

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Rail Head Treatment Train	hattons.co.uk/rhtt	from £118	Nov 2017							
O Gauge LNER Class A3	hattons.co.uk/ogaugea3	£750	Aug 2016							
OO Gauge Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/ogaugea4	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOB Crane	hattons.co.uk/gpc	£69	Nov 2018							
OO Genesis 4 & 6 Wheel Coaches	hattons.co.uk/genesis	from £30	Oct 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
OO GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£594.15	Apr 2017							
OO Gauge Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
OO Gauge Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
OO Gauge Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
OO Gauge Class 47	hattons.co.uk/hel47	£160 (EST)	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
Stephenson's Rocket 0-2-2	hattons.co.uk/rocket	from £162	Jan 2020							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
LNER W1 Hush-Hush 4-6-4	hattons.co.uk/hushhush	£180	Jan 2020							
BR Standard 2MT 2-6-0	hattons.co.uk/hornby2mt	£162	Jan 2020							
Class 91	hattons.co.uk/hornby91	£153	Jan 2020							
Class 370 APT-P	hattons.co.uk/hornbyapt	from £356	Jan 2020							
LNER Thompson A2/2 4-6-2	hattons.co.uk/thompsona22	£171	Jan 2020							
LNER Thompson A2/3 4-6-2	hattons.co.uk/thompsona23	£171	Jan 2020							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO GER/LNER Class N7 0-6-2T	hattons.co.uk/oxn7	from £87	Jan 2017							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	from £94	Jan 2019							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 05/02/20.



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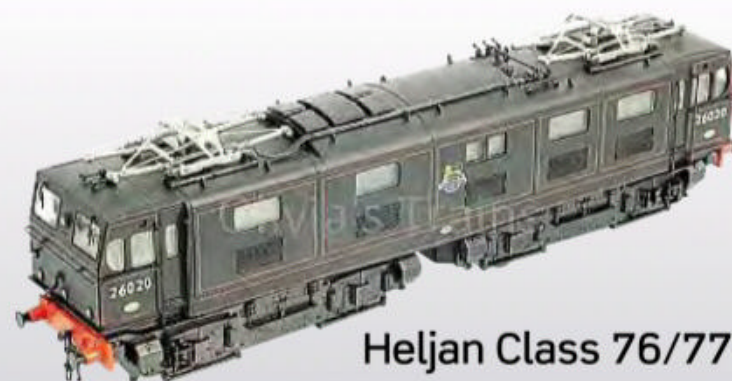
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A WHITBY FIRST: A Colas '70' became the first of the class to reach Whitby on February 8 when No. 70806 arrived at the Yorkshire coastal town with a ballast train from Doncaster. It is pictured at the terminus in the platform normally used by the NYMR's heritage trains, stabled there for the following day's relaying job on the Esk Valley line at Danby - work that also saw 'top and tail' Class 56s work along the line. Andy Mason

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With HS2 given a full go-ahead by the Government on February 11 (see page 7), train building firms will now be ramping up efforts to win the order for the new fleet. This is an impression of how Siemens' bid could look.

Editor's Comment



**Paul
Bickerdyke**

Rail Express
Editor

HS2 is go, at last

SO February 11 brought the news the rail industry has long been waiting for, as the Government gave the go-ahead to the full HS2 scheme from Euston to Birmingham and on to Manchester and Leeds.

Plans were first announced more than 10 years ago (see *Time Traveller*, page 31), but – a bit like the Brexit issue – it divided opinion along non-party lines, with supporters and opponents on both the left and right of the political spectrum. Now though – and again like Brexit – whichever side you were on before, a decision has been made and everyone can focus on making the best of it.

The impact of HS2 on our railways cannot be overstated. The timescales mean there will be up to 20 years of major construction, helping to keep the freight firms busy (and hopefully a number of heritage locos too!). Then when passenger services begin, first to Birmingham by the end of this decade and the Northern cities in the late 2030s, it will add significant capacity to the wider network.

With inter-city travel to the north focused on HS2, paths will be freed up on conventional lines for additional local and regional passenger trains, as well as more

freight. The benefits go beyond rail too, as the more that can be carried by train means less has to go by road. And building a railway has a much lower impact on the environment than building a new motorway, which would have been the only realistic alternative given that we are not going to stop travelling anytime soon and the rail network is already at capacity in many places.

Building the line will remain controversial, as critics point out the high estimated costs (taking worse case scenarios) and say 'look what happened to Crossrail', which is late and overbudget. But HS2 will be the biggest construction project in Europe for years and, once complete, will be something we can be proud of, bringing many benefits for the country as a whole.

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Paul Bickerdyke



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Government takes over Northern franchise

Delays to new stock and infrastructure have contributed to the inability of Northern to meet its financial franchise commitments.

By 'Industry Witness'

THE Northern franchise is to end five years early on February 29, after the Government finally lost confidence in the ability of Arriva Rail North, a subsidiary of German operator Deutsche Bahn, to restore service reliability after a prolonged period of disruption. It will be run instead by the state-owned Operator of Last Resort.

There has been no evidence that the expertise available through Deutsche Bahn has been able to make any difference. Indeed, DB is now looking to sell Arriva as it suffers its own performance issues and a financial shortfall at home.

The current Northern contract could be regarded as a third-generation agreement when compared to the earlier franchises in the north, as it includes a plan to increase capacity to meet growing demand. This included creating a 'Northern Connect' network to provide more services on core routes using new rolling stock.

The expectation was that improved services would raise income and so reduce the need for revenue support payments. This was an attraction to the

Department for Transport, which needs income from franchises to support the £48 billion Network Rail expenditure plan over the five years covered by Control Period 6 from 2019-24.

The Northern subsidy was fixed at £275 million for 2016/17, which was higher than the £235 million previously paid to the Serco Abellio partnership that held the previous franchise. This was to help fund the initial cost of new and refurbished rolling stock. It was only the expected benefits of the Northern Connect network, which planned to offer 12% more services from 2019, that support payments were planned to fall to £221 million in 2019/20, followed by a progressive reduction to £39 million in 2025/6.

The financial losses at Arriva Rail North have reached £300 million as a result of lost revenue due to service failures, which can only increase further as the level of revenue support declines by some £40 million annually.

STOCK PROBLEMS

Things started to go wrong when anticipated electrification in the north west was delayed, which meant an expected redeployment of DMUs could

not take place. This led to a crisis in May 2018 when a new timetable was introduced that saw Northern take on some former TransPennine Express services.

The resultant acute shortage of rolling stock resulted in a decision to curtail services, with the Windermere branch being effectively closed until special shuttle trains were organised through West Coast Railways at Carnforth.

Newly-ordered trains also failed to arrive on time, and were the subject of an unresolved dispute with the RMT union about removing guards and switching to driver-controlled operations. The impact of this has been immense, with 40 days of strike action up to the end of 2019 that has prevented the necessary staff training for the operation of new routes and new stock.

The delays introducing new stock has meant the planned withdrawal of the ageing 'Pacer' fleet by the end of 2019 was missed, which was a contractual obligation of the franchise agreement. Instead, the Government has had to reluctantly allow a derogation so that the unpopular trains can continue on into 2020 (see last month), delaying the implementation of regulations requiring all rolling stock to be suitable for use by passengers with reduced mobility.

INFRASTRUCTURE DELAYS

Network Rail has also contributed to the inability of Northern to run reliable services. The Ordsall chord, which opened in December 2017, provides a link between Manchester Victoria and Piccadilly stations and is part of a wider plan to increase capacity for trains using the Castlefield Corridor through central Manchester from 12 to 16 trains per hour. To cater for this increase however, two extra through-platforms are required at Piccadilly station, but this work is yet to begin.

The Piccadilly project has not even been authorised yet, but the May 2018 timetable still increased paths to 15 trains per hour using the existing layout, which is widely seen as unworkable. This led to unreliability if there is any out-of-course running, which is inevitable given that some trains using the link originate in North East England and Scotland.

When the DfT Operator of Last Resort takes over in March, there will be a 100-day service recovery programme, which as a first step is expected to reduce the number of trains in the timetable to restore reliability. This will be an interim approach, as the longer-term plan is to transfer accountability for many services across the north to elected mayors and Combined Authorities where appropriate. **E**



APPLEBY BOX UPGRADE: The 1950s signalbox at Appleby, Cumbria, has been upgraded to extend its working life into the 2050s, work that required it to be switched out from mid-November to mid-January, creating a long section from Kirkby Thore (British Gypsum) to Kirkby Stephen. The work should be fully completed in early March, and then will mean semaphore signals can be enjoyed on this part of the Settle & Carlisle line for the next three decades. Colas' No. 70810 passes the box on February 6 with the 6J37 Carlisle to Chirk log train. Mike Summers



An Avanti 'Pendolino' arrives at Euston on January 18, past the site of the former Downside Carriage Shed, which is now being used as a HS2 worksite for crushing and removing spoil created by the demolition of other acquired properties in the area. Steve Morris

Green light for full HS2

Political realities prevail but costs continue to rise.

By 'Industry Witness'

THE Government gave its go-ahead to the full HS2 project on February 11, promising Phase 1 from London to Birmingham can get underway immediately, but plans for Phase 2 to Manchester and Leeds need further development.

The cost of the full HS2 line could eventually reach more than £100 billion, nearly double the original budget of £56 billion, but after the December 2019 election the Government promised to address the past low level of investment in the rail network outside London.

Construction of Phase 1 is expected to take around 10 years, with Phase 2 another five to 10 years after that – meaning high speed trains might not reach the northern cities until 2040. With a funding requirement of some £5 billion annually, this could mean a reduction in the intended speed and number of trains to assist in containing costs.

Some £12 billion has already been spent on preparatory work, including the purchase of property, which is reported to cover two thirds of the land needed for Phase 1 of the line between Euston and Birmingham Curzon Street.

MUCH MORE THAN SPEED

One of the purposes of the route has been emphasised by the main freight operating companies DB Cargo, Freightliner, GB Railfreight and Colas Rail in a collective letter written to the prime minister. They point out the West Coast Main Line is the busiest mixed-use railway in Europe, and that more space is needed for freight trains to carry traffic that would otherwise have to use busy motorways like the M6.

Had HS2 not been approved, significant investment would be needed in the existing rail network, particularly for additional capacity between London and the north, as well as an alternative to the planned use of spurs from HS2 to connect population centres such as Crewe, Sheffield, Leeds and York.

HS2 is also an integral part of the Northern Powerhouse Rail project, with a plan to use the high-speed infrastructure for other services in a similar manner to the operation of domestic services on HS1 between St Pancras and Kent.

Economists suggest that while there has been emphasis on the cost of construction, the benefit side of the equation has been undervalued. Britain has a wide divergence in its economic well-being, with areas outside London and the South East being starved of investment over a long period, which it is believed HS2 will alleviate.

There is also a growing realisation that creating faster journey times on existing routes between Birmingham and Leeds would mean years of weekend closures for upgrading work to provide additional running lines and expanded station capacity. Even then, the result would not match the possible journey time using a high-speed line, and there would be lower standards of reliability compared to that offered by newly-built infrastructure.

LNER to retain some Class 91s and Mk.4s into 2022

WITH its HST fleet withdrawn in December (see February issue), the remainder of the Class 91 and Mk.4 sets were expected to follow and be fully removed from East Coast Main Line this year.

However, LNER has indicated it will now retain as many as 15 trains for

use into 2021 and 2022 – and possibly longer to assist with delivering the upgraded December 2021 timetable. They are expected to be used on Leeds services, with two sets retained as 'hot spares'.

Despite that good news, however, January 25 saw No. 91132 stopped at

Bounds Green, while No. 91104 was stored two days later on the 27th but promptly reactivated on the 30th. By the end of the month, Nos. 91122 and 91128 were also out of action, both being lined up for a move to Rail Operations Group for overhead line testing on the Midland Main Line.

IN BRIEF

TOP AWARDS FOR TEST CAR 2

QUORN Wagon & Wagon picked up two prizes at the Heritage Railway Association's 2020 Awards on February 8, for the restoration of former departmental vehicle Test Car 2. The group won the Modern Traction Award, sponsored by Rail Express, plus the Morgan Award for outstanding achievement.

Other winners on the night were the National Railway Museum for its Brass, Steel and Fire exhibition (*Heritage Railway Interpretation Award*); Richard Croucher and Bob Meanley (dual winners of *The Railway Magazine* Railway Preservationist of the Year); Philip Civil of the Chasewater Railway (Young Volunteer of the Year); the Dartmouth Steam Railway & Riverboat Company for its 'Train of Lights' (HRA Award for Special Events); and Volk's Electric Railway Association (HRA Large Groups).

EAST WEST BOOST

AFTER a period of consultation, East West Railway has announced the preferred route for the central section between Bedford and Cambridge will provide a station on the East Coast Main Line at Tempsford (between Sandy and St Neots) with the line routed to serve a growing housing development at Camborne before joining the existing Hitchin to Cambridge formation in the Foxton area.

The Government will now make a final decision on whether to take the project forward, and to make an application for a developed consent order (DCO). On top of cross-country connectivity and travel benefits, EWR has the potential to support new homes and jobs along the Oxford-Cambridge 'Arc', which has been dubbed the UK's Silicon Valley.

EASTLEIGH DERAILMENT

THE cause of a freight train derailling at Eastleigh station on January 28, was found to be a small number of fastenings giving way and lead to the track spreading. Part of the 4005 Birch Coppice-Southampton came off the rails as it left the station, although train loco No. 70001 was unaffected. A temporary repair over the next few days saw plain line installed instead of points, meaning that most down trains were unable to call at Eastleigh and passengers had to double back from Southampton Airport. Network Rail said the type of fastening involved is only used in a small number of locations, but replacements points will take a while to be installed as they are a bespoke design.



Four-car No. 777003 is the first of the 52-strong fleet to arrive on Merseyside, and is pictured inside Kirkdale depot for commissioning work. Note the unit number is above the cab side window. All photos taken on January 28 by Paul Bickerdyke

First '777' arrives

The days of Merseyrail's ageing Class 507/508 fleet are numbered as the operator takes delivery of its first Stadler-built Class 777.

THE first of the 52 Stadler-built Class 777 EMUs ordered by Merseyrail arrived at Kirkdale depot on January 16 for commissioning to begin. The four-car units will replace the network's existing three-car Class 507 and 508 fleets, which are now more than 40 years old.

The new fleet was ordered in February 2017, the £700 million

contract including servicing and maintenance throughout the projected 35-year service life and a purpose-built depot at Kirkdale. The deal includes an option for up to 60 more units if required by future expansion of the network. The trains are being built at Stadler plants in Switzerland and Poland, then transported to the UK by rail via the Channel Tunnel.



The cab with driver's position to the left, which offers more room than the current Class 507/508 units, and the emergency exit door to the right.



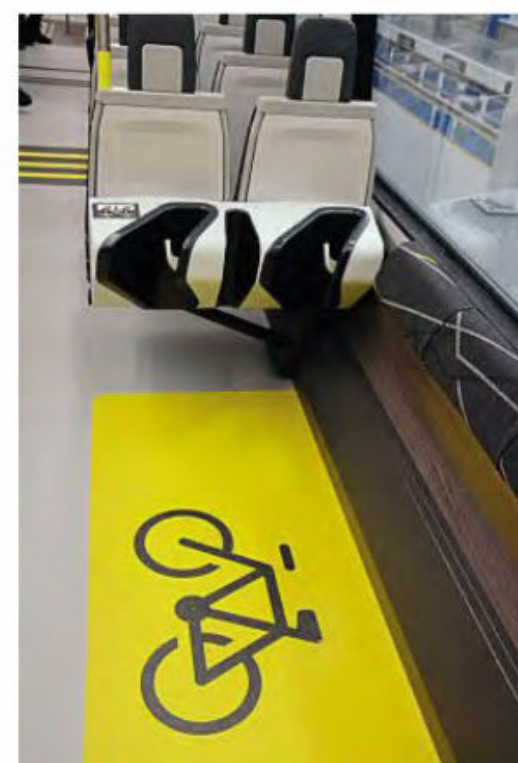
The passenger saloon behind the cab. The doorway should usually feature clear glass to give passengers a forward view, although electronics allow it to be made opaque by the driver if required.



