395 minutes late.

PROBLEMS affected all four services on the evening of Sunday, February 2, with the

1M11/23.14 Glasgow Central-Euston arriving at Carstairs right time, but having to wait for the portion from Edinburgh, hauled by Class 92 No. 92038, which failed in Princes Gardens Tunnel, and was rescued by Class 73 No. 73967.

The train departed from Carstairs and eventually arrived in Euston at 11.49, 287 minutes late.

The 1M16/20.45 Inverness (with Fort William and Aberdeen portions) to Euston departed Edinburgh behind Class 92 No. 92006 (which had arrived with 1525) at 04.40, 201 minutes late, and eventually arrived in Euston at 10.53, 186 minutes late.

The Down services also saw considerable delays, with the 1525/21.00 Euston to Inverness departing 56 minutes late from Edinburgh at 05.15, which in turn caused delays on the Highland Main Line to ScotRail services at the various passing places.

The 1526/23.50 Euston-Glasgow Central and Edinburgh service arrived at Carlisle at 05.24, where it remained until 07.02 (135 minutes late), and ran to Glasgow Central only, arriving 80 minutes late.



A JOURNEY was made from Tamworth to Derby on the 1551/12.27 Plymouth-Glasgow Central on January 16. The train was headed by No. 43304, with No. 43301 at the rear.

On arrival at Tamworth, the train was running 16 minutes late, most of which was apparently lost at Totnes.

The information screens indicated 'Service delayed due to forecasted severe weather'.

It is not clear why the forecast, rather than the weather, caused the delay.



THE demise of many of the Class 142 units has resulted in changes to services.

After years of travelling on 'Pacers' on Nottingham to Leeds services, a correspondent was surprised

on January 6 when Class 158 No. 158786 arrived on the 09.16 service.

On the same day, 'Pacers' were still to be found on the Leeds to Sheffield local trains, with No. 144002 noted.

Further observations at Woodlesford on January 9 found Class 155 No. 155343 on the 10.16 service from Nottingham to Leeds, while on the 11.58 service from Leeds to Nottingham, Class 150 No. 150107 was in London Midland green but without branding.

Fellow class member No. 150109, also in London Midland green, was noted in a bay at Leeds station. 'Pacers' were being used on Leeds-Castleford-Sheffield local services, with Nos. 144011 and 144012 seen on this date.

Further observations in the Leeds area on January 13 produced Class 144 'Pacers', with No. 144013 on the 09.32 Leeds-Sheffield via Castleford local service, while Nos. 144002 and 144003 were stabled in York Station all day.

On the same day, Class 158 No. 158787 gave a more comfortable ride on the 09.16 Nottingham-Leeds service.

FURTHER Class 142 units have passed to scrap dealers. Nos. 142092+142021+142026 made their final journey on January 14, travelling from Gascoigne Wood to Sims Metals, Newport.

These were followed two days later, when Nos. 142040+142067+142063 made the same journey.

EMR Kingsbury was the destination for Nos. 142024+142054+142062 on January 20.

Two further units Nos. 142034+142046 followed to Newport on January 21.

A move on January 28 involved Nos. 142009+142049 travelling from Gascoigne Wood to EMR Kingsbury.

CLASS 144 No. 144001 was seen parked in a bay platform all day at York station on January 20.

'PACERS' were still working on the Leeds-Castleford-Sheffield local trains.

On January 20, No. 144008



LNER 'Azuma' No. 800108 passes March South Junction on January 18 with the 10.15 Leeds-London King's Cross. It had been diverted because of engineering work south of Peterborough. ALAN WALLWORK

worked the 09.32 Leeds-Castleford-Sheffield local, and two days later No. 144001, working the 10.32 Leeds-Castleford-Sheffield local.

THE only active 'Pacers' identified in traffic on January 24 were Nos. 144003/12/14/17/21/22, in the South Yorkshire area.

The 10.49 Manchester Piccadilly-Sheffield train on January 24 was Class 150 No. 150107, still in debranded West Midlands livery. Similarly coloured No. 150109 was seen later heading for Sheffield at Barnsley at around 15.25.

NEW Class 331 No. 331112 left Crewe five minutes late on January 30, working the 10.16 to Liverpool Lime Street via Manchester Airport. Loss of its path caused further gradual delays, with No. 331112 arriving at Lime Street 18 minutes late.



TWO of the stored TransPennine-liveried 'Nova 3' coaching stock rakes have been moved from store at MoD Longtown south to Crewe.

On Thursday, January 9, Class 70 No. 70016 ran north, light engine, from Crewe to MoD Longtown, returning later with TP05.

A further move on January 30 saw green-liveried Freightliner Class 47 No. 47830 *Beeching's Legacy* run light engine from Crewe to Longtown, returning south through Lancaster at 15.05, pulling set TP03.

HITACHI Class 802/2 five-car units, still noted in un liveried grey on January 18, were No. 802218 on 9M08/10.06 Newcastle-Liverpool Lime Street, returning as 9S13/13.24 Liverpool Lime Street-Edinburgh; and No. 802219 on 2T19/14.18 Leeds-York and 2T20/15.07 York-Leeds return.

On January 20, Hitachi Class 802/2 five-car units No. 802205 and 802211 were noted at Durham.

AN UNUSUAL manoeuvre took place on January 18 in Marsh Lane cutting, between Leeds station and Neville Hill Depot, on the Leeds to York line.

A Class 800/2 'Nova 1' set, on the 11.24 Liverpool Lime Street-Edinburgh Waverley

service, heading out of Leeds on the Down Main to York, was diverted onto the Down Goods in Marsh Lane Cutting, in order to pass Class 20

Nos. 20305+20302, which were occupying the Down Fast on the 11.57 Leeds-Neville Hill Depot e.c.s. working. This had arrived in Leeds earlier, on the 12.49/05.13 Bristol TM's-Leeds Class 20s 'Farewell Charter'.

After passing the e.c.s. working, the 'Nova 1' set returned to the Down Main, and continued on its journey to York.

After occupying the Down Main for quite a while, the Class 20s and their e.c.s. were then allowed into Neville Hill Depot.