There is space for two wheelchair users, while the gangway is wide enough for prams and wheelchairs to pass.



Some areas feature tip-up seats.



The bike area can hold up to three cycles.



A general view of the passenger saloon and gangway wide enough for wheelchairs.



A close-up on the automatic coupling. The emergency exit door is above to the left.

The units are powered by 750V DC third-rail, but there is provision to fit an overhead AC pantograph or underfloor batteries if required. As supplied, the EMUs feature small roof-mounted batteries that allow low-speed movements within the depot area.

The four-car '777s' weigh 99 tonnes, some five tonnes lighter than the existing units, but are rated at 2100kW (versus 656kW) which should lead to much quicker acceleration from stops. To enable this increase, Network Rail is upgrading the power supply across the Merseyrail network, which should be completed this year. The new units are also capable of regenerative braking, which would either feed back into the power supply or charge up on board traction batteries if fitted.



One of the inter-car articulated bogies.



There is room under one of the driving cars for traction batteries to be fitted in the future if required.



A quick-action ramp slides out at platform stops before the doors open. This gives level access for wheelchairs and prams.



The individual vehicles feature full UIC numbering - here driving car 430004 is prefixed by the type code 94 (EMU) and country code 70 (UK), and is followed by check code 6. GB-MRE is the keeper code for Merseyrail



A view of Kirkdale station looking south from the adjacent station. The new buildings were completed at the end of 2019 and comprise (from left) the two-road servicing shed, the single road maintenance and wheel lathe building, and the office block. Siding space is off to the right where the previous now-demolished shed was.

The two driving cars feature one pair of sliding doors on each side, while the two trailer cars each have two pairs per side. There are 182 seats, slightly lower than the 192 of a three-car '507', but there is a significant increase in standing space with room for 300.

Passenger features include CCTV, wide gangways, power points and wi-fi. Quick-acting boarding ramps slide out at stations before the doors open, and these have sensors to ensure nothing ever becomes trapped between the train and platform. Work has been done across the Merseyrail network to standardise platform heights at 960mm above rail height for use with these ramps, and some platforms have also been lengthened for eight-car trains.

The delivery of No. 777003 was around four months behind schedule, which means the planned entry to service in May has been put back. It is still hoped the first of the new trains will be in passenger service by the end of the year once testing, commissioning and crew training has been completed. 



No. 777003 inside the servicing shed, where both roads have pits with the one on the left also having high-level gangways for working on the roof-mounted equipment.



No. 508139 inside the single-road maintenance shed, which features lifting equipment and a wheel lathe (just visible in the foreground).



IN BRIEF

GOVERNMENT FUND TO RESTORE CLOSED LINES

THE Department for Transport is inviting local MPs, local authorities and community groups across England and Wales to propose how they could reinstate closed railway lines. A £500 million fund has been made available to develop these proposals, and is not there to directly fund projects as has been reported elsewhere. Lines highlighted as possible for reopening include the Blyth & Tyne route in Northumberland and the Fleetwood branch near Blackpool, Lancashire. In parallel with this is a £20 million New Stations Fund to support opening of closed or completely new locations.

LONG MARSTON TAKEOVER

PORTERBROOK has signed a 15-year lease with St Modwen that will see the rolling stock leasing firm take over future-direction and development of the Long Marston facility in Warwickshire from 2021. This is said to secure the long-term future of Long Marston as a railway centre connected to the national rail network.

The site, also known as Quinton Rail Technology Centre, covers 135 acres with 12 miles of storage sidings, a two-mile test-track loop, a short length of electrified line and a number of rail served light maintenance structures.

DEROGATION FOR REPLACEMENT BUSES

RAIL minister Chris Eaton-Harris has said in a letter to Paul Plummer, chief executive of the Rail Delivery Group, he is disappointed the rail industry cannot provide fully accessible buses for rail replacement services. He accepted, however, there is a shortage of compliant buses and therefore has allowed their use on a temporary basis provided that train companies use compliant vehicles where possible, or else ensure that alternative accessible transport such as taxis are readily available.

SPRINGBURN LIFELINE

JEREMY Hosking is understood to have offered to buy Springburn Works, Glasgow, as a base for his expanding heritage train operations in Scotland. Current tenant Gemini Rail Services' lease ends in March and the owning firm said it would sell at the right price. Springburn could be used for maintaining and storing the expanding Locomotive Services fleet, as well as providing water for steam engines during cross-Border excursions.

WORDSEARCH WINNER

THE winner of the Wordsearch competition in our January issue is Mr G Palmer of Greenford, Middlesex.

Network Rail calls for rethink on capacity issues

Chief executive Andrew Haines claims that longer trains at peak times could sometimes be a better solution than creating more train paths.

By 'Industry Witness'

NETWORK Rail is intending to spend £48 billion on rail infrastructure, excluding HS2 and Northern Powerhouse Rail, during the five-year period from 2019-24, but its chief executive Andrew Haines has warned that the planned programme will increase the level of service disruption, particularly during weekends, which is putting off passengers from using rail.

Currently, the solution to capacity constraints is generally one of seeking infrastructure upgrades to allow more services to operate. But this may not always be the best solution, as the alternative of lengthening trains at busy times is not always considered.

It is a feature of the modern timetable that services are operated on a 'little and often' basis in terms of capacity, which has been a particular criticism of CrossCountry operations that have a similar timetable pattern throughout the year despite significant seasonal variations in demand.

NR has also criticised the timetable change process, with a suggestion that the relatively simple option of running trains with more capacity could alleviate some of the more disruptive timetable changes that have taken place, particularly those of May 2018 and December 2019.



King's Cross was closed on January 18/19 for track renewal and ballasting work, leading to the rare sight of engineering trains in the London terminus. This view shows ballast being unloaded from a train headed by GBRf's No. 66708 on the first day. Bill Bass

These thoughts go against entrenched attitudes fostered in the 1960s Beeching period, when having additional rolling stock available just for peak periods was seen as too expensive. It was accepted then that operating the same timetable throughout the year would mean passengers would have to expect trains to be overcrowded at busy times.

The current day approach requires franchised operators to have resources available to avoid overcrowding, which are therefore used throughout the day

regardless of the actual demand. This policy does have the advantage of offering advance tickets at prices that encourage travel outside the busiest periods, but the overriding approach continues to be running smaller trains more often.

This is in contrast to the freight market, where trains with greater capacity have reduced unit costs and – for example – attracted a growing market share of intermodal traffic between ports and inland distribution centres. **B**



NEW DEPOTS: Building work has begun on Transport for Wales' £100 million Metro Depot at Taff's Well, north of Cardiff. The depot will service and maintain the new fleet of Stadler tram-trains that will operate on the Valley Lines. The Metro's signalling and control centre will also be based there.

■ Meanwhile West Midlands Trains has announced plans for a new EMU maintenance depot at Bescot for the three and five-car Class 730 'Aventras' being built by Bombardier, which will be entirely separate from Network Rail's proposed sleeper facility at the yards. If approved, the depot could open in 2021.

INNOVATION CENTRE: Siemens has unveiled plans for a £6 million research and development centre in Goole, East Yorkshire (right), which will be alongside its already announced £200 million train manufacturing plant. The aim of the centre is to speed up the adoption of new technology within the rail industry. Siemens will take part of the building, with the rest as a home for start-ups or small and medium enterprises (SMEs).





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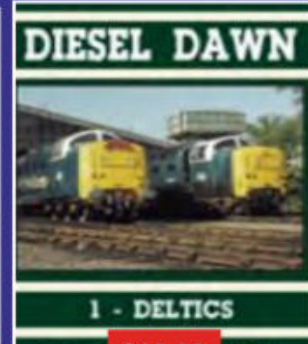
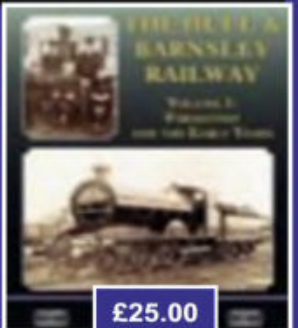
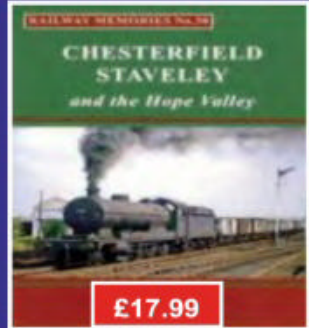
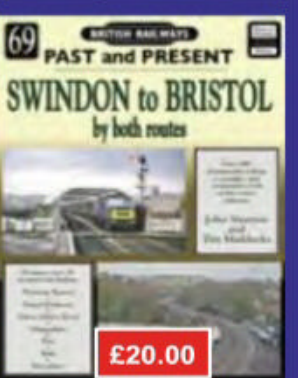
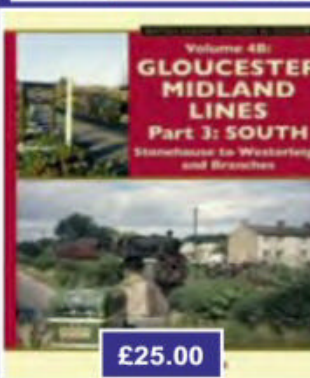
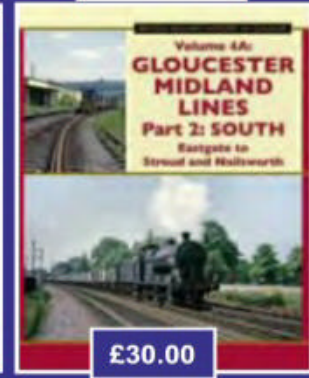
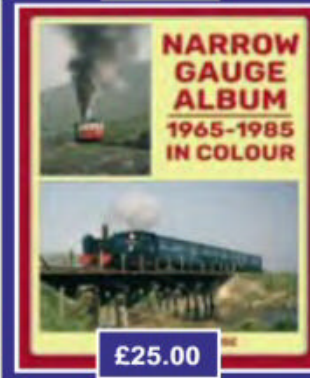
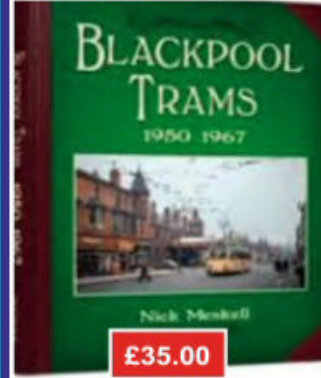
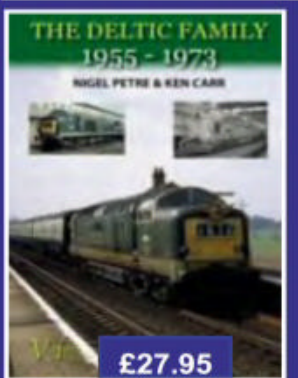
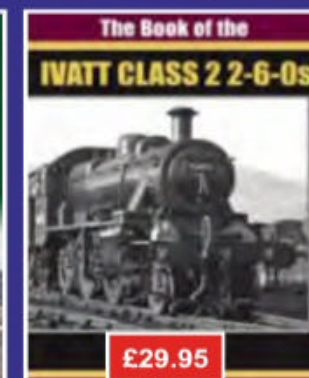
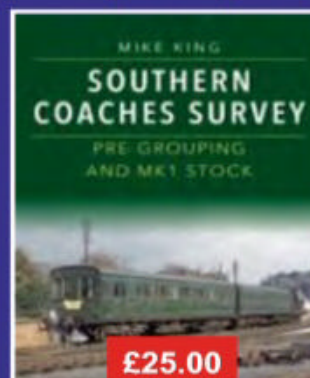
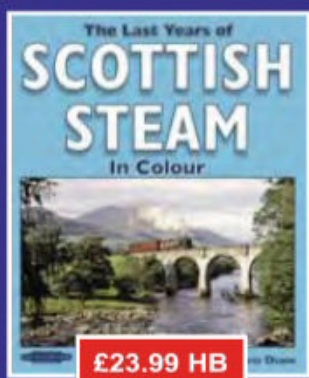
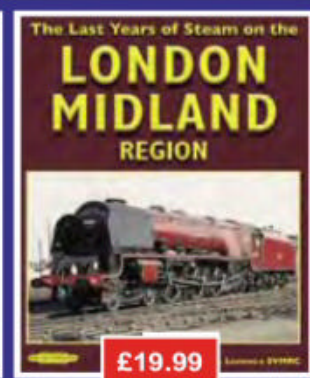
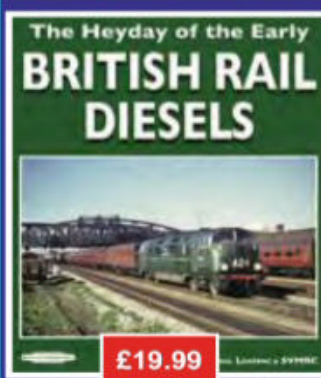
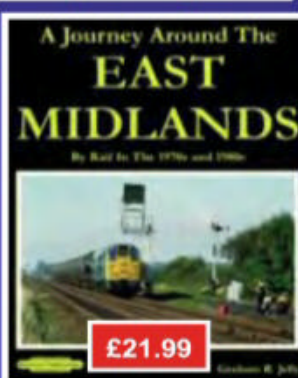
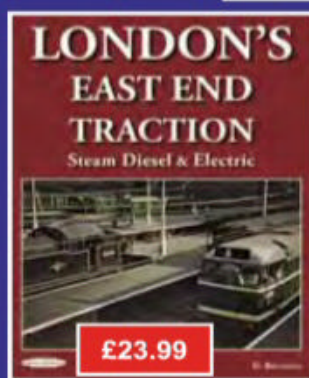
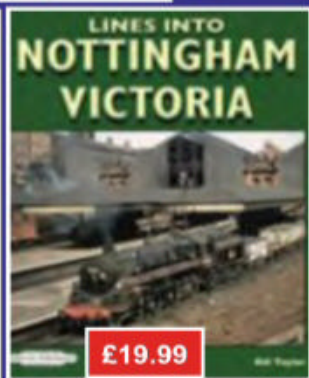
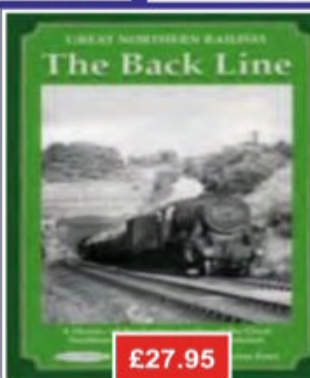
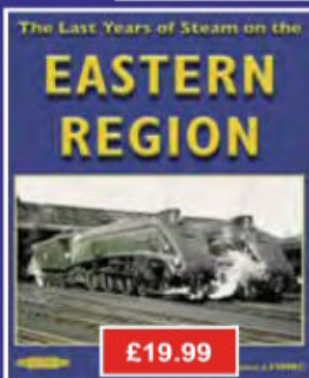
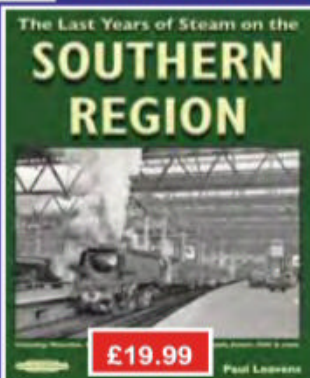
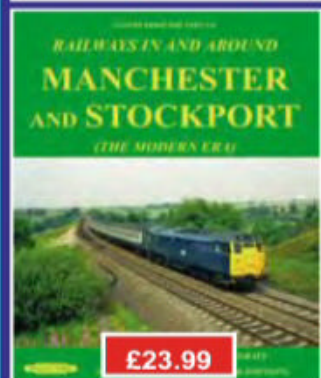
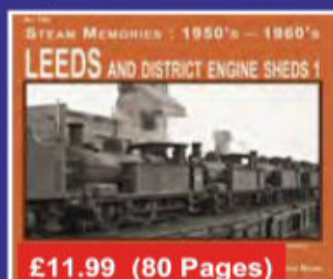
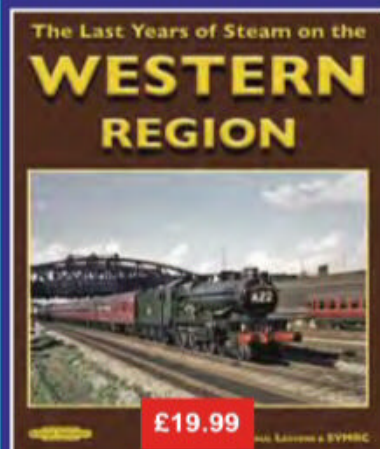
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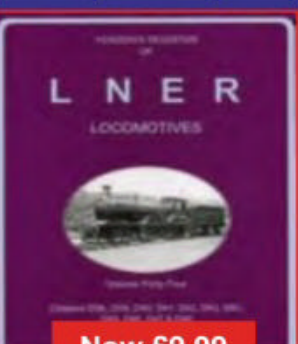