DEPARTURES from Liverpool Lime Street to Scarborough on January 30 at 12.54/14.54/15.54/16.54 respectively were worked by Nos. 68025/68019/68023/68031.

The first two had the loco at the Liverpool end, the others at the Scarborough end.

The inward working for the 14.54 had a manual announcement of arrival in Welsh and English, unusual for an operator that does not serve any Welsh station.

The inward working for the 15.54 arrived late, at 15.52, but very creditably a fast turnround saw it leave only four minutes late.



TWO Hull Trains diagrams were diverted from Doncaster via the Midland Main Line to St Pancras on January 26. One diagram noted passing Market Harborough was Class 180 'Adelante' No. 180109, forming the 1A91/08.17 Hull-London St Pancras and 1H03/12.35 London St Pancras-Hull return.



AT THE December timetable change, Transport for Wales introduced a Sunday service on the Llandudno and Blaenau Ffestiniog branches from Llandudno Junction; previously these only ran in the summer timetables.

Transport for Wales is using Class 153 units on this service, with No. 153303 being observed at Llandudno on January 5 forming the 14.20 to Llandudno Junction.



The old and new order at Ipswich: Greater Anglia Stadler Class 745/0 No. 745007 arrives, working the 12.30 Norwich-Liverpool Street on February 10, as Class 90 No. 90015 *Colchester Castle* waits on the rear of the 12.00 Liverpool Street-Norwich. KEITH PARTLOW

THE Manchester to North Wales Class 67-hauled diagram had a poor January, with No. 67010 employed from January 6-10 and 20-27. No. 67012 on January 16, and DMU substitutes for the other dates.

THE 2J54/11.20 Crewe-Shrewsbury service on Thursday, January 16, was formed of Class 153 No. 153320, resplendent in TFW livery. Also, in TFW livery was Class 67 No. 67025, noted at the Arriva Traincare Depot at Crewe on the same day.

A RAKE of three former EMR Class 153s – Nos. 153313+153326+153310 – ran from Crewe LNWR to Landore on January for use by TFW.



NEW four-car Mersey Rail Class 777 No. 777003 was observed in Dollands Moor Yard on January 11 with a barrier wagon at both ends. It was hauled north to Crewe by GBRf Class 66 No. 66788 on January 15. Following a lay-over at Crewe, the train continued to Kirkdale, top-and-tailed by Nos. 66788+66744.



The Parliamentary service now consists of the 2V27/10.55 from South Ruislip to West Ealing and the 2M27/11.47 from West Ealing to High Wycombe.

On Wednesday, January 29, Class 165 No. 165004 was seen at platform 5 at West Ealing prior to leaving as train 2M27. There were no passengers on the train, and the guard indicated there were rarely more than one or two.

EMR

THE 11.42/1K11 Derby-Crewe service arrived at Crewe on January 31 comprised of Class 156 No. 156902, recently transferred from Greater Anglia and now renumbered from 156402.

All of the former Anglia units are being renumbered to distinguish their differences which prevent them working in combination with the EMR

Class 156s. On the same day, No. 156907 was seen at platform 3 at Derby, having just arrived from Crewe. This then formed the 10.46 departure back to Crewe. These units have been rubbed back to remove the GA branding, and will no doubt be repainted in the new EMR livery. Our correspondent reports it is good to see the single-car '153s' being replaced on this service.

Heathrow Express

HEATHROW Express unit No. 332008 was seen at Reading Traincare Depot on January 15 – rather off its usual path – in the process of being turned to equalise wear on the wheels.



A FURTHER Class 710 unit – No. 710102 – was moved from Old Dalby to Willesden on January 14 by Class 37 No. 37608+Class 57 No. 57305.

A further move on January 28 employed the same locomotives, moving No. 710273 from Litchurch Lane to Worksop.

A change of power on January 30 as Class 37 No. 37884+Class 57 No. 57305 top-and-tailed No. 710104 from Litchurch Lane to Old Dalby.

A further move on February 3 involved Nos. 37608+57305 top-and-tail No. 710124 from Worksop to Old Dalby.



ELECTRO-DIESEL Nos. 73141 and 73119 were noted passing Barnham, working Tonbridge to Tonbridge via Littlehampton, Havant and the Brighton Main Line water cannon train on New Year's Eve.

CLASS 377 No. 377143 failed at Victoria prior to working a service to Sutton with a series of faults on January 6 and was required to return to the depot. Cancellations were inevitable, and stepping up stock to avoid too many cancellations was implemented.

MAJOR disruption occurred at Horsham on January 10 when the signalling system went down, causing diversions and cancellations.

The 07.27 Bognor Regis-

London Victoria, formed of Nos. 377108+377115, failed completely at the terminus with numerous faults.

The 06.36 service from Southampton, formed of No. 377465, which would have attached at Horsham, was terminated at Barnham and was diverted to Bognor to assist the failed train.

After the train departed Bognor more problems developed, and the consist was diverted to Littlehampton so the crew could sort it out without blocking the west coast way route.

Nos. 377465+377115+377108 eventually departed Littlehampton, with no further trouble, to Brighton Depot for further servicing.

Further to the disruption at Horsham on January 10, the 09.25 Victoria-Horsham via Sutton, and return working 11.14 Horsham-Victoria via Sutton were diverted via Gatwick Airport. Formed of Nos. 377130+377416 it was running 25 minutes behind schedule.

The 11.06 Victoria-Portsmouth Harbour and Bognor Regis was diverted via Hove and Worthing before rejoining its normal pattern from Barnham, running 30 minutes behind schedule with units Nos. 377422+377434.

SOUTHERN Metro units Nos. 377325+377609 worked the 09.15 Ore-London Victoria service on January 12. They were replaced at Victoria by Nos. 377453+377466, with the Metro units going to Selhurst Depot via Crystal Palace.

THE weekend of January 18-19 saw the Brighton Main Line closed for the weekend because of engineering work. This meant the Brighton to London Victoria services and vice versa were diverted via the Arun Valley and Littlehampton. Units of note at Littlehampton were Nos. 377625 and 377626 on both days. Class 387s included Nos. 387201/03/05/08/09/13/15/16/22/24/26/27, all noted on the first day.