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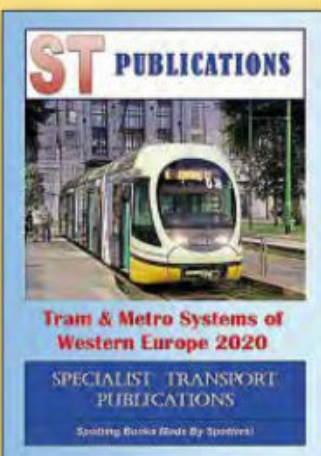
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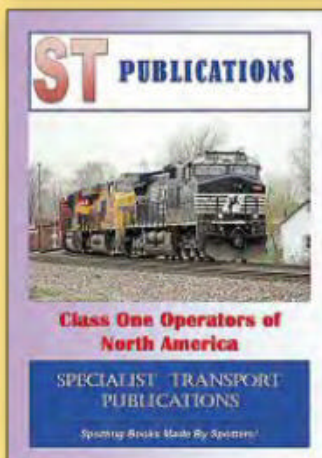
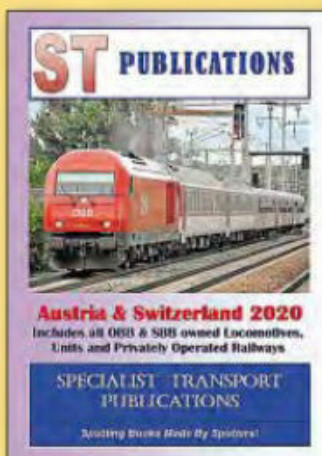
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Island Line boost

New trains will be matched with a line upgrade and possible reconnection to the Isle of Wight Steam Railway.

By Phil Marsh

THE Class 483 ex-London Underground 1938 Stock used on the Isle of Wight could finally reach the end of the line this summer if the progress report given by South Western Railway's Island Line programme manager Andy Mundy on January 18 is anything to go by.

Five two-car Class 484 EMUs have been ordered from Vivarail – which, as they are converted from withdrawn D78 Stock, keep the tradition going of using ex-London Underground trains on the island. They will, however, require changes to the platform heights that will make the Class 483s unusable.

“The Vivarail Class 484 stock was chosen because of the minimum gauging intervention required,” said Mr Mundy. “Once platform stepping distances have been altered so the Class 484s comply with legislation, the

1938 stock will not be able to operate and be immediately withdrawn.”

He expected the new trains will begin to arrive from late May. They will be delivered by road to the engineering siding at Sandown station, from where they will be tripped by rail to Ryde depot, which does not have sufficient road access of its own.

LACK OF SPACE

Given the lack of Island Line sidings, current plans are that as one new train arrives, a Class 483 will be removed to Havenstreet on the Isle of Wight Steam Railway via a specially-built connection.

The new trains need to complete 750 miles of running at Long Marston (Warwickshire) and then operate a similar mileage on overnight accumulation runs on the Isle of Wight before entering service in the summer.

Mr Mundy told the audience that:



Looking north at the former Smallbrook Junction on December 21, 2018, where a connection could be reinstated between the Isle of Wight Steam Railway (left) and Island Line (right) to make stock movements and engineering trains possible.

“Network Rail will upgrade the power supply at Rowborough (near Brading), install new conductor rail, relay and tamp the whole line with 113lb/yard rails replacing the existing 98lb/yard

track, and improve ride quality. The loop at Brading will be rebuilt, while there is the possibility of making Sandown loop bi-directional. TPWS will also be introduced between Ryde St John's Road and Sandown.

The upgrade work will require an eight-week blockade between Smallbrook and Shanklin, plus a four week possession between Ryde Pierhead and Ryde St John's Road using an estimated 7000 tons of materials.

POSSIBLE FREIGHTS?

Given the road traffic congestion on the island, consideration is being given to tripping the materials by rail via Havenstreet over the new connection. It is currently unknown what the traction might be for these services, but the IWSR is home to several diesel shunters – including the former No. 05001, which worked on the island in British Rail days.

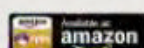
A million pound question has surfaced over the loop at Brading. The track must be lowered to meet regulations for the foot-crossing at the end of the platforms, which needs to be made compliant with double track crossing regulations.

The cost for this is estimated at £1 million, currently unfunded but subject to negotiations. Under the Island Line franchisee infrastructure lease arrangement, any work that needs to be carried out deeper than 300mm is Network Rail's responsibility; the track here needs to be lowered by 500mm. 



Ex-1938 LU Stock No. 483006 arrives at Brading from Shanklin on January 19, where a loop is to be reinstated and the foot-crossing upgraded for double track - although the funding for this remains unresolved. Both photos by Phil Marsh

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East Midlands Railway celebrated the 150th anniversary of Sheffield Midland station on January 31, including a ceremonial cake cutting by some of the station's longest-serving employees. Paul Bickerdyke

SHEFFIELD 150

Sheffield station has now notched up 150 years of service since it was opened by the Midland Railway in 1870 on the more direct 'New Road' from Chesterfield.

SHEFFIELD Midland station celebrated its 150th anniversary on January 31, when East Midlands Railway laid on a morning of celebrations on the main concourse. The station was the last to open in the city centre but, with the closure of the others decades ago, it has been in use for the longest. The city's first station was built at Wicker in 1838 by the Sheffield & Rotherham Railway (later part of the Midland Railway). The line ran to Rotherham Westgate, but from 1840 gave the North Midland Railway (which also became part of the Midland Railway) access to Sheffield via the 'Old Road' from Chesterfield and a reversal at Rotherham Masborough. Wicker closed to passengers with the opening of Sheffield Midland, but remained in use for goods traffic until 1965.



A general view of the main station buildings from the south end on September 14, 2009. Martin Speck/Creative Commons



Architectural detail illustrates the station's Midland Railway origins in Victorian times.

← The station entrance on the city centre side.



The Class 45/46 'Peaks' were long-associated with Sheffield Midland, both on cross-country services and those to St Pancras. Here, No. D122 (later 45070) arrives at the north end on April 15, 1962 with the 15.50 from Bradford Forster Square. The famous Park Hill flats dominate the background. Colour-Rail



When Sheffield Victoria closed at the start of 1970, the Harwich to Manchester Piccadilly boat train was one that began using Midland station instead. This brought 'foreign' locos to the city, but here on June 5, 1978 it is headed on platform 1 by locally-based Tinsley machine No. 37089 for the final run to Manchester via Dore and the Hope Valley route. Rail-Online



Most freight traffic bypassed Sheffield by using the 'Old Road', but some had to pass through - especially any traffic from the Hope Valley line. Here Type 2 No. 25248 drifts north through platform 2 with a rake of empty wagons. DC Collection

Wicker was followed in 1845 by Bridgehouses as the terminus of the Sheffield, Ashton-under-Lyne and Manchester Railway (via Woodhead), and a connection from Wicker was added in 1847. Bridgehouses closed as a passenger station when the line was extended through to Victoria in 1851 following the formation of the Manchester, Sheffield and Lincolnshire Railway (later the Great Central Railway), but it remained open for freight until 1965, while Victoria closed to passengers in January 1970.

Sheffield Midland (initially Pond Street and today just Sheffield) was built as part of the Midland Railway's 'New Road' direct to Sheffield from Chesterfield via Dore, which had been avoided initially as it involves some testing gradients up to 1-in-100 that were beyond the capabilities of early locomotives. The 'New Road' officially opened to traffic on February 1, 1870, running through Midland station to join up with the former Sheffield & Rotherham line for access to the north at Masborough.



Before the 'Sprinter' revolution in the mid to late-1980s, long-distance regional trains across the Pennines were in the hands of Class 31s and short rakes of hauled stock. Summer allowed for no-heat locos to be used, such as here on July 5, 1985 when No. 31209 headed a Cleethorpes-Manchester working on platform 8. DC Collection



A view of the bay platform, now called 2c, at the southern end of the central island platform in 1965 as 'Peak' No. D38 (later 45032) waits to take over an express working. Note the signalbox in the background, now long-gone. Rail-Online



The former signal box at the north end of platform 1 in October 1969, as Class 31 No. D5543 (later 31125) waits in the centre road for its next duty. Rail-Online



The south end of platform 2 in August 1984 as 'Whistler' No. 40118 stables in the centre road, while an unidentified Stratford-based '47' heads the Harwich boat train. DC Collection

STATION LAYOUT

As traffic grew, Midland station became too small and so two platforms were added in 1905 along with a new station entrance to essentially give the layout retained to this day. The new entrance and station buildings on the western (city centre) side led onto a new platform 1. The original station buildings were retained on the centre island platform, which is flanked by through-platforms 2 and 5, with bay platforms 3 and 4 at the north end and bay platform 2c at the south end. A second island on the eastern side has through-platforms 6 and 8 plus bay platform 7 at the south end.

All platforms are connected by two footbridges, one originally for parcels and goods but now hardly used, and one for passengers. The passenger footbridge is open to the non-travelling public, as the local council did not want the station to block access between the two sides of the city - a concept that has clashed with rail operators' plans for barriers in recent times, but to this date no permanent tickets barriers have been installed.



HSTs took over from 'Peaks' on the main workings to St Pancras from 1984, but the Type 4 locos continued to grace the station until their demise at the end of the decade. Here No. 45110 has arrived at platform 6 with a summer-dated working from Scarborough to Leicester. DC Collection



Summers meant Class 20-hauled holiday trains, with the vast allocation at nearby Tinsley depot having little other work at weekends. On July 19, 1986, Nos. 20197+20151 have arrived back at the north end of platform 2 with the 10.43 from Skegness. BR's regional headquarters Sheaf House is in the background. DC Collection

◀ The platforms were originally covered by two curved-roof trainsheds, but these were damaged beyond repair in the Second World War, so were demolished and replaced by low-level awnings in 1956.

A large retaining wall runs along the length of platform 8 where the site of the station was cut out of the hillside. Above this runs the Purple and Blue lines of the Supertram network, which has had a stop at the station since 1994, and above the tram line are the near 1000 flats making up the Grade II listed Park Hill housing estate, which has dominated the background to the station since the late 1950s.

An office block called Sheaf House was built on the western side in 1965 as the headquarters for British Rail's Sheffield Division, however this was knocked down in 2006 with redevelopment of the station approach.

There were signalboxes at both ends of the station until 1973, when colour lights replaced semaphores and the manual boxes were replaced by Sheffield Power Box at the south end of the station of the western side, adjacent to the DMU servicing and stabling point.



The highest-numbered Class 47/4, No. 47665, pulls in to platform 2 on July 23, 1986 with a northbound cross-country working formed of a mixture of Mk.1 and Mk.2 stock. DC Collection



A view of the north end of Sheffield Midland on January 31, as a southbound 'Voyager' enters platform 6. Platform 1 and the main city-side station buildings are on the right, then the island platform (numbers 2-5) are in the middle and platforms 6/8 on the left. Paul Bickerdyke



There are two bay platforms at the north end (numbers 3 and 4), and Northern's No. 170472 waits to leave platform 4 with the 12.57 to Scarborough on January 31.



'Voyager' No. 220016 arrives into platform 2 on January 31 with a northbound CrossCountry working. The buildings on the island platform were the original entrance before the station was expanded in the early 1900s.

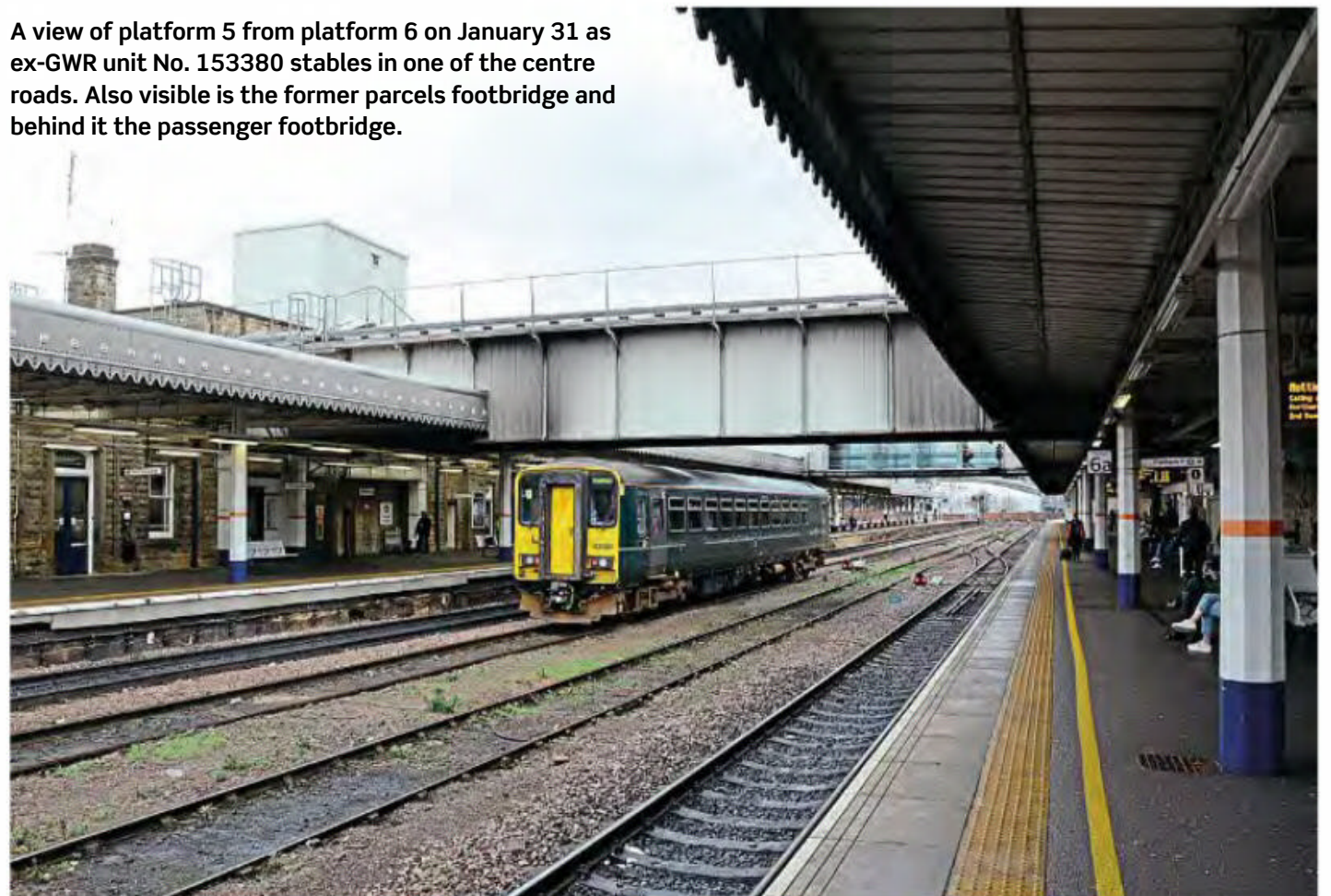
SERVICES & TRACTION

Steam began to give way to diesel in the late 1950s, with 'Peaks' (Classes 45 and 46) being introduced from 1960 to St Pancras and cross-country expresses. Other commonly used classes were '25s', '31s', '37s', '40s', and '47s'. Class 20s appeared on summer-dated holiday trains to Skegness, while '50s' could sometimes be seen in the late 1970s and 1980s working back to the Western Region on inter-regional trains after the locos had been at Doncaster Works. HSTs were introduced to cross-country services from 1982, while they began to replace 'Peaks' on Midland Main Line services to St Pancras from 1984.