EXTENDED overnight engineering work at Worthing on February 4 saw a number of delays, cancellations and a diversion. Services from Littlehampton were worst affected.



Northern Rail bi-mode Class 769 No. 769442 arrives at Southport on February 18 while on crew-training duties, ahead of the introduction of the class. FRED KERR

Operations Track Record

South Western Railway

SINCE the start of the new SWR December timetable, Longcross (Halt) station now has a half-hourly service Mondays to Saturdays, with an hourly service on Sundays.

This is, however, causing problems as the platforms are allegedly not long enough to accommodate an eight-car Class 450 – let alone a 10-car Class 458/5.

Even more confusing are the on-train announcements.

On the 11.40 Reading-Waterloo – an eight-car '450' – the guard announced passengers getting off at Longcross should leave from the first seven coaches.

The on-train announcement, however, stated passengers should leave from the first six coaches.

Strangely, in 'slam door' days, the platforms seemed to be able to accommodate eight-car trains without any problems!

THE 30-year-old Class 442 units trains were re-introduced by South Western Railway from the implementation of the new timetable on January 6.

They were originally due to be brought back into service in December 2018 after refurbishment in Bournemouth and Eastleigh, but the reintroduction was delayed first by safety problems with the door locks, and then fears they wrongly turned signals yellow or red.

New motors to improve reliability have yet to be fitted, meaning the units continue to make some reassuringly Southern/English Electric noises as they stand at Waterloo!

On Tuesday, January 7, Nos. 442406 and 442414 were seen at platform 16 of Waterloo station, forming the 14.00 from London Waterloo to Portsmouth Harbour.

On the same day, No. 442420 was seen in Clapham Yard with a second unidentified partner in the carriage shed.



EWS-liveried Class 66 No. 66067 was seen passing West Brompton on January 7 at

the head of train 6M55 from Angerstein Wharf to DB Cargo Sidings at Wembley.

On Monday, January 20, No. 66171 was seen passing Hanwell heading a short rake of container flats from Southall Terminal Complex to DB Cargo Sidings at Wembley.

OBSERVATIONS of the Boston steel trains produced Class 60 No. 60007 on January 13 working from Bescot to Boston, returning to Wolverhampton.

The following day, No. 60092 worked from Wolverhampton to Boston and back.

A variation on January 17 found No. 60007 work from Bescot to Toton, where No. 60028 came on the front through to Boston. Returning to Wolverhampton, No. 60028 came off at Toton.

No. 60007 was back again on January diagrammed Bescot-Boston-Swindon-Toton, working Toton-Boston-Wolverhampton the next day.

THE 08.56 Dollands Moor-Scunthorpe empty steel train on January 18 was diverted via the Midland Main Line and was seen at Market Harborough hauled by DB Class 66 No. 66136.

CLASS 60 No. 60092 was reported on January 29 at Woodlesford working the 08.35 Lindsey-Neville Hill oil tanks.

CLASS 66 No. 66118 had charge of a Longtown to Kineton MoD train on February 5.

DB-LIVERIED Class 66 No. 66167 passed through Lancaster at 17.09 on February 7 with a single Network Rail crane en route from Carlisle to Crewe.



OBSERVATIONS of container trains produced the following: on Tuesday, January 7, Class 66 No. 66416 was seen passing Hanwell station at the head of train 4L36 from Wentloog to Felixstowe North Freightliner Terminal.

On Monday, January 20, the same service was seen again at Hanwell, headed on this occasion by No. 66556.

On January 7, Class 70 No. 70007 passed Hanwell at the head of the



Class 37 No. 37612 works in top-and-tail mode with 37610 on a Derby to Scarborough track-recording train on February 10. It is seen under the roof at York station as a Grand Central Class 180 waits to go south. ANDREW JEFFREY

4M58 from Southampton Marine Container Terminal to Garston Freightliner Terminal, while on January 20 it was worked by No. 66501 *Japan 2001*.

On Wednesday, January 29, the service was seen passing West Ealing station behind No. 66416.

Class 66 No. 66562 was seen passing through Stratford on Wednesday, January 8, at the head of train 4M88 from Felixstowe North Freightliner Terminal to Ditton.

Finally, on Thursday, January 16, Class 70 No. 70008 was seen passing Burton-on-Trent heading train 4090 from Leeds Freightliner Terminal to Southampton Marine Container Terminal.

HANSON-liveried Class 59 No. 59101 *Village of Whatley* was seen passing Hanwell station on Tuesday, January 7, at the head of jumbo train 7A09 from Merehead Quarry to Acton Terminal Complex.

No. 59101, having left part of the jumbo consist at Acton, worked train 7069 from Acton Terminal Complex to Crawley Foster Yeoman, and was seen passing through West Brompton.

Jumbo train 7A09, from Merehead Quarry to Acton Terminal Complex, was seen again on Wednesday, January 29, passing West Ealing station. The train was headed by No. 59103 *Village of Mells*, also in Hanson livery.

CLASS 66/5 No. 66562 was noted in Harwich Parkeston yard on January 16 beside the NR HOBC units, employed in their shunting requirements.

At Ipswich, on the same morning, a colourful locomotive

experience was on offer with Class 66 Nos. 66503 *The Railway Magazine* and No. 66419 on display in their new orange & black Freightliner Genossee & Wyoming livery, accompanied by No. 66587 *As One, We Can* in its distinctive pink & white ONE Network livery.

The morning also generated Class 70 Nos. 70002, 70003, and 70016 and Class 86/6s Nos. 86605+86608 and 86613+86639, along with Class 66 Nos. 66416.66538 and 66596, also making an appearance.

THE 11.18 Leeds Midland Road-Millerhill light engine move produced Class 66 Nos. 66540+66507+66951 +66585+66569 on Saturday, January 18, with Nos. 66569+66951+66585 returning south the following Monday as 07.32 Millerhill-Leeds Midland Road.

JUST two Class 66s were seen at Hope Sidings at midday on January 24: Nos. 66616 and 66620. These were joined by No. 66619 soon afterwards, returning with empty cement tanks from Dewsbury. The Theale Lafarge to Hope (Earles Sidings) was seen on Wednesday, January 29, passing West Ealing station hauled by Class 70 No. 70011.