Today the station is managed by East Midlands Railway as the franchisee of the Midland Main Line (services to London plus regional trains to Liverpool/Manchester and Norwich). It is also heavily used by Northern (stopping trains to Manchester, Huddersfield, Leeds, York, Hull, Lincoln and Nottingham); CrossCountry (long-distance trains to Scotland and the South); and TransPennine Express (Cleethorpes to Manchester Airport).

If Phase 2 of the HS2 plan goes ahead, a new platform would be needed for the planned four trains per hour due to serve Sheffield. [E](#)

A view of platform 5 from platform 6 on January 31 as ex-GWR unit No. 153380 stables in one of the centre roads. Also visible is the former parcels footbridge and behind it the passenger footbridge.



The bay platform 7 at the south end of the station, which today is used by services to Norwich and semi-fasts to St Pancras via Nottingham. On January 31, five-car No. 222021 waits with the 11.00 to London.

→ A view of the southern approach to Sheffield Midland from the end of platform 2 in May 2018. Visible on the right is the small DMU stabling and servicing point, while on the far right is Sheffield Power Box, which opened in 1973. Gerald England/Creative Commons



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Power car No. 43312 at Leeds
on December 21, 2019, heading
LNER's HST farewell special.



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From coal to nuclear

Built to move coal-carrying containers for Cawoods, the remaining PFA fleet can now be found transporting nuclear materials for Direct Rail Services. **David Ratcliffe** tells the story of these innovative low-deck wagons.

THE PFA wagon story starts in 1986 when fuel firm Cawoods ordered 172 of them to carry containers of domestic coal and patent fuel for export to Ireland.

Cawoods originally used its containers on a route between Liverpool and Dublin by sea, but in May 1972 – when faced with ongoing dock labour issues at Garston – the company moved to a newly-built container handling wharf at Ellesmere Port (Cheshire). Although the terminal was close to the Ellesmere Port West to Eastham branch of the Manchester Ship Canal Railway, it only gained a rail connection in 1986 when the quay was extended, new overhead gantry cranes installed, four rail sidings built and the PFA fleet ordered.

The wagons were built by Standard Wagon at its Heywood Works (Lancashire) during 1986/87, being allocated TOPS numbers CAWD 92703-874 and design code PF012A. The low-deck, two-axle, air-braked wagons were designed to accommodate 20ft by 8ft containers. With coal being a relatively light bulk product, an 8ft-high container was essential to maximise capacity; but the low-platform design was required so the wagons could pass under existing coal washery loading screens.

The 838mm platform height was slightly lower than the wheel height so, in order to provide protection for each wheel, four inverted L-sections were fitted to the top of the floor, which protruded

into a recess in the base of the specially-built coal containers.

The wagons' length over the buffers was 8280mm and their wheelbase was 5000mm. They were fitted with UIC double-link suspension with parabolic taperleaf springs and, being ballasted to the minimum tare (empty) weight of 10.5 tonnes, they could carry 30.5 tonnes including the container.

CAWOODS USE

The inaugural Cawoods train ran from the Abercwmboi Phurnacite Plant (South Wales) to Ellesmere Port West in December 1986, while other loading points for the PFAs in South Wales included Tower Colliery and the washeries at Coedbach, Gwaun-cae-Gurwen, Onllwyn and Wernos.

Three trains ran from South Wales each week, usually in formations of up to 27 PFAs, but when additional block train workings were introduced in 1987 from Lynemouth Colliery (Northumberland) and Coal Products Ltd's Firegold Smokeless Fuel plant at Immingham, they normally loaded to 38 PFAs.

Up to 10 coal trains a week were running to Ellesmere Port by 1990, with the collieries at Clipstone and Welbeck (Nottinghamshire), Littleton (Staffordshire) and Maltby (South Yorkshire) also becoming originating points for some of the Cawoods traffic. During this period, Cawoods trains were also loaded at Coalite & Chemical Products' plants

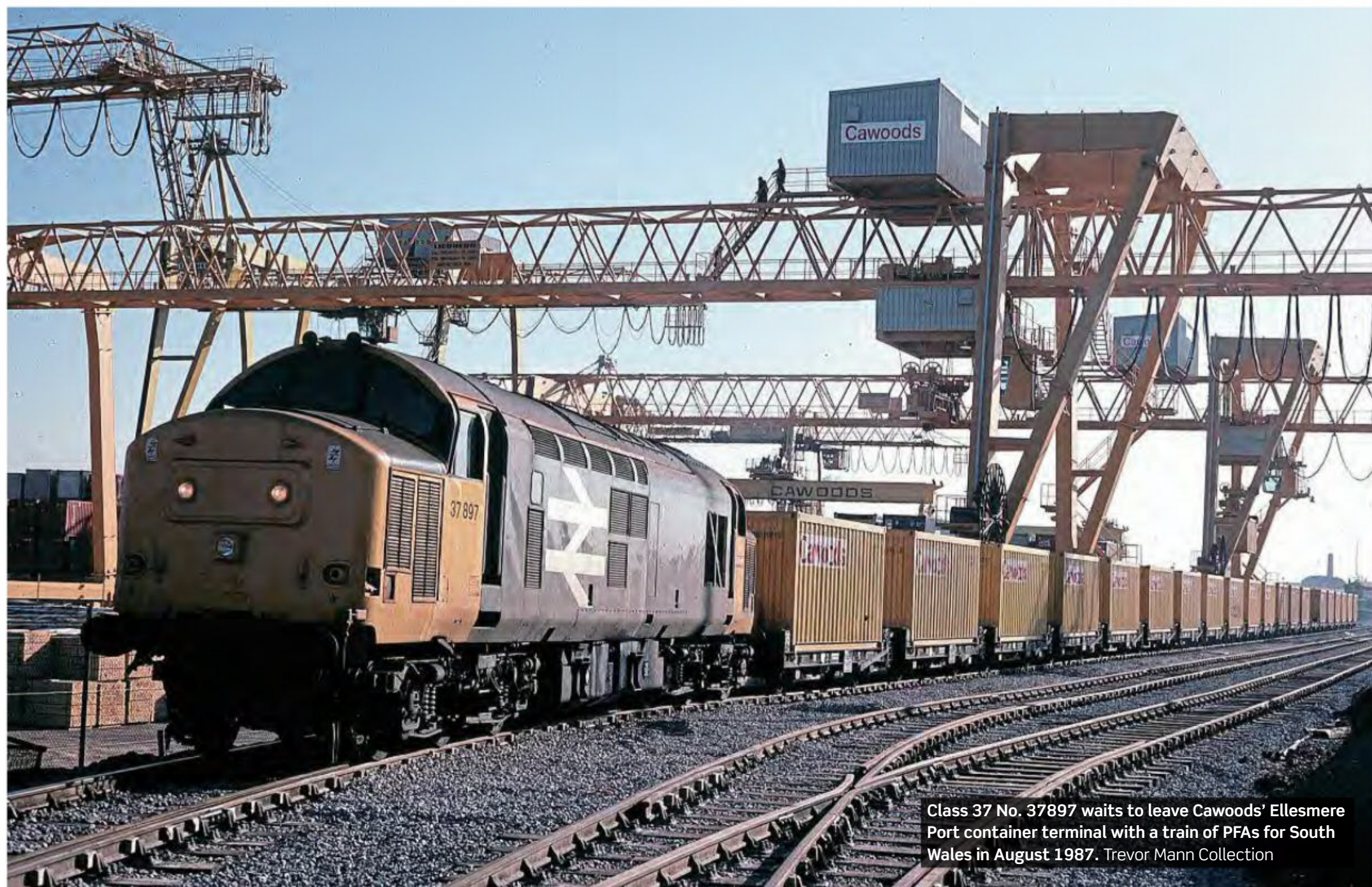
at Bolsover (Derbyshire) and Grimethorpe (South Yorkshire), as well as at the Dixon Opencast Disposal Point near Barrow Hill.

In September 1992, Cawoods transferred its coal operations to the Seaforth container terminal in Liverpool, but then traffic began to gradually decline leading to the sale of 60 PFAs to British Fuels and 44 to British Gypsum in 1996. By 1999, no more than two trains of export coal a week were running to Seaforth from either Clipstone, Gascoigne Wood (North Yorkshire), Immingham or Welbeck. Some of the containers on the Seaforth trains were repainted in blue 'RJB Housecoal' livery, reflecting changes in the post-Privatisation UK coal industry.

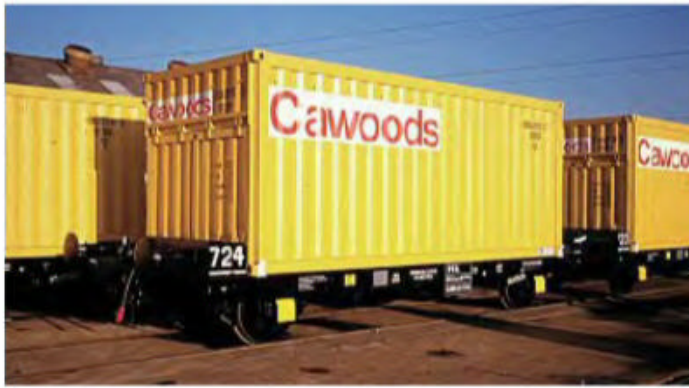
A number of the remaining Cawoods PFAs were switched to other coal flows in the late 1990s/early 2000s, and they could be seen working from the South Wales sites of Brynteg Opencast to Barry, Coedbach to Falmouth Docks, and Onllwyn to Gartcosh (North Lanarkshire). All these movements proved to be very short-lived, however, and the Seaforth coal trains also stopped running in 2004.

BRITISH FUELS

The 60 PFAs sold to British Fuels, which had their numbers re-prefixed BFL, were used on Anglo-Scottish coal flows. Working in both block trains and via the Transrail 'Enterprise' wagonload service, they ran from Gascoigne Wood, Rossington (South Yorkshire) and



Class 37 No. 37897 waits to leave Cawoods' Ellesmere Port container terminal with a train of PFAs for South Wales in August 1987. Trevor Mann Collection



Brand-new Cawoods PFA No. CAWD92724 at Heywood awaiting entry to traffic on December 6, 1986. All photos by author unless stated



The wheel protection sections welded to the wagon floor are evident in this view of empty PFA No. CAWD92862 seen at Heywood in October 1987.

Immingham to Aberdeen, Elgin, Inverness, Mossend, Thurso and Wick. The containers used on the initial service to Wick in September 1995 were then back-loaded with steel scrap for PD Stirling at Mossend, but this experiment was not repeated. They also worked to Carlisle London Road coal depot and the AV Dawson terminal at Middlesbrough.

British Fuels was acquired by Coal Products Ltd in 1999, resulting in a few of the containers being repainted green with 'CPL Distribution' lettering. By 2003, however, their only regular movements were from Gascoigne Wood and Immingham to Aberdeen, Georgemas Junction, Inverness and Mossend.



When the Irish traffic went into decline, a number of wagons and containers were reassigned to British Fuels Anglo-Scottish coal movements. PFA No. CAWD92787, with its container now lettered BFL, was awaiting departure from Immingham in June 1994.



PFA No. BFL92840 is pictured at Aberdeen Guild Street freight depot in June 1999. Only a handful of the red British Fuels containers were repainted in Coal Products Ltd's green livery.



At the height of the Cawoods traffic there were four or five trains each week running from Lynemouth Colliery to Ellesmere Port. Routed via Manchester, PFA No. CAWD92763 was photographed from the old Manchester Exchange footbridge in October 1987.

Their use in coal traffic finally ended in 2004, but a handful were then hired by Omya to carry tank containers of chalk slurry from Ferriby to the PD Stirling terminal at Mossend. Another short-lived flow saw them carrying cullet (waste glass for recycling) in open-top containers from Mossend to Doncaster Freight Depot.

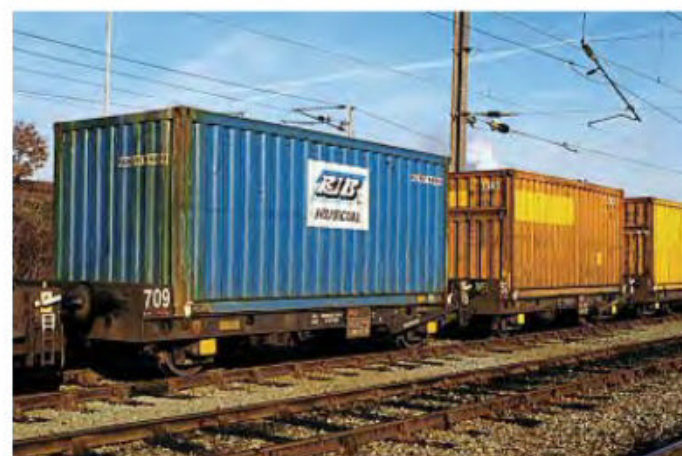
BRITISH GYPSUM

The 44 Cawoods PFAs purchased by British Gypsum were renumbered Nos. BGL 95334-95377 and initially used to carry containers of desulphogypsum (a by-product of flue gas desulphurisation) from Drax Power Station (North Yorkshire) to the British Gypsum works at

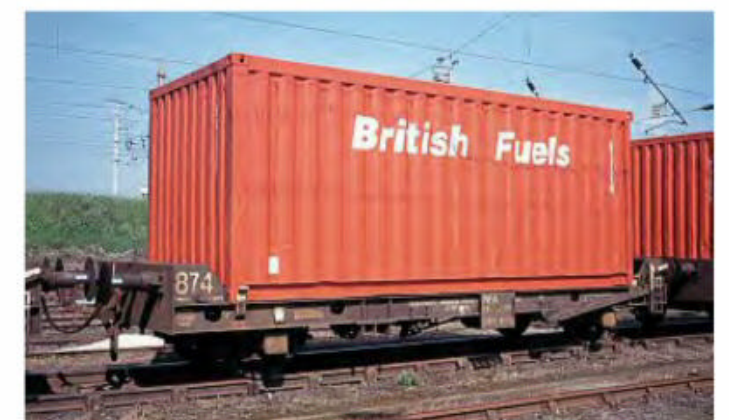
East Leake (Nottinghamshire), Mountfield (East Sussex) and Newbiggin (Cumbria).

Their range of operations soon widened, however, and they could be seen carrying imported gypsum from the docks at Hartlepool, New Holland (Lincolnshire) and Workington to Newbiggin, as well as from Ridham Dock (Kent) to Mountfield. In 2003, they were working from West Burton Power Station (Lincolnshire) to both East Leake and Newbiggin.

The former Cawoods PFAs were then gradually displaced from the gypsum working by EWS-owned bogie FCA flats, and bogie FEAs and KFAs owned by or on hire to GBRf.



Following Privatisation of the coal industry, a few of the Cawoods containers were repainted in RJB Housecoal livery. PFAs Nos. CAWD92709 and CAWD92792 were en route to Seaforth when spotted at Warrington in February 2000.



The final 10 Cawoods PFAs were built with minor detail differences, the most obvious being the greater angle of the side plate support behind the headstock. When seen at Warrington in June 1995, No. CAWD92874 had been sold to British Fuels - although its number prefix was yet to be altered.



Following cessation of the coal traffic, 10 of the British Fuels PFAs were leased by Omya to carry tank containers of chalk slurry from their works at Ferriby, near Hull, to Mossend. These included Nos. BFL92725 and BFL92839, which are seen at Carlisle Kingmoor Yard in June 2005.



To effectively raise the floor height to permit the carriage of flat bottom containers, British Gypsum fitted their wagons with a framework as illustrated by this view of Nos. BGL95338 and BGL95349 at Newbiggin in July 1997.

WAGON PROFILE



British Gypsum PFAs Nos. BGL95359 and BGL95372 head through Doncaster in a West Burton to Newbiggin service on July 12, 2006.



Like the British Gypsum wagons, many of the former Cawoods PFAs sold to Direct Rail Services have been fitted with a framework to raise the working height of the floor. Here, No. DRSL92715 was in use as a spacer in the formation of a flask train from Barrow Docks when recorded arriving at Sellafield on June 21, 2005.



Square NUPAK containers have been used to carry intermediate-level nuclear waste to Sellafield from several locations, including Berkeley, Drigg, and Dungeness. These containers sit on their own bespoke carrying frame that is used when transferring them by road to and from a railhead, and PFA No. DRSL 92723 was carrying two NUPAKs when spotted at Sellafield bringing up the rear of the local trip from Drigg on April 12, 2005.

← One of the most common loads carried by the DRSL PFAs are these low-height boxes, which are used to transport low-level waste to Drigg. No. DRSL92761 heads south near Seascale in the early morning trip from Sellafield on March 9, 2005.

→ Full-height containers also work to Drigg, as seen in this view of PFA No. DRSL 92716 heading through Seascale station in the formation of 7C21, the 09.20 Drigg to Sellafield, in August 2004. The container is labelled UN3331, Radioactive material, transported under special arrangements, fissile, while those labelled UN3321 contain Radioactive material with a low specific activity. Dave Garrett



← DIRECT RAIL SERVICES

The wagon works at Heywood built a single low-deck two-axle PFA for British Nuclear Fuels Ltd in 1991. Numbered BNFL 95050 and allocated to design code PF013A, it was almost identical to Cawoods' PFAs and was intended to evaluate the advantages of switching the transport of low-level nuclear waste from skips to containers. No more PFAs were built for BNFL, but 21 of the Cawoods wagons were sold in 2001 to Direct Rail Services Ltd, by

then the rail operating arm of BNFL.

With their numbers re-prefixed DRSL, some of the wagons were put to work carrying low-height and standard ISO-style containers loaded with low-level radioactive waste the short distance within Cumbria from Sellafield to the Drigg waste repository, while others were used to transport standard-height containers from Sellafield to Hull Docks. In 2005, they were also used for a short-term movement of low-level waste from Workington Docks to Drigg during the

demolition of a seaward outfall pipe.

Other workings for the DRSL PFAs have included the movement of intermediate-level waste, carried in both NUPAK and NOVAPAK containers, from various locations to Sellafield. They have also been used to carry material from the decommissioned UKAEA 'Dragon' reactor at Winfrith (Dorset), as well as from foreign research reactors to Sellafield – the latter being transported in special flasks imported via the docks at Barrow or Workington. 



Much less common loads for the DRSL PFAs are research reactor flasks, which very occasionally arrive by sea at Barrow Docks from Europe or Japan. Class 37s Nos. 37038+37069 head north from Barrow on September 22, 2006 with a special train of four PFAs conveying two research flasks for Sellafield. Dave Garrett



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0 to 60!

Just how nimble are today's locos and units, and what's the quickest off the mark?

Could a three-car Class 331 claim top spot in our acceleration table? **Neville Hill** heads north to find out.

THE 'Civity' family of electric multiple units from Spanish firm CAF is being progressively introduced on many routes operated on the troubled Northern franchise. In the September 2019 issue, I took a trip on a four-car Class 331/1 version from Doncaster to Leeds and came away with a favourable impression of both comfort and acceleration – the set reaching fourth in the overall league table so far with a 0-60mph time of 41 seconds. Ultimately there should be only 12 of the four-car version, outnumbered by the 31 three-car Class 331/0s, which pack the same power for one less trailer car and a resultant weight reduction of 21%.

Catching up with the shorter version on suitable routes was a problem during December 2019, as Northern was engulfed in a wave of short-notice cancellations. Even local online rail chatrooms had difficulty keeping up with events, so I was not surprised that two likely candidates on Manchester-Crewe trains turned up first with a Class 319 and then a pair of Class 142 DMUs instead of the expected Class 331/0.

The Liverpool Lime Street to Blackpool North service was always a better bet, but there were fewer opportunities for level starts. Stranded at Preston by the cancellation of a TransPennine train to Glasgow one chilly December morning, the arrival of No. 331001 on a Blackpool train provided salvation from the elements.

Initially, the data recorded was disappointing. The talkative conductor said the acceleration was a liability on



While '331s' have already been introduced to several Northern routes, driver training continues and three-car No. 331015 arrives at Liverpool Lime Street on one such working on January 28. Classmate No. 331001 set a new acceleration record in our test run south from Euxton Balshaw Lane. Paul Bickerdyke

late night trains with passengers who were unsteady on their feet, and the trainee driver seemed to be reflecting such fears – although the Blackpool-bound shoppers betrayed no trace of having taken a breakfast-time tipple this time. Undaunted, I took the return trip through to Lime Street. The start from Kirkham & Wesham is downhill 1-in-357

and took only 37.62 seconds, whereas the 1-in-110 uphill from Leyland understandably took 46.38sec. It was resolved to take the acceleration from Euxton Balshaw Lane at a slightly favourable 1-in-936 for the purposes of this series, a more determined effort reaching 60mph in just 34.64sec and 0.33 of a mile, establishing a new Rail Express all-comers record.

The 35 seconds 0-60mph time puts the '331/0' ahead of Classes 345 (36sec), 395 (38sec), 380/0 (39sec) and bi-mode 802 (44sec). The RE Factor, our weighted measure that allows comparisons of performance, is very middle-table at 11938 – well behind the current leader Class 379 (20083) and the lowest figure for any non-intercity EMU so far. [E](#)

EUXTON BALSHAW LANE TO WIGAN NW

Unit 331001
Vehicles/tare/gross tonnes 3/118/122
Train 10.03 Blackpool North to Liverpool Lime Street
Date December 17, 2019
Recorder/Position Neville Hill/1st of 3

Miles	Location	Sch.	M S	MPH
0.00	Euxton BL d	0	0 00	1L
0.01			0 07	10
0.03			0 11	20
0.07			0 16	30
0.11			0 20	40
0.20			0 27	50
0.33			0 35	60
0.54			0 46	70/99
2.47	Coppull		2 09	98
5.11	Standish		3 46	98/100
8.37	WIGAN N W a	8	6 53	

Notes: Class 319 schedule; timings taken to 1/100th of a second rounded for publication but used for calculating averages; some distances used three decimal places rounded to two for publication.



No. 331008 departs Wigan North Western for Preston with a service from Liverpool Lime Street on October 11, 2019. Joel Coulson

0-60 PERFORMANCE SUMMARY

Time	No.	Load	RE	Notes
35	331001	122t	11938	NEW Fastest AC EMU
36	345008	265t	13887	
38	395xxx	280t	16302	
39	380022	136t	12939	
41	331110	152t	12527	
44	802210	260t	16438	Electric bi-mode (1x5-car)
46	700111	412t	13470	
47	802103	445t	15791*	Electric bi-mode (1x nine-car)
47	385110	164t	12846	
48	399202	69t	12326	(Calculated result)
50	357017/033	320t	15673	
51	323224	117t	14658	Fastest BR-era unit
51	360xxx	175t	12769	
52	379001+379012	338t	20083	Highest RE Factor
53	220xxx	195t	12264	Fastest DMU
54	800025	265t	13619	Electric bi-mode (1x five-car)
54	350403	178t	12294	
56	365529	165t	17515	
56	387111/117	355t	14137	
58	221115	293t	13471	
59	317651/672	280t	17959	
59	222020	260t	11181	
60	334021/029	254t	14687	
63	333013	189t	15755	
64	321xxx	150t	16247	
66	314214	105t	18116	
68	185113	170t	11088	
69	465196+465921	275t	13267	Fastest third-rail
70	319376	153t	15145	
70	707020+707027	325t	14521	
70	375606	179t	12715	
70	3900xx	486t	10089	
70	43016/187	296t	9444	2+4 HST
73	507005	103t	15817	
76	57603	232t	11078	Fastest diesel loco
79	68007	215t	9999	
83	172103	88t	11000	
83	180110	265t	8514	
84	315822/845	256t	17276	
87	90002	452t	10376	Fastest electric loco
91	450126/019	346t	7043	
92	458509+458532	405t	10134	
96	43285/321	391t	9050	2+7 HST
97	43xxx/xxx	440t	10086	2+8 HST
98	158860	80t	11630	
100	800008/009	520t	11603	Diesel bi-mode (2x five-car)
100	444xxx	230t	8613	
102	166205	122t	11391	
103	175104	157t	11297	
103	168003	185t	10640	
105	165133	78t	10887	
108	91125	430t	7806	
114	170114	95t	9878	
115	144010	54t	10412	
115	142030/048	102t	9855	
116	92014	803t	10331	
117	143603	52t	9895	
119	1591xx	125t	10004	
121	87002	529t	8775	
124	156413	79t	11202	
145	230004	63t	5603	
148	66184	481t	10122	
151	50049+50007	730t	8752	
152	73970	281t	11568	
156	153369	45t	10144	
174	D1015	475t	10110	
179	67006	460t	8030	
257	37668+37516	619t	6881	
325	40145	613t	9430	

Notes: Time=number of seconds to reach 60mph from a standing start on the level; Load=total weight in tonnes of train and passengers, including loco if relevant; RE=the RE Factor, our measure of performance based on time, load and power (a higher score is better); *updated figure.

0-60 time	35 seconds
RE FACTOR**	11938
COMMENT	A towering performance

Note: **The RE (Rail Express) Factor provides a weighted comparison of performance, taking into account time, load and rated horsepower. A higher score is better.

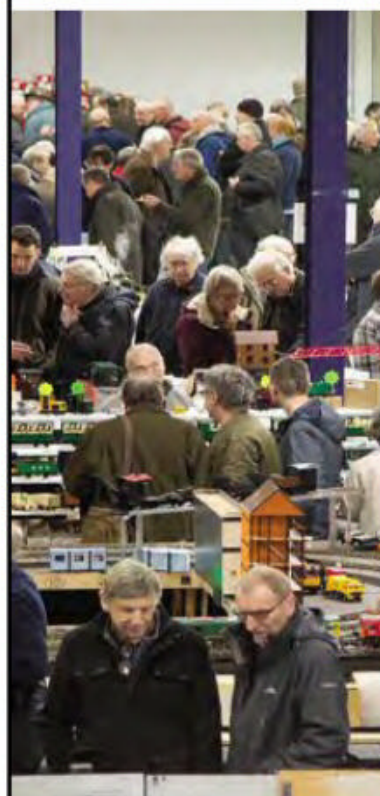
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'Goyles' vs 'Tractors'

While '37s' and '31s' were both powered by English Electric engines, former 1990s Derby Trainman Tim Helme found the 'Tractors' much easier to deal with than the 'Goyles'.

I ADMIT to never really warming to Class 31s, partly because by 1992 they had replaced the far more jovial Class 20s on all Derby shunt, trip and engineering jobs, but mainly because they belched out thick, acrid clouds of choking exhaust fumes on start up or when idling.

Preparing or disposing of a single loco was tolerable. They were straightforward and generally did not cause any bother. But get several pairs on shed or double-heading an engineering train during a possession, and they waged war by attrition... and often won in my case.

Once in position, an engineering train in a weekend possession might not be required to move again for the duration, so if there was a pair of Class 31s chugging away at its head, the unfortunate train crew within would be subjected to a constant sweet, sickly smell, often for 12 hours or more (maximum working time regulations had yet to be introduced).

These fumes may have been partially invisible, but their effects were not. Coupled with the relative inactivity and unsocial hours, they really contributed to the wretchedness of your condition.

Having multiple pairs to deal with on shed was no different, save for one 'small' point. Whereas fumes from an idling loco may have been partially invisible, fumes from ones started from cold most certainly were not! My shed mate and I once started a pair each in the New Sidings at the rear of 4 Shed, and Derby station disappeared in a choking, oily fog for several minutes. It must have been a shock for any waiting passengers too, and the environmentalists would have loved it (not!).



One '31' was no bother, but dealing with a whole row on shed could be choking. No. 31411 heads a dirty half dozen on the NS roads at Derby Shed on February 9, 1991. All photos by Richard King unless stated.

DIFFERENT STORY

Along with its flared-in lower body sides and recessed handrails, it was probably the stout snout at each end that made the Class 37 look so capable and robust.

With the demise of the Class 45s in the late 1980s, no other loco I worked on had noses (I am not including either the single-nosed Class 08s or Class 20s here). Climbing into that cab, with its cathedral-like windows, then a further step up to the seat, it was such a commanding position

"The fire bell was easily remedied by wedging its hammer with pages from the Weekly Operating Notice"

from which to control a train – almost god-like! Of course, with any religion there is often penance. In the case of the Class 37, it was the application or release of their handbrake. Many meaty turns of the wheel were required before the mechanism engaged or released.

You did not want too many to dispose of on shed because you would end up with arms like a well-known Austrian bodybuilder, although not so well known to one old-hand shed driver, who always referred to him as 'Arnold Swarfega'. No one ever bothered to correct him on this malapropism; he would have been none the wiser for it. Besides, the mispronounced surname seemed entirely appropriate when working with diesels.

ALARMING ACTION

Class 37 appearances on shed may only have been occasional, but they could often be found hauling the regular Derby jobs of the 06.09 and 11.28 Cliffe Hill (ballast), 12.11 Brierley Hill (steel) and, of course, double-heading the mighty 14.53 Washwood Heath (stone).

Despite appearances, they were not the most powerful of locos, and a heavy train could reduce them to a crawl, but they would keep plodding away at just a few miles an hour regardless.

At such times, the fire bell had a tendency to sound, but this was easily remedied by wedging its hammer with a couple of folded pages from the Weekly Operating Notice. In fact, I do not recall ever entering one of their cabs where the fire bell had not been silenced by this method.