ENGINEERING work between Grimsby Town and Great Coates over the weekend of January 25-26 brought a feast of Freightliner Class 66s to the area, with Nos. 66505, 66561, 66572, 66614 and 66615 all being noted with trains from Doncaster Decoy Yard.

FREIGHTLINER locos noted at Barnetby on January 25 were Nos. 66510 and 66952 on the Immingham Docks to Scunthorpe steelworks iron ore services, while the coal services were in the hands of Nos. 66419 and 66550.

CONTAINER train 4005 from Birch Coppice to Southampton Marine Container Terminal, headed by Class 70 No. 70001, derailed at Eastleigh Station on Tuesday, January 28.

The loaded container flats behind the locomotive were off the rails, but the locomotive appears to have remained on the track.

Following the derailment, passengers were bused

between Winchester and Southampton Central, Eastleigh and Fareham, and Romsey and Southampton Central.

THE only GE Class 70s seen in Leeds Midland Road storage siding on January 30 were Nos. 70009/13/17/18/19, along with some unidentified Class 66s.



EWS-liveried Class 66 No. 66126 was noted at Chester-le-Street on January 15, dragging Class 88 No. 88007 on the rear of 6291/08.47 Carlisle Kingmoor-Doncaster Roberts Road Shed; the pair returned north three days later as the 11.24 Doncaster Roberts Road Shed-Kingmoor, with the addition of Class 37/4 No.37409 within the consist.

A CONVOY of Class 37s Nos. 37059, 37038 and 37259 formed a special light engine move on Thursday, January 16, from Crewe Gresty Bridge to Derby RTC, being observed in the loop at Crewe station. It was later noted on a passing train at Alsager, and then seen running to platform 3 at Derby station, where they reversed to run to the RTC with 37259 in the lead.

'THUNDERBIRD' Class 57 No. 57308 *Jamie Ferguson* was stabilised at Crewe station on Thursday, January 16.

CLASS 57 Nos. 57002 and 57003 were noted stabilised in the sidings opposite York station all day on January 20.

AFTER a considerable break, the Hunterston-Sellafield flask train ran again on January 29, powered by Class 88 No. 88004+Class 68 No. 68003.

DIRECT Rail Services' Stadler Class 88 electro-diesel locomotives will be making regular appearances on the North London Line on car trains between the Ford factory at Dagenham in London and a rail terminal at Garston near Liverpool.

A new contract was awarded by automotive transport specialist STVA UK, and the trains will run six to eight times a week, with potential for expansion to 10 per week.



GBRF No. 66789 British Rail 1948-1997 passes Heamies Farm hauling 6V84, the Clitheroe Castle Cement to Avonmouth Hanson Sidings on February 12. BRAD JOYCE



GB Railfreight

CLASS 66 No. 66773 *Pride of GB Railfreight* arrived at Harwich Parkeston Quay from nearby Felixstowe on January 8 to work the 6P41 from Harwich Refinery to North Walsham empty condensate tanks. It returned later in the afternoon to GBRf Ipswich Reception, before returning to North Walsham the following day to take 6A32 loaded tanks back to the Harwich Refinery. Later that same evening it proceeded to Peterborough MPD.

GBRf Class 66 No. 66707 *Sir Sam Fay* passed through Lancaster on January 9 at 15.40 with the 6594, a train of NACCO liquid carrying vehicles, bound for Irvine Paper Mill. It had started out at Wembley, north London.

OBSERVATIONS of the 4Y19 from Mountfield Sidings to Southampton Western Docks Gypsum trains produced Class 66 No. 66725 *Sunderland*, seen passing Barnes on Friday, January 10. When seen again on Monday, January 20, it was passing through St Margarets behind Class 66 No. 66772 *Maria*.

CLASS 66 No. 66751 *Inspiration Delivered* - Hitachi Rail Europe was seen working an aggregate train on Monday, January 10, passing Barnes at the head of train 6M79 from Angerstein Wharf to Bardon Hill. A few minutes late, still at Barnes, No. 66770 was seen working train 6O64 from Ferme Park Reception Line to Tonbridge West Yard.

SILVER-liveried Class 66 No. 66721 was seen at the head of the 12.19 Tyne Coal Terminal-Drax wagons through York on January 13.

OBSERVATIONS of the Penryffordd to Avonmouth cement workings produced Class 66 No. 66771 on January 14, working back to Penryffordd the following day. The same locomotive was in use again on January 16-17. A change on February 3 saw No. 66744 working from Avonmouth to Penryffordd, and again on the same diagram on February 5.

CLASS 66 No. 66775 *HMS Argyll* was noted at Harwich Parkeston



DB Cargo Class 60 No. 60063 passes Barrow-upon-Trent with 6E02, the 10.02 Wolverhampton Steel Term-Boston Sleaford Sidings working on January 21. STEVE DONALD

Quay with the weekly trip from Harwich Refinery to North Walsham on January 15.

It was also noted in the Ipswich GBRf Reception area on January 16, before it made its way light-engine at 10.25 to North Walsham for the return trip with loaded condensate tanks.

Two days later, No. 66710 *Phil Packer BRIT* was noted on the 4L43 06.00 Doncaster iPort-Parkeston yard intermodal at lunchtime. It stayed here until Monday morning (January 20) to complete its trip to Felixstowe.

Surprisingly, maybe, this is the third consecutive weekend this locomotive has been allocated to this diagram.

MOD traffic reported includes, on January 14, Class 66 No. 66720 on a regular Marchwood-Bicester-Longtown diagram.

A further move on January 21, involved Class 66 No. 66758 on a Kineton to Longtown move, returning to Kineton the following day.

On January 23, No. 66758 continued with a MoD Marchwood to MoD Donington (Telford) move.

A further move on February 4 involved No. 66757 on a Marchwood to Ludgershall diagram.

CLASS 60 No. 60096 *Impetus* was observed on January 18 heading the 6H12 Tyne CT to Drax biomass hoppers through Burton Salmon.

CLASS 66 No. 66738 was seen passing Richmond station on Thursday, January 23, hauling a single wagon forming train 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard.

CLASS 66 No. 66703 *Doncaster PSB 1991-2007* hauled an MoD train of blue containers on January 27, running from Donnington Junction to MoD Marchwood.