Another area for concern was their battery isolating switch (BIS), which was situated in the clean air compartment (former boiler room No.2 end) next to a bank of batteries. It required a driver's desk key to operate it, but I was always a little apprehensive in this area – one slip and bang! But that was only if you could make your way through the engine room to start with. If the radiator fan was going at full tilt, it would be almost impossible to open the central door to it (No.1 end), owing to the amount of suction.



Civil Engineering-liveried Class 31s Nos. 31203+31174 chug away during an engineering possession at Wingfield Tunnel on November 17, 1991 on what was a torturous 16-hour shift for the train crew.



Capable, robust, and a religious-like cab experience. Civil Engineering-liveried Class 37/0 No. 37092 is stabled on Derby Shed's NS roads on May 25, 1994.



Whilst common through Derby working trains, '37s' were less frequent visitors to Derby 4 Shed. However, Railfreight Petroleum Class 37/4 No. 37418 made a brief stopover on May 25, 1991 after delivering aviation fuel to Rolls-Royce at Sinfen.

TEPID SHOE SHUFFLE

If there was any weakness in the Class 37, it was the cab hotplate – both in operation and position. The heat output was generally poor, and you could often switch one on at the start of a shift and still comfortably place your hand on it by the end. However, the mash (tea) can would still be placed there in fervent hope – this ferventness being the only 'heat' likely to be involved!

As most hotplates were positioned on the floor next to the secondman's lower left leg, they were invariably used as a footrest – a function in which they had far more success. The aroma of 'warmish' rubber might sometimes be detected during a journey, but with all the in-cab vibration, lukewarm water would continually slop from the mash can, thus dousing any possibility of melted footwear. Trench foot however, was another matter entirely.

ABOUT TURN

Almost 30 years later, I find myself in a signalbox rather than a loco cab. Class 37 appearances are numerous, but sightings of the once ubiquitous Class 31 are almost non-existent – who would have thought?

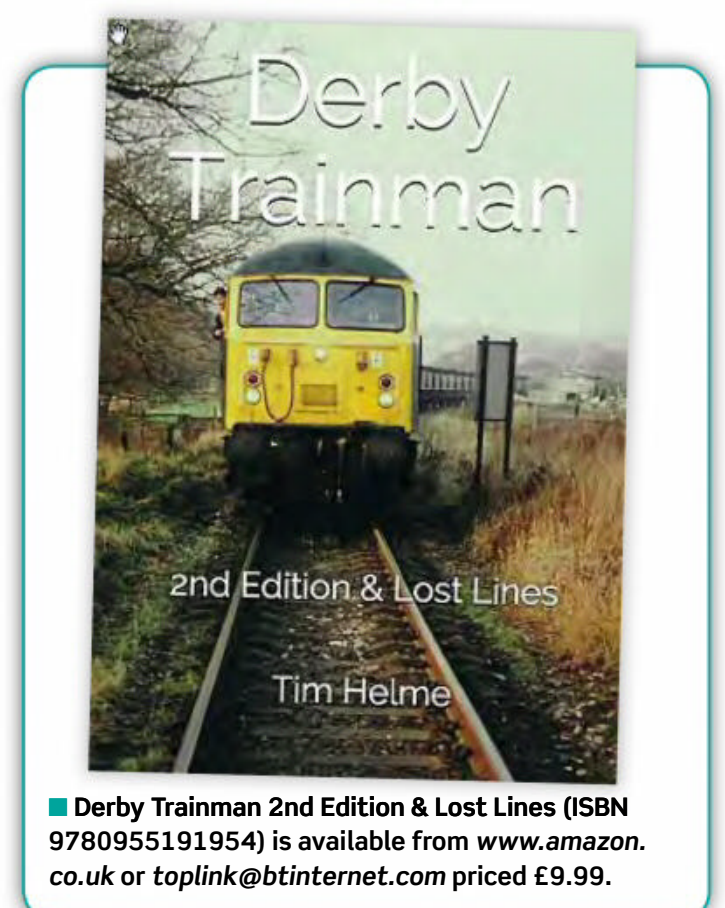
However, after seeing a single sparkling example of the class recently pass the box, my first in 13 years as a signalman, I could almost get to like them... well, almost. 



Class 31/1 31128 passes Scropton Crossing signalbox on June 10, 2019 working from Crewe-Hotchley Hill (Nottinghamshire). Tim Helme



'Tail-end Charlie' No. 37521 passes Scropton Crossing box on August 13, 2019 working from Derby RTC-Crewe. Tim Helme



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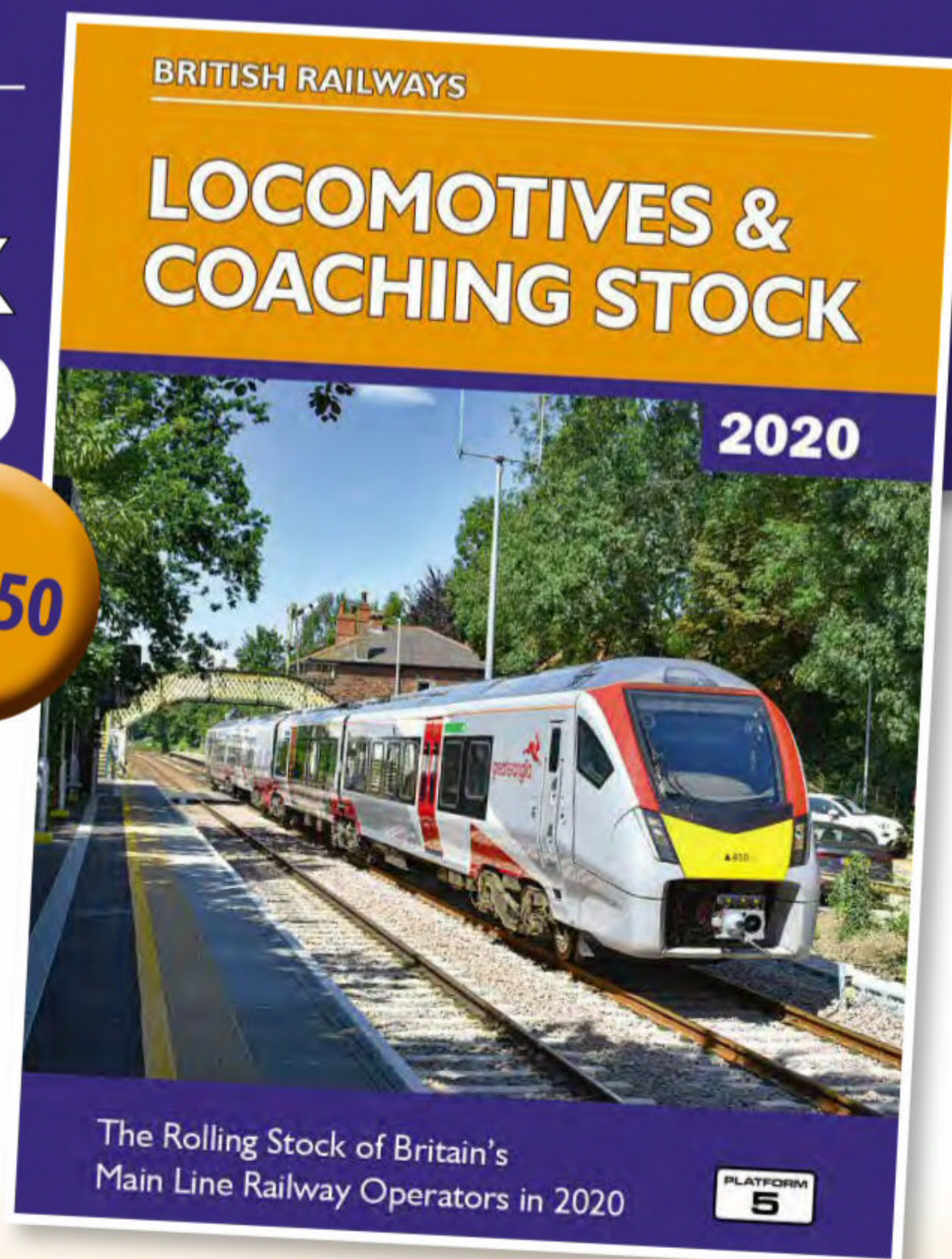
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Then & Now: Leeds

CLASS 20s have never been very common in Leeds, despite past allocations at sheds in nearby places such as Sheffield and York. So their appearance in the West Yorkshire city has always been an event.

Back on June 19, 1982, Nos. 20195+20180 turned up on the Wolverhampton-Leeds leg of SVR Railtours' 'Galloway Ranger' trip to Stranraer (above, DC Collection). This marathon tour left

Wolverhampton at 05.55 that day, with the '20s' giving way at Leeds to No. 37283, which worked through to Stranraer. They then relieved No. 37259 at Leeds on the return and worked through to a booked 04.11

arrival back in Wolverhampton.

During the layover on that rainy summer's day, the English Electric '20s' were stabled at the city's Holbeck depot – itself something of a rarity, as the shed was more used to Sulzer-powered Class 25s, 45s and 47s.

The station at Leeds has much changed since then, not least with electrification in the late-1980s and a major upgrade in the early 2000s, creating extra platforms where the lines are in the right of this shot.

Fast forward to 2020, and Nos. 20305+20302 caused a stir at Leeds on January 18 when they arrived with Pathfinder's 'DRS Class 20 Farewell' (left, Paul Bickerdyke).

The tour started at Bristol Temple Meads behind Nos. 57002+57003, before the Type 1s took over at York for a run round the Harrogate loop to Leeds. After a two-hour layover – this time at Neville Hill depot – the '20s' took the tour through to Crewe via Derby and there gave way to No. 68009 for the final leg back to Bristol.

Although the use of Class 20s with DRS seems likely to be over now, the sheer usefulness of this veteran class means we should still be able to see the handful of other main line-registered 'Choppers' in action around the country. 





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YEARS AGO... 50 MARCH 1970

■ **BR IN PROFIT:** British Railways announced it made an operating profit of £56 million in 1969 and, after repayment of interest charges, there was a balance of about £15 million. Journeys and passenger miles rose for the first time in several years, giving an improvement of 10% in receipts. Freight tonnage also rose and, together with parcels traffic, this generated 4% extra income at £9 million. Total route mileage fell from 12,434 in 1968 to 12,098; total staff fell from 268,970 to 253,615; and passenger stations reduced from 2,604 to 2,511. The number of weekday passenger services remained about the same at roughly 17,000.

■ **POOR PUNCTUALITY:** The Central Transport Users Consultative Committee expressed concern in its annual report for 1969 about the punctuality of British Railways' express passenger trains. Only 53% arrived on time compared with 61% in 1967. The TUC report suggested the rail system had been pruned so severely that it could only run on-time under ideal conditions. BR denied this, claiming investment in track, rolling stock and signalling was a better proposition than spending the money on standby services.

YEARS AGO... 40 MARCH 1980

■ **JUMBO STONE TRIAL:** A test train of 59 Yeoman stone wagons from Merehead Quarry, headed by two Class 50s in multiple plus Derby test vehicle No. ADB 975397 to give a total train weight of 3,277 tonnes, made a circular journey from Witham (Somerset) via Westbury, Reading and Swindon on March 3. Nos 50024 and 50021 pulled away from Hungerford half an hour late because a drawbar needed repair there. A further run was scheduled that week to Acton Yard, where the train would be split for unloading in Forster Yeoman's Siding – a forerunner of today's 'jumbo' stone workings to Acton.

■ **LOCOS REPLACE UNITS:** Class 120 DMUs, which had operated the 108.5-mile route between Aberdeen and Inverness since 1959, were entirely replaced by locomotive-hauled trains from March 10. These consist of five coaches with a buffet car, normally hauled by a 1250hp (Sulzer Type 2) locomotive. There was also a number of minor timetable changes, including an additional 06.12 Inverness-Elgin train.



OLYMPIC '87': As part of the campaign to get the International Olympic Committee to choose London for its 2012 Games, Virgin Trains named its Network SouthEast-liveried '87' No. 87012 *The Olympian*, with additional branding saying 'Back the Bid'. The loco is pictured at Euston on March 19, 2005 – London being announced as the winning bidder that July.

YEARS AGO... 20 MARCH 2000

■ **NEW MILLENNIUM PLANS:** Railtrack unveiled its 2000 Network Management Statement on March 30, pledging to spend £52 billion over 12 years on a menu of projects. The menu included full implementation

of TPWS within two years; possible creation of a low-level station under Birmingham New Street; platform and gauge extensions for double-deck trains on the South West Main Line; flyovers at Didcot, Wootton Bassett, Shortlands and Croydon; proposals for reopening Matlock-Buxton; Felixstowe-Nuneaton gauge enhancement; and possible reopening of the Vale of Glamorgan lines to passengers.

■ **YORKSHIRE EMUS:** The first of 16 West Yorkshire PTE-sponsored Class 333s arrived in the UK from builder Siemens in Europe on March 10. The '333s' are similar to the Class 332 Heathrow Express units, and so some WYPTE staff training was done at Old Oak Common, London. Testing of the first '333' was due to begin in April between Leeds and Skipton and Leeds and Doncaster. They were scheduled to start passenger service from December that year.

■ **BURY TERMINUS MOVED:** Passenger trains to Bury, terminus of the Class 504 EMU service from Manchester Victoria, began using the new Bury Interchange (adjoining a large bus station) instead of the former Bolton Street station from March 17. The last services from the latter on March 14 were the 18.30 departure to Manchester and 18.34 arrival from Manchester. Tracks were diverted over the weekend and the first service from Interchange was the 06.00 to Manchester. The new station is now part of the Metrolink tram network, while Bolton Street is the home of the East Lancashire Railway.



WEST SOMERSET STONE: The West Somerset Railway saw the temporary return of freight traffic this year when trains worked onto the heritage line conveying stone from Somerset to build up the sea defences between Minehead and Dunster Beach. One such train is pictured unloading at Doniford on March 15, 2000.

YEARS AGO... 30 MARCH 1990

■ **SLEEPER NETWORK PRUNED:** British Rail announced it was to concentrate Sleeper services to Scotland on five trains – one each for Aberdeen, Edinburgh and Glasgow; one with sections for Inverness and Edinburgh; and one with sections for Inverness and Fort William. The London-Stranraer sleeper was withdrawn.

YEARS AGO... 10 MARCH 2010

■ **HS2 ANNOUNCED:** The Government set out its long-term vision on March 11 for a second high-speed line linking London to the West Midlands. The plan was for 250mph trains to run on a totally new route taking just over 30 minutes between the two cities as opposed to 80 minutes via the West Coast Main Line. The route would then be extended to form a 'Y' shape with

its centre near Lichfield, Staffordshire: the north-western arm would serve Manchester and Preston, and the north-eastern arm would go to Sheffield, Leeds and York. The cost was put at £30 billion in 2010 prices.

Two fleets of trains were envisaged – one of European gauge for running on high-speed lines only and one classic-compatible for running beyond the high-speed network on conventional lines. It was envisaged construction would not start until after Crossrail's planned opening in 2017. As of 2020, Crossrail is still to open, but some initial construction of HS2 has begun – even though the final decision on its go-ahead has not yet been confirmed.

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GBRf Invered 50049 'Defiance' on display at the 'All Change' Open Day at Locomotive Services Limited's Crewe Diesel Depot on 8 June 2019. Photo: copyright & Courtesy of Terry Lea

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DIVERTED 'CHIEFTAIN'

LNER'S HST farewell tour in December provided a rare opportunity to travel on one of the company's trains between Aberdeen and Inverness. Although the route is used by diverted freights, Caledonian Sleeper and ScotRail trains when the Highland Main Line (HML) is closed, the use of East Coast HSTs was almost non-existent.