A NEASDEN Charrington to Tonbridge West Yard, formed of 19 empty HYA bogie hopper wagons, was seen at New Kew Junction on Tuesday, January 28.

This train would normally stand at New Kew Junction for 40 minutes, but on this occasion was held for an additional 30 minutes.

The train was hauled by Class 66 No. 66738 *Huddersfield Town*, which had suffered a graffiti attack, with tags on the front of the cab and body sides.

GBRf Class 73/9 No. 73964 *Jeanette* and Class 73/1 No. 73136 *Mhairi* were at Hastings on Wednesday, January 29, on a locomotive movement from Slade Green T&RSM to St Leonards Depot. It is reported they were 85 minutes late leaving Slade Green and 27 minutes late at Hastings.

THE gypsum train from Fiddlers Ferry was seen working north through Euxton on January 30 and 31 behind Class 66 No. 66775.

GBRf Class 73/1 No. 73107 *Tracy*+Class 73/9 No. 73965 passed through Hastings on Friday, February 7, on a Tonbridge West Yard to St Leonards Depot movement.

Unusually, this movement was routed from Tonbridge to Ashford on the Kent Main Line and then along the Marshlink line through Rye to Hastings and on to St Leonards Depot.

These movements normally take the Tonbridge to Hastings line through Tunbridge Wells and Robertsbridge, with a reversal at Hastings to get to St Leonards Depot.



CLASS 56 No. 56049 *Robin of Templecombe* was noted from a passing train at Alsager on Thursday, January 16, working a Crewe Basford Hall Loco Holding Siding to Pinnox Branch Esso Sidings train. No. 56049 was



Royal Mail postal set No. 325005 passes Heamies Farm with a Crewe EMD to Willesden Park Royal Distribution Centre on February 12. BRAD JOYCE

noted again, a little later, from a passing train, in the sidings north of Longport station.

COLAS Rail-liveried Class 70 No. 70815 passed through Lancaster at 09.35 on January 28 pulling the Chick to Carlisle unloaded log-carrying rolling stock.

SERVICE 6E10 from Liverpool Biomass Terminal to Drax passed through Huyton at 12.18 on January 30 behind Colas-liveried Class 60 No. 60085. Two further rakes of Drax Biomass wagons were stabled at Edge Hill yards behind Class 60 No. 60021 and Class 66 No. 66707.



DC RAIL Class 60 No. 60055 *Thomas Barnado* made a rare appearance at Market Harborough on January 2, with a rake of JNAs, forming a 6Z05 10.11 Chaddesden-Willesden. The same loco made another appearance on January 18, when it hauled a 6Z60/11.20 Acton Lane to Chaddesden working of smart new blue-liveried JNAs.

DC Rail Class 60 No. 60046 passed through Lancaster at 08.22 on January 29 with 6Z49, a Carlisle to Willesden infrastructure train.

CLASS 60 No. 60028 - working on its own for the first time - hauled a rake of empty wagons from Chaddesden to Carlisle Kingmoor on February 3, returning south to Willesden the following day with loaded wagons. On February 5 it again went north with empty wagons.

Locomotive Services Ltd
BLUE-liveried large logo Class 47 No. 47593 *Galloway Princess* passed through Lancaster light engine at 08.40 on January 20 en route from Crewe to Fort William. The locomotive returned to Crewe two days later, again light engine, passing through Lancaster at 20.05.

Derby RTC & Network Rail

TWO test trains passed through Market Harborough within 30 minutes of each other around lunchtime on January 2. First came the 1Z96/10.14 Derby RTC-Woking, top-and-tailed by Colas Class 37 No. 37099 and BR

Green Class 37 No. 37057. It was followed by DRS plain blue Class 37 No. 37612, with a consist including NR DBSO No. 9714, as the 3Z03 10.14 Derby RTC-Hither Green.

A 1Q71/19.40 Derby RTC-Tonbridge was top-and-tailed by GBRf Class 73 Nos. 73961 *Alison*+73965 on January 6.

HARSCO Stoneblowers Nos. DR80217 and DR80302 were noted on the 11.27 Darlington Down Sidings-Ferryhill South Jct and 10.38 Chesterfield Down Sidings-Ferryhill Old Yard on January 2 and 10, respectively.

GPV No. DR98968 and DR98918 were track spraying at Littlehampton on January 4 on a Horsham to Horsham route via the West Coastway.

TRACK machine No. DR 98217, lettered for Balfour Beatty, was seen on Tuesday, January 7, in Clapham Yard.

NETWORK Rail's New Measurement Train was stood at signals at Burton-on-Trent on January 15 forming train 1Q16 from Derby RTC to Reading Traincare Depot, top-and-tailed by Class 43 Nos. 43014 *The Railway Observer* and 43013.

DRS-liveried Class 37s Nos. 37059+37259 passed through Lancaster at 15.35 on January 21 top-and-tailing a Derby to Carlisle (via Whitehaven) Network Rail inspection train.

CLASS 37 No. 37254 *Cardiff Canton* was noted leading the regular monthly Ferme Park to Cambridge TRSM engineers' test train through Harwich International station on February 5. Classmate No. 37219 *Jonty Jarvis* 8-12-1998 to 18-3-2005 was on the rear.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Gene Collins, Mike Cooper, Phil Dalton, Kevin Driscoll, Andrew Garland, John Harpur, Graham Harrison-Watts, Christopher Hinch, Martin James, Barry Knock, Steve Masters, Sean Morris, Tony Page, Roger Phillips, Mark Reynolds, Robert Riddell, John Roxburgh, Terry Smart, Jack Summerfield, Mike Thompson, Roy Thurley, Martin Turner, Ian Walton, Craig Wellum, Chris West.