In the years I have lived near Nairn I have only ever photographed one such working on January 5, 2007, when a GNER

set with power cars Nos. 43116/43095 was planned to run south from Inverness via Aberdeen, but reversed at Nairn to resume its usual route after the previously blocked HML reopened.

The photo shows a token exchange being made in Nairn's platform 1, something that is no longer required with area resignalling in 2017.

Nigel Burkin
By email

LONGEST HERITAGE TRAIN

I HAVE just been reading the bookazine *East Lancashire Railway*, published by Mortons Media, and it answers a question raised in your February issue.

The longest heritage railway service to date was on the East Lancs, when GWR 38xx steam loco No. 3822 hauled 23 coaches – so somewhat eclipsing the three Class 31s and 11

Mk.2s mentioned on the Weardale!

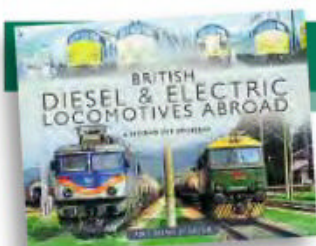
In the same bookazine there is also the ELR's 'Class 14s @ 50' event, which featured nine Class 14s hauling a rake of 10 coaches – so that also beat the '31s' on sheer number of vehicles if not the actual length.

Dave Mumford
By email



SUPER-SHUNTER: At Barrow Hill Roundhouse recently, I did a double-take when the cab nose of 'Deltic' No. 55019 was reflected in the cafe window, making it look like some kind of enormous short wheelbase, two-axle shunter. Imagine that!

Dave Bridges



British Diesel & Electric Locomotives Abroad

By Anthony P Sayer
Published by Pen & Sword
www.pen-and-sword.co.uk
288 pages, colour, 197x250mm, hardback. £30

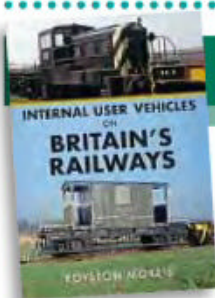
WHILE all of the post-British Rail locomotives in action in this country were built abroad, there is now a significant number of BR-era locos that have gone the other way, and this book aims to document those that

have emigrated to work in continental Europe.

Mainly a picture-and-caption book with one photo per page, and therefore nearly 300 in total, there is also a useful data section for each type that details

which locos went where and when, their liveries, overseas numbers and other details. It is broken down into 16 chapters, each covering specific countries and jobs – such as Kosovo 20s, Italian 37s, Bulgarian 87s and Romanian 92s.

The images are of high quality and well reproduced, covering a wide range of locations and workings that build to a useful reference work of 'our' locos finding a second working life elsewhere.



Internal User Vehicles

By Royston Morris
Published by Amberley
www.amberley-books.com
96 pages, colour, 234x165mm, softback. £14.99

A HIERARCHY of rail enthusiasm by popularity would probably go something like locos, units, carriages, wagons – and a subset of the latter would include internal user vehicles, so it is fair to say this is a fairly niche subject.

Nevertheless, it is an interesting one and here the author aims to provide an initial insight – a comprehensive survey being beyond the scope of just one book of this size.

The use of internal user vehicles took off in the early days of British

Railways when, after withdrawal from revenue-earning service, they were allocated to specific duties in specific locations – such as transporting spare parts around major works or acting as stores.

The book is broken down into chapters covering each of the five major regions, plus others for privately-owned vehicles, MoD vehicles and others. Two photos per page illustrate typical examples of what commonly ended up rotting away in overgrown sidings.



Kidderminster Diesel Depot

By Jonathan Webb
Published by Chime Whistle
www.chimewhistle.co.uk
300 pages, colour, 216x300mm, hardback. £28

THE subtitle of this book is 'The Old Oak Common of Preservation', which is an apt description of this excellent facility on the Severn Valley Railway as it is home to former Western Region locos from Classes 14, 42, 50 and 52 amongst others.

The author tells the story of the shed, which only opened in 2016, through a series of high quality images.

Kidderminster is very much a working depot in that it is actively used for the repair and refurbishment of locos based on the SVR and elsewhere – and it does that with facilities that many a main line company would envy.

There is a small introduction but really the pictures do the talking in what is a fine documentary of the best in modern traction preservation today.



Got something to review?

Send any books, DVDs or other items to the editor at:

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Rail Riders return: time to get on board!

From 1981 to 1991, a club for young rail enthusiasts was operated by British Rail. Originally known as, 'Great Rail Club' it changed its name to the more marketable and catchy 'RailRiders', writes Craig Amess.

Originally known as the Great Rail Club, it changed its name to the more marketable and catchy Rail Riders.

This club gave children aged 5-15 special membership benefits, such as discounted travel and a regular quarterly magazine.

The club was promoted by the late Keith Chegwin, with the organisation's slogans including 'the happiest club in the land' and 'travel, action, fun'.

At its peak the club had 125,000 members.

In October 2019 it was announced Rail Riders would return after a hiatus of 30 years, and would relaunch on February 29, 2020. The man behind the new venture is Simon Buxton, a former member and owner of Bufferbeam Ltd, who has worked tirelessly over the past six months to awaken a 1980s giant.

The new club will not be just for children, but for rail enthusiasts of all ages.

Members will receive discounts at selected heritage railways and other participating

railway-themed businesses, such as model shops.

A quarterly magazine will still be produced, and a membership welcome pack will also be supplied.

A 'passport' in the guide book will also be introduced, allowing members to collect stamps from the visitor attractions and enter a yearly competition.

The companies on

this page are all offering Rail Riders members discounts, and look forward to welcoming you, but these are not the only associations working with Simon – the list is growing daily.

A visit to the East Anglian Railway Museum qualifies for a 25% discount on entry to the museum on non-event days, with a 10% discount on event days (excluding 'Thomas' and the Beer Festival).

Don't miss out on the fun. Re-create childhood memories, make new ones and why not take the whole family!

If any business or railway want to join please contact info@railriders.club



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5 **Newsdesk:** Product updates

Delays to the Accurascale 'Deltic' and tippler wagons are reported alongside a new Class 37 announcement. 'N' Class 313 by Revolution Trains progresses to CAD development.

6 **Newsdesk:** New releases previewed

Class 27s from Heljan, Class 159 from Bachmann and a large scale Class 33 are set to put pressure on wallets in the next few months.

10 **Modelling:** Dounreay in 'N'

Reworking the Graham Farish Class 37/0 into a model of No. 37262 Dounreay.

16 **Review:** 'OO' gauge 'Baby Sulzer'

Bachmann's long awaited Class 24/1 is reviewed.

20 **Review:** Heljan's 'O' gauge Class 50

Early Network SouthEast livery is applied to the review model, which receives a thorough examination.

24 **Review:** Large scale Class 03

Heljan's brand new 'O' gauge Class 03 takes a turn on the rolling road. Does it perform as well as it looks?

28 **Review:** Standard Wagon PFA

The brand new Accurascale 'OO' gauge PFA wagon with four different containers is welcomed by Railfreight modellers. How well does it measure up?

33 **Review:** LSWR 'Warner' brake van

Hornby continues to corner the market in 'OO' gauge brake van models.

33 **Exhibition diary**

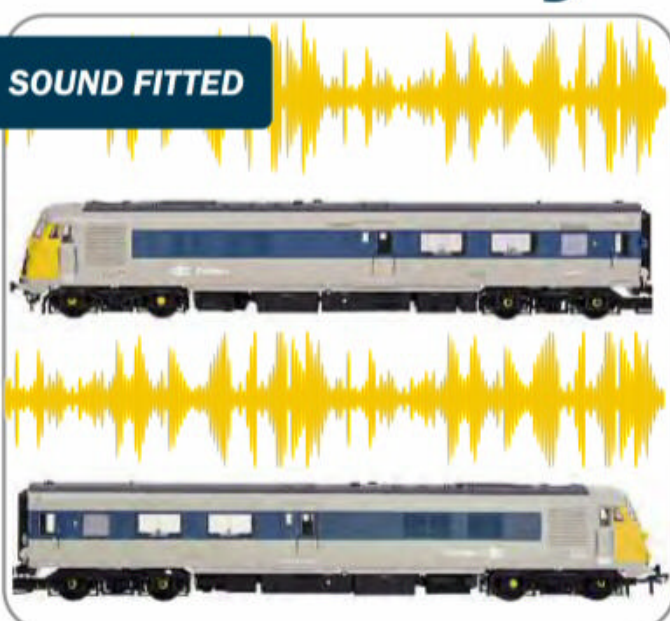
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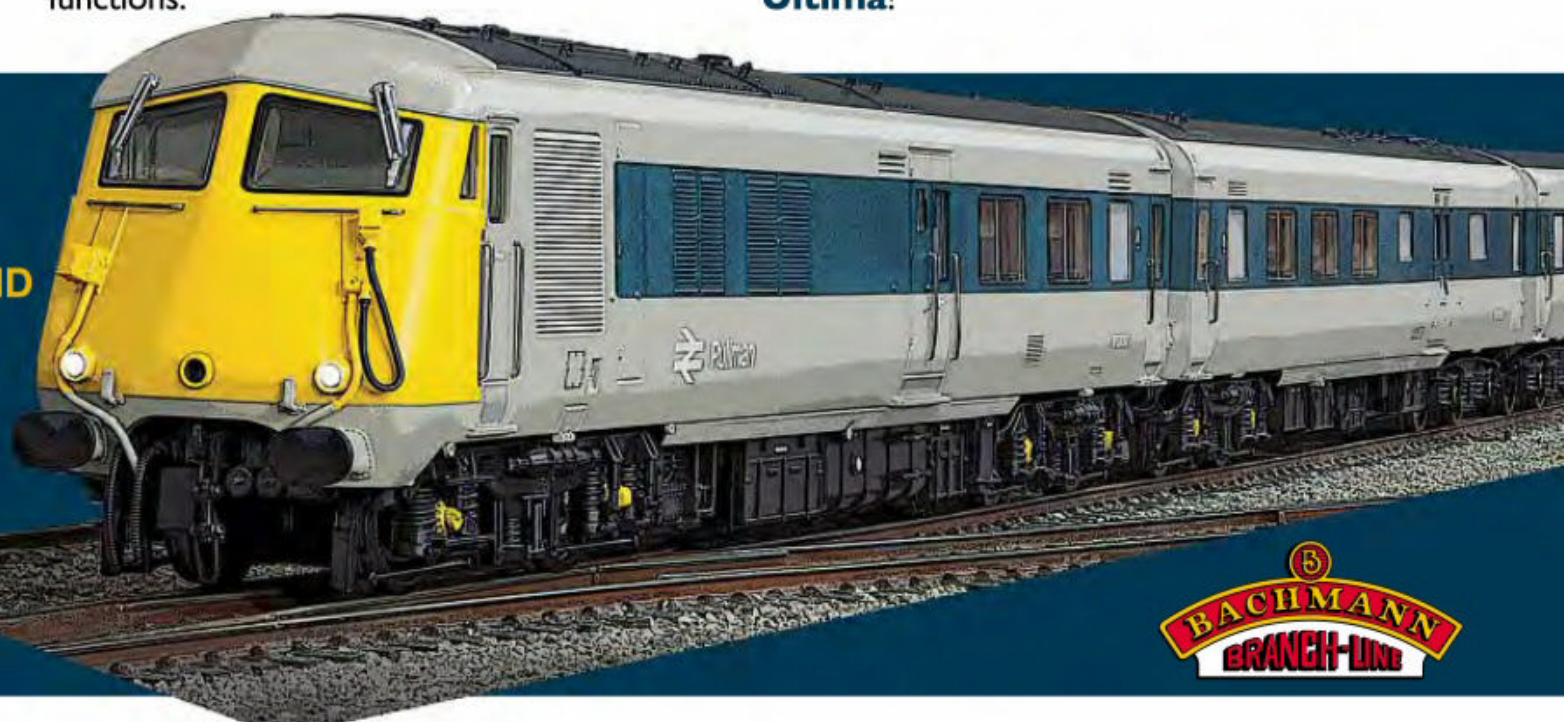
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Accurascale exclusives and product update

ACCURASCALE reported on delays to several new models alongside a further Class 37 announcement during January. The unique Network Rail Class 97, No. 97301 has been added to its range of new 'OO' gauge Class 37s as a limited edition model, effectively launching the company's exclusives range. They will be produced in limited numbers as one would expect of an 'exclusive' range and will only be available direct from Accurascale's online shop.

The choice of the first ERTMS (European Railway Traffic Management System) equipped locomotive intended for use on the Cambrian Coast line is an interesting one. The Class 37 (No. 37100) had its split headcode boxes removed from the No.2 end during BR days, seeing them replaced by two marker lights. Upon overhaul at Barrow Hill by Harry Needle Railroad Company for Network Rail, the No.1 end with its surviving split headcode boxes was changed to a flush fronts, fitted with new marker lights and high intensity headlight giving the locomotive a more uniform appearance.

The other three Network Rail Class 97s were sourced from Series 2 Class 37s which retained their centre headcode boxes during overhaul, making No. 97301 visually unique. Locomotive-specific details will be



Despite delays to several models, Accurascale is pressing on with its 'OO' gauge Mk.5 Caledonian Sleeper project which has reached the CAD stage.

incorporated in the model which is scheduled for release in Q4 2020 at the same time as the recently announced Class 37/6.

'Deltic' and tippler wagon delays

Following assessment of the first samples of the brand new 'OO' gauge Deltic and the British Steel iron ore tipplers and their derivatives, both

models have been delayed to allow improvements to be made. The Deltic's bodyshell assembly required some adjustment to the shoulder grilles, roof fan grille, roof fan and buffer cowl, along with the buffer shanks.

Below the solebar level, the bogies required adjustment along with refinements to running quality. The revised delivery date is now November 2020 because some retooling is

required. New engineering prototypes are now expected in May at the earliest.

Several issues were identified with the PTA tippler wagons and JSA derivatives, including missing detail from the bogies, missing rivet detail on the JSAs and sliding JSA hoods that were less than ideal. Improvements to the flashing tail-lamps was necessary too, delaying the model until July 2020. 

NEWS IN BRIEF

Heljan service changes

HELJAN reports that after more than 20 years of partnership with Howes Models, all enquiries regarding spare parts and the return of faulty models should be directed to Gaugemaster at its Ford Road site near Arundel.

Heljan has temporarily suspended its spares and returns service until March 1, to allow a smooth transition to be undertaken. Following that date, Gaugemaster will be able to provide a full service seven days a week for the rapidly growing Heljan UK range of both 'OO' and 'O' gauge models.

The contact email to arrange returns and to make enquiries regarding spare parts is heljanuk@gaugemaster.com

Revolution Trains 'N' Class 313 update

REVOLUTION Trains has completed its research into the dual voltage Class 313 following a visit to Brighton Traincare Depot to take measurements. The detailed measurements and information on technical differences between Class 313s has been forwarded to its manufacturer for the preparation of CADs which should be completed after the Chinese new year holiday.

RT expects to open its advance order book for the 'N' gauge Class 313 shortly after the CADs have been checked and published. The new model, announced in the autumn of last year, opens up the possibility of other 'PEP' stock trains such as the ScotRail Class 314 and Great Eastern/West Anglia Class 315 being produced in the future. More details can be found at www.revolutiontrains.com/news/



Class 313s were withdrawn from Great Northern suburban services during 2019 and are now only found on Southern Railway's 'Coastway' services centred on Brighton. Once a common sight on the East Coast Main Line and North London Line, Class 313 No. 313043 departs Alexandra Palace station on March 29, 2008. Revolution trains expected to have CADs for its new 'N' gauge model after the Chinese new year.