GBRf's No. 66780 passes Settle station on February 17 with the 11.27 Carlisle-Clitheroe Castle Cement train. JULIEN KING

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MO	TU	WE	TH	FR	SA	SU
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

April 4 & 5

Greenrigg Halt Extension Launch

April 12 & 13 Easter Bunny Hunt

JULY						
MO	TU	WE	TH	FR	SA	SU
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

July 11 & 12 1940s Weekend

July 26 Grand Northern

Motor Bike Event

OCTOBER/NOVEMBER						
MO	TU	WE	TH	FR	SA	SU
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

Oct 31 & Nov 1

Halloween Ghost Trains

MAY						
MO	TU	WE	TH	FR	SA	SU
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

May 24 & 25 Music Festival

AUGUST						
MO	TU	WE	TH	FR	SA	SU
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

August 8 & 9

Teddy Bears' Picnic

JUNE						
MO	TU	WE	TH	FR	SA	SU
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

June 6 & 7 Silver Jubilee Celebration

June 20 & 21

Classic & Vintage Vehicles Weekend

SEPTEMBER						
MO	TU	WE	TH	FR	SA	SU
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

September 5 & 6

6th Model RailEx

Sept 26 & 27 End of Season Gala

DECEMBER						
MO	TU	WE	TH	FR	SA	SU
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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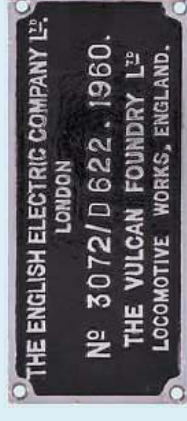
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Todmorden Midland
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Ferring</p> <p>• EM Gauge •
Harkness
North Ballachulish
Orchard Wharf</p> <p>• HO Gauge •
Beijiao
Mauch Chunk PA</p> | <p>• Other Gauges •
Copenhagen Fields - 2mm
Courtmacsherry - 4mm
Cranmore - S7
Denton Brook - 31.5 & 14mm
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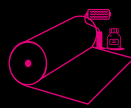
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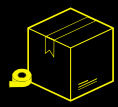
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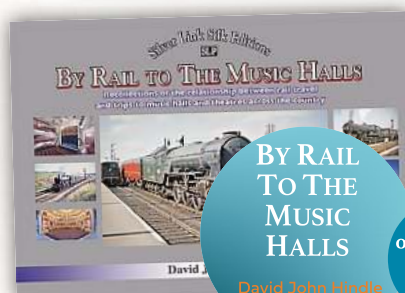
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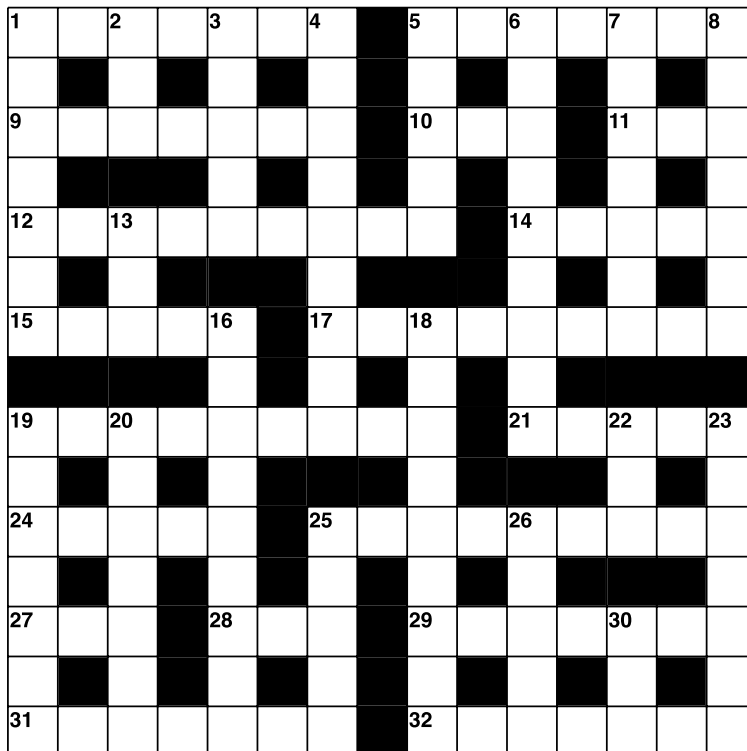
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Across

- 1 GWR station between Tiverton and Dulverton (7)
- 5 Birkenhead Joint station 24 across of Hooton (7)
- 9 Insulation around a steam locomotive boiler, formerly asbestos (7)
- 10 Terminus of a Cambrian branch from Caersws (3)
- 11 Number of BR 'Clan' Class 'Pacifics' built (3)
- 12 Former GWR station between Brent and Plymouth (9)
- 14 Type of boiler favoured by Stanier following GWR practice (4)
- 15 All Class 44s carried them, but not all '45s' (5)
- 17 Terminus of a GER branch from Saxmundham (9)
- 19 Surname of a 20th-century PM after whom a Class 86 was named in 1979 (9)
- 21 Hope Valley station (5)
- 24 Yarmouth ____ Town, Eastern Counties/GER station (5)
- 25 ____ Bush, Central Line station in west London (9)
- 27 Loch ____ Outward Bound, Mallaig line station (3)
- 28 Moving indicating part of a semaphore signal (3)
- 29 North Staffs station associated with Wedgwood (7)
- 31 ____ Road, station on the GWR's Shipston-on-Stour branch (7)
- 32 'A3' No. 60069 (7)



Down

- 1 Earl ____ GWR 'Castle' Class No. 5063 (7)
- 2 ____ Merrilies, 'A1' No. 60115 (3)
- 3 WCML station, summit and long cutting in Hertfordshire (5)
- 4 1936 GPO railway film with words by Auden and music by Britten (5,4)
- 5 ____ Viaduct, bridge between Grange-over-Sands and Ulverston (5)
- 6 Bedfordshire town where GNR and LNWR branches met (9)
- 7 'Britannia' No. 70011 (7)
- 8 'Warship' No. D831, and Class 50 No. 50010 (7)
- 13 Steady ____ 'A2/3' No. 60512 (3)
- 16 ____ Sidings, Great Central Railway location (9)
- 18 Southern terminus of the Romney, Hythe & Dymchurch Railway (9)
- 19 ____ Hill, station on the GNR's Alexandra Palace branch (7)
- 20 Famous Taff Vale Extension viaduct, once the highest in the UK (7)
- 22 Glasgow, Paisley, Kilmarnock & ____ Railway (3)
- 23 Sir ____ Missenden Southern Railway, No. 34090 (7)
- 25 St ____ 'A3' No. 60112 (5)
- 26 Viscount ____ 'Castle' No. 5086 (5)
- 30 Nickname for a Class 24 or 25 diesel (3)

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Down: 1 Cars 2 Impala 3 Ingrow West 4 Steady 5 Bradshaw 6 Gate 7 Tiverton 8 Reid 13 Tulse 15 Malmesbury 16 Norsk 18 Amersham 19 Narberth 22 Strang 23 Boards 24 Much 25 Edge 27 Eden

January winner: Kevin Holt, Linby, Nottingham

Runners-up: Brian Rowe, Leighton Buzzard, Beds; Peter Wadsley, Oker Matlock, Derbys.

The closing date for this month's crossword is Friday, April 3, 2020.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of The Railway Magazine, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only



LAST month, the mystery picture (right) was a 1960s view of Lancing station, West Sussex. It was opened on November 24, 1845, by the London, Brighton & South Coast Railway, and today is operated by Southern. It is one of its West Coastway stations, with trains to Brighton, Portsmouth and London Victoria. The station buildings on the left have been demolished and replaced with glass shelters, although The Railway pub in the background survives, as do the station buildings (right), the footbridge and signalbox.

Now, for this month, can you identify where this Midland Railway station (left) was located? Answer next month.



Next month

The April issue will be on sale on April 1, 2020. Thank you for choosing *The Railway Magazine*

OO Gauge (1:76 Scale)

Corgi Collectables - Buses

OM46623 New Routemaster - London United - LTZ 1148 - Route 10 - Kings Cross - Coca Cola® NEW ... £35.50

Dapol - Diesel locos

NEW



4D-014-001 Class 29 D6114 in BR two tone green small yellow panels NEW ... £129.15

NEW



4D-014-002 Class 29 D6129 in BR blue NEW ... £129.15
4D-025-001 Class 21 D6121 in BR green ... £129.15



4D-025-003 Class 21 D6116 in BR green small yellow panels ... £129.15

NEW



4D-025-004 Class 21 D6111 in BR green small yellow panels NEW ... £129.15

DMUs



4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag (RRP £145) BARGAIN ... £79

4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (RRP £145) ... BARGAIN ... £79

4D-011-005 Streamlined Railcar 12 GWR chocolate and cream shirburnton emblem ... £125.76

4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding ... £125.76

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue ... £64

Wagons

NEW



4F-027-015 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered NEW ... £29.71

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms ... £95.50

Hattons Bundles - Diesel train packs



H4-B-1002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (RRP £129.90) ... BARGAIN ... £89.50

Heljan - Steam locos



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker ... £212

266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered ... £221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker ... £212

266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker £212

266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker ... £212



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker ... £212

266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered ... £221

266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered ... £221

Hornby - Steam locos

NEW



R3544 Class B12/3 4-6-0 8527 in LNER apple green NEW ... £145

R3221 Class J36 0-6-0 722 in LNER black (RRP £139.99) BARGAIN ... £99



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem (RRP £139.99) ... BARGAIN ... £99

R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (RRP £169.99) ... BARGAIN ... £124

NEW



R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue NEW ... £90

R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (RRP £204.99) ... BARGAIN ... £144



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (RRP £204.99) ... BARGAIN ... £144

NEW



R3709 Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake NEW ... £171

R3709X Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted NEW ... £184.50

NEW



R3803TTS Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - TTS sound fitted - Harry Potter range ... £122.50

NEW



R3811 Class A1 Terrier 0-6-0T 48 'Leadhall' in LB&SCR improved engine green NEW ... £81

NEW



R3812 Class A1 Terrier 0-6-0T W10 'Cowses' in Southern Railway olive green NEW ... £81

Diesel locos

R3706 Ruston 48DS Army 802 in War Department green match wagon ... £72

R3774 Class 67 67024 in Belmond British Pullman uniform and cream £144

Diesel train packs

R3750 Belmond Pullman Train Pack Class 67 67021 Pullman and three pullman coaches ... £270

Electric locos

NEW



R3739 Class 87 87001 'Royal Scot' and 'Stephenson' in BR blue - as preserved NEW ... £154

NEW



R3699 Class 2-HIL 2 car EMU in BR green ... £126

NEW



R3813 Class 395 'Javelin' 4-car EMU 395013 'Hornby Visitor Centre' in Southeastern - Ltd Ed NEW ... £144

Train sets - analogue

R1215 Hornby Junior starter Train Set - 'Express Train' - battery powered ... £25

R1234 Starter train set - 'Hogwarts Express' - Harry Potter range ... £180

Train sets - digital

R1236 Starter Digital train set - 'Mixed Traffic' ... £189

Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition NEW ... £9.50

Oxford Diecast - Buses

NEW



76S8005 Saro Bus Ulster Transport Authority NEW ... £17

N Gauge

Dapol - Diesel locos



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue ... £123.21

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA11913 Ford Cortina Mk4 2.0 GL - Diamond White NEW ... £27

Heljan - Steam locos

4300 Class 43xx Mogul 2-6-0 4339 GWR green Great Western lettering £662.15

H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' ... £750



H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' ... £750

H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender ... £750



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined non-corridor tender ... £750

Diesel locos

2055 Class 03 shunter D2033 BR green wasp stripes and 'flowerpot' exhaust ... £335.75

2555 Class 25/3 in BR green small yellow panels - unnumbered ... £446.25

2558 Class 25/3 in BR blue - unnumbered ... £446.25

3393 Class 33/0 in BR green no yellow ends - unnumbered NEW ... £466.65

3394 Class 33/0 in BR green small yellow panels - unnumbered NEW ... £466.65

NEW



3395 Class 33/0 in BR blue - 1970s condition - unnumbered NEW ... £466.65

NEW



3400 Class 33/0 33012 in BR blue - weathered NEW ... £466.65

NEW



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered NEW ... £466.65

NEW



3402 Class 33/0 33030 in EWS red and gold NEW ... £466.65

3403 Class 33/0 33035 'Spitfire' in Network SouthEast blue NEW ... £466.65

NEW



3405 Class 33/0 in Railfreight Construction sector triple grey - unnumbered NEW ... £466.65

NEW



3406 Class 33/0 D6508 'Eastleigh' in BR green - 1990s style NEW ... £466.65

3585 Class 35 'Hymek' in BR green no yellow ends - unnumbered NEW ... £421

NEW



3586 Class 35 'Hymek' in BR green small yellow panels - unnumbered NEW ... £421

NEW



3588 Class 35 'Hymek' in BR blue - unnumbered NEW ... £421

NEW



4023 Class 50 in revised Network Southeast - unnumbered ... £594.15

NEW



4024 Class 50 50007 'Sir Edward Elgar' in GWR green ... £594.15

NEW



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF ... £16.50

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF ... £17

DCR-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF ... £15

DCR-8PIN-Harness Box of 5 ... £68

DCR-8PIN-Harness Mini Box of 10 ... £120

DCR-8PIN-Harness Mini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF ... £128

DCR-8PIN-Harness Mini Single ... £16

DCR-8PIN-Harness Mini Box of 5 ... £72

Hornby - Digital decoders

R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel ... £38

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder ... £16

R8249 Box of 6 ... £32

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PACERS

Love 'em or hate 'em...

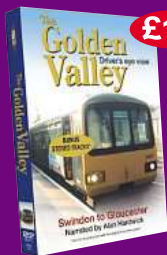
These stopgap BR legacy trains should finally disappear from the national network this year after having served 35 years. Video 125, which just happens to have begun life in the same year as the Pacers (1984) has filmed four routes on board classes 142 and 143. Love them or hate them (we fall into the former category) the following Driver's eye views make a perfect keepsake recorded for posterity.

Drivers that we've worked with mostly love them due to their roomy cab, not encumbered by a corridor connection for example. The nickname "Nodding Donkey" was more appropriate when these bogey-less trains were operating on 1980's jointed track. However, with the vast majority of the network now comprising continuous welded rails, the ride is actually very smooth, as proven by our Driver's eye views.

Traction is one thing, the routes are another: Take the Golden Valley for example. It was filmed in 2006 on board a class 143 when Wessex Trains held the franchise. The route between SWINDON and GLOUCESTER is a classic GWR line.

The scenic Devon Branches were also filmed on board class 143s from EXMOUTH to BARNSTAPLE and from NEWTON ABBOT to PAIGNTON.

Our most recent DEV was The Tyne Valley line, filmed on board a class 142 Pacer on a semi-fast service between CARLISLE and NEWCASTLE. Details below.



£12

THE GOLDEN VALLEY *Swindon to Gloucester*

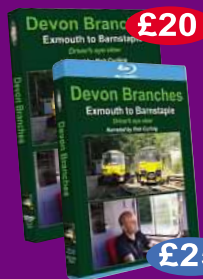
Skirting the edge of the Cotswolds the line from Swindon to Gloucester runs through the valley of the River Frome – enchantingly known as the Golden Valley.

The viewing platform for our 36 ¾ mile journey is a 2-car class 143 Pacer operated by Wessex Trains. One of the delights of any journey over this route is the classic GWR stations at Kemble and Stroud – little changed over time. As well as the usual shots of the driver at work, trackside runpasts and station sequences, there are aerial shots taken from a helicopter.

BONUS FOOTAGE: STEREO TRACKS

Originally a programme in its own right on videocassette, here you will find 30 minutes of railway action filmed in BR days chosen for their stereo sound.

Written and produced by Peter Middleton Running time: 48 minutes + 30 minutes bonus



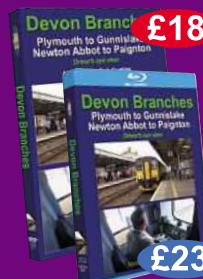
£20

DEVON BRANCHES *Exmouth to Barnstaple*

This Driver's eye view follows two branch lines, the Exmouth Branch and the Barnstaple branch.

The branch from Exmouth to Exeter hugs the shore of the wide River Exe estuary for the start of its 9 miles to Exmouth Junction, where it joins with the former LSWR main line from Waterloo through Exeter Central. At Exeter St Davids, this limited stop service heads over the Barnstaple branch. The single line runs for 37¾ miles, the first section through Crediton being over the former LSWR main line into Plymouth and North Cornwall. Here we pass the down train. At Eggesford another train is passed and we follow the token exchange procedure from the signal box at Crediton. Our train continues through the scenic Devonshire countryside to Barnstaple in glorious summer sunshine.

Written by Peter Middleton 2017 84 minutes



£18

DEVON BRANCHES *Plymouth to Gunnislake Newton Abbot to Paignton*

The 14¾ mile long Gunnislake branch is the stub of the former LSWR main line from Plymouth to Exeter. Beyond Plymouth, this surprisingly remote line follows the River Tamar for much of the way. At Bere Alston, our class 150 Sprinter reverses onto the former Callington Branch, which takes us over the Tamar on a classic 120 ft high 12 arch viaduct into Cornwall. The line has steep gradients, tight curves and severe speed restrictions. For the Paignton branch we join a class 143 pacer at Newton Abbot. The 'Riviera Line' is a 7¼ mile long double track branch that takes in the popular holiday resorts of Torquay and Paignton.

Written by Peter Middleton 2017 67 minutes



£20

THE TYNE VALLEY LINE *Carlisle to Newcastle*

The Newcastle & Carlisle dates right back to 1825, one of the earliest railway schemes in Britain. It opened in stages from 1834 initially to carry minerals.

The railway roughly follows the course of Hadrian's Wall, marking the northernmost border of the Roman Empire in 122 AD. The railway has become an important link between the East and West Coast main lines. We travel in the cab of a Northern Rail Class 142 Pacer filmed in the summer of 2017 in its last few years of operation on Network Rail. Our train is on a semi-fast service, running non-stop through the area's wayside stations and calling at Haltwhistle and Hexham, both stations of which retain classic elevated signal boxes that have become iconic features of the line. Much of the route is still signalled with semaphores and we see inside a couple of the boxes. As one would expect, from such an early railway designed to be horse-drawn.

there is a lot of fascinating history in the narration.

2018 Running time 83 mins

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