New releases from Bachmann, Heljan, Hornby and Hattons

A spate of new releases in 'OO' and 'O' gauge occurred in late December and early January, including the new Heljan 'O' gauge Class 03 and refurbished Class 50, together with Bachmann 'OO' gauge Class 24/1s, all of which are reviewed elsewhere in this issue.

Heljan also added a late Class 33 in 'O' gauge and new toolings for the Class 27 in 'OO', whilst Bachmann shipped Class 158s and 159s to shops in late December. Hattons Model Railways released the first of its brand-new 'OO' gauge Class 66 models in December of last year, whilst Hornby weighed in with Belmond British Pullman stock and the first of its 2020 range; all of which are previewed here and will be reviewed in future issues of *REM*.

→ Heljan's 'O' gauge late Class 33 brings back memories of line-siding on the former Southern Region and in the case of No. 33030, trip workings in Scotland in 1999. No. 33030 was the only 'Crompton' to be painted in EWS livery which was undertaken in August 1998. The models are priced at £549 and are composed of injection moulded plastic bodies mounted on a heavy metal chassis.



↑ Hornby has released more Class 66s in various liveries including No. 66623 in Freightliner tangerine and No. 66733 in GBRf livery, priced at £74.99. They include DCC sockets and the improved drive mechanism which replaced the Lima 'pancake' motor.



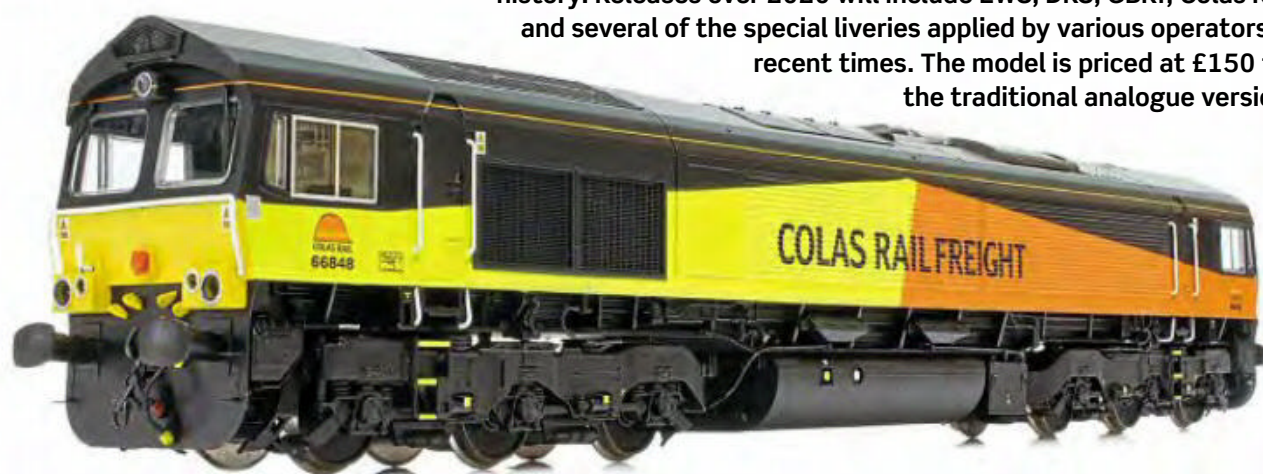
↑ New 'OO' gauge Class 27s have arrived from Heljan including BR blue No. 27029 with Inverness depot's Highland stag logo and one representing the late 1960s as No. D5357 with tablet catcher apparatus recesses. They are two of a batch of new models which includes BR blue and green examples priced at £139.95.



↑ Retooled Class 158s and 159s arrived from Bachmann including Network SouthEast No. 159013 finished in pristine condition. The model is powered by an under-floor mechanism and features fully detailed interiors and finer tooling than on the past model. A PLuX22 decoder socket and advanced lighting is incorporated in the model which has a suggested retail price of £339.95.

← Hornby reissued its 'OO' gauge Class 67 in Belmond British Pullman livery with DB legends as No. 67024. Matching Class 67 No. 67021 is included in a three Belmond British Pullman coach pack. The locomotive is priced at £159.99 and the train pack sells for £299.00.

↓ Hattons Model Railways' first 'OO' gauge diesel and electric locomotive is the Class 66 which has been designed to incorporate the detail changes made to the type during its long construction history. Releases over 2020 will include EWS, DRS, GBRf, Colas Rail and several of the special liveries applied by various operators in recent times. The model is priced at £150 for the traditional analogue version.



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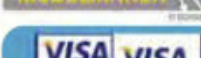
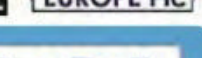
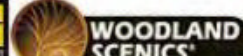
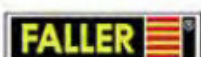
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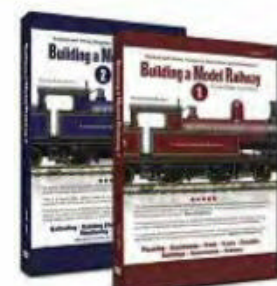
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A wet Carlisle evening in late October 1992 saw No. 37262 *Dounreay* arrive with a northbound infrastructure train. It was one of a few locomotives that lasted until withdrawal in the once derided and short-lived general-user grey livery. It retained round buffers and its simple nameplates, the latter until 1997.

Dounreay in 'N'

A new model can fire off all sorts of ideas, which was the case when Bachmann reissued its Graham Farish Class 37/0 as DRS No. 37261, the ideal base for modelling No. 37262 *Dounreay* in general-user grey livery. It is more than a simple repaint, as some research soon revealed.

ONCE a darling of Inverness TMD from 1982, No. 37262 experienced a mixed existence after being transferred away from Inverness in 1990.

It joined a stable of Class 37/0s for passenger workings on the Kyle and Far North lines alongside the Aberdeen and Highland lines. It was painted in BR Large Logo livery in the early 1980s, equipped with headlights and RETB in 1982.

No. 37262 was named *Dounreay* at Thurso in June 1985; nameplates it retained after it was moved to other Scottish depots in 1990 and subsequent transfers between depots in Scotland, the north and Midlands, including a very fleeting return to Inverness.

It was allocated to Bescot briefly in 1995 and again in 1996/7 before a short stint on the former Southern Region at Stewarts Lane and Eastleigh. It returned to Bescot briefly in 1999 before being sent to Wigan Springs Branch and the dreaded EWS component recovery site. It was broken

up in 2004 after a brief chance of a reprieve with DRS where it was ultimately stripped for spares and disposed of.

As tempting as a model of No. 37262 in BR Large Logo blue when allocated to Inverness, fitted with steam train heating boiler, snow ploughs and headlights, could possibly be, its more interesting history was in various infrastructure and freight pools from 1992 to 1997 after fitting of the long range fuel tanks at the No.2 end. Its brief allocations to Bescot are also further justification of the model for the author's West Midlands themed 'N' gauge layout, with the model fitting the 1996/7 time period.

From a modelling point of view, No. 37262 retained its nameplates but was not fitted with snow ploughs in the 1996 to 1997 period. The car-style headlights associated with Inverness depot had long been removed, leaving small mounting panels. What



The Graham Farish Class 37/0 with centre headcode boxes is the ideal donor model for reworking as No. 37262, particularly the DRS version released in recent years.

makes the locomotive an interesting one to model in this condition, notwithstanding the fact it could turn up almost anywhere, was its odd buffers and its *Dounreay* nameplates, at least until June 1997 by which time, the locomotive was observed without its nameplates.

Raw material

The Graham Farish 'N' gauge model of DRS Class 37/0 No. 37261 provides the base model, but close examination of photographs is required to check for differences in apparently similar locomotives and so it proved to be in the case of No. 37262 – it was not going to be a simple weekend refinishing project. Nonetheless, the

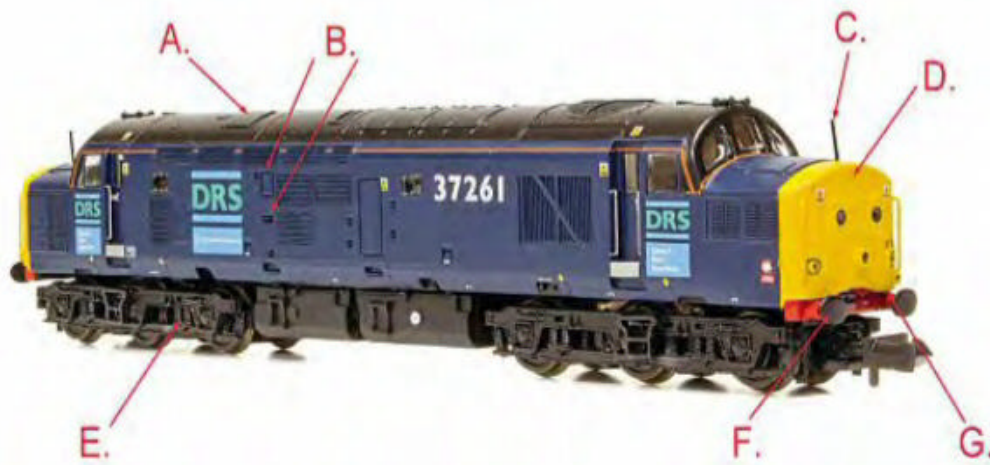
bonnet ends are an almost exact fit except for the headlight brackets and another provided at the bottom right side to hold the multiple working cable above the buffer shanks during snow clearing duties. Some small refinements may also be applied including trimming the over-size bonnet aerials.

To summarise the project:

- Repaint the Graham Farish model of DRS No. 37261.
- Fit round buffers at the No.1 end.
- Squared oval buffers at the No.2 end.
- Extended range fuel tanks as fitted in 1992.
- Headlight mounts.
- Plated-over foot steps and access panels.
- Nameplates and light weathering.



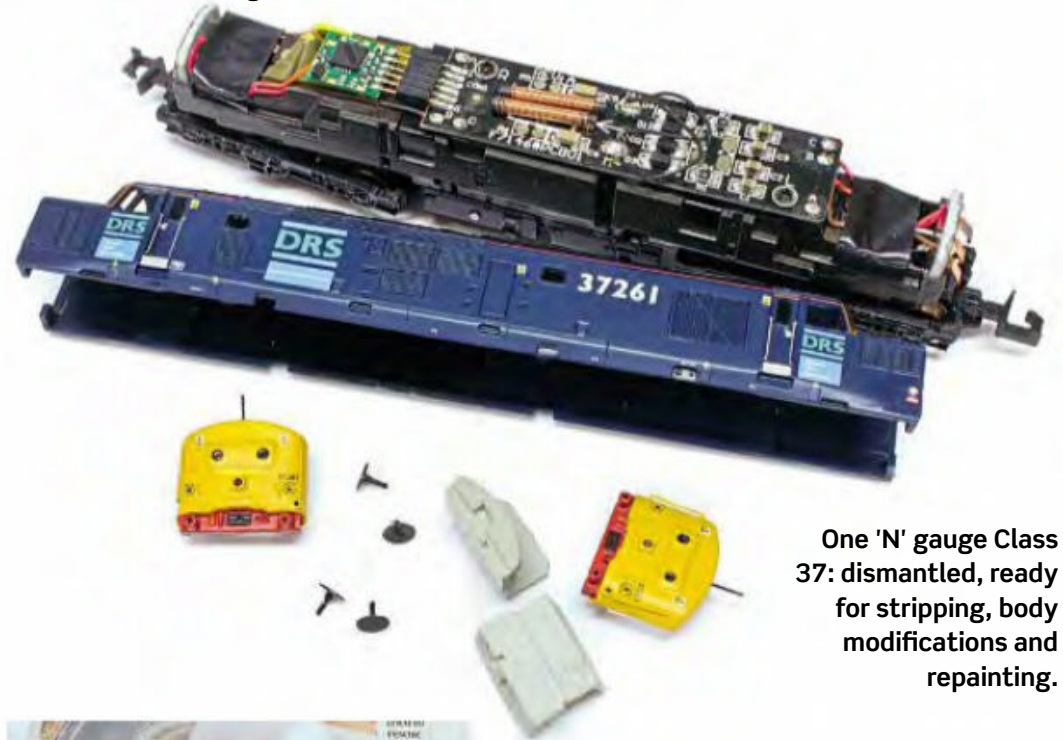
DRS No. 37261 takes a spin on 'Dudley Heath' to check for faults, one of which made itself known in the top of one gear tower.



Changes to the base model to create No. 37262 will vary depending on the date stamp and image being used as a reference. Earlier time references may require the steam heating boiler port to be opened out (A). Body side footsteps and access doors are plated over (B). Refinement of the model includes cutting back the aerials (C); addition of headlight fitting (D); jumper cable bracket (G) and round buffers to the No.1 end at least (F). Bogie sideframes can be adjusted to better fit relative to the lower edge of the body (E).



Further testing was done after replacement of the topmost gear in one bogie gear tower which solved a cogging and gear slipping problem. The repainting project then commenced knowing that the model ran well.



One 'N' gauge Class 37: dismantled, ready for stripping, body modifications and repainting.

ESSENTIAL PAINTING SUPPLIES

- Railmatch Railfreight grey paint.
- Railmatch executive dark grey paint.
- Tamiya black paint.
- Railmatch roof dirt.
- Railmatch warning panel yellow.
- Isopropanol alcohol.
- Tamiya masking tape.
- Railtec transfers.
- Selection of sable brushes of size '000' to '0'.
- Painting holder (cardboard tubes from toilet paper rolls).
- Phoenix Precision satin varnish.
- Phoenix Precision fast drying thinners.
- Nitrile gloves.

Stripping

It is acceptable to repaint a model without having to remove the original factory finish. However, the DRS livery applied to the base model has too many strong livery elements to rub down with wet and dry paper, making a full strip down a better option.

A small tub with a lid is all that is necessary for the job which is done with 99% Isopropanol (IPA) which strips most factory-applied finishes in hours

with the aid of a stiff brush to clean out the grilles and other recessed details. Wear nitrile gloves to protect hands from the inevitable prolonged exposure and ensure that the working area is well ventilated. During stripping, the model can be periodically washed with water. One ends up with a squeaky clean bodyshell with only slight traces of factory finish in some of the more awkward grille work.

Body modifications

Reference photographs showed that No. 37262 received several body modifications, presumably to help the locomotive cope with winter weather in the Scottish Highlands. The small upper body access panel alongside the foot steps were plated over on both sides of the body. They are filled on the model with a tiny amount of Squadron putty filler, applied with the tip of a blunt scalpel blade and pressed into the recessed detail.

It was left to harden overnight before being refinished with a glass fibre pencil and some grade 1200 abrasive paper. At the same time, the air horns were secured with solvent cement. The boiler port hole may be drilled through the panel at the No.2



Isopropanol alcohol or IPA is a reliable method of stripping factory finishes back to the bare plastic, a useful technique when there are large logos and graphics which might affect the new paint finish.

end when modelling the locomotive to late 1994. It was plated over in the late condition of this locomotive.

Painting

Before heading to the paint shop, the bodyshell was first cleaned and completely dried. It was perched on the cardboard inner from a toilet roll before being sprayed with Railmatch Railfreight grey. An undercoat of white would give a paler or slightly faded finish to the grey if desired.

Masking of the sides allowed a coat of executive dark grey to be applied to the roof and grilles. Masking, using fine tape by Tamiya, was a complex job because the body side and bonnet side grilles were left exposed so they too could be painted in the same colour.

Tape was applied to a clean cutting mat and sliced into the desired widths, as little as 0.7mm to mask



Immerse the body shell completely in IPA and place a lid on the container, leaving it for at least a day.



Wearing nitrile gloves, use a brush with short bristles to remove the paint. Several sessions of brushing will be required to remove the paint from recessed detail.

between the grilles and the narrow line between the shoulder grilles and roof. Once complete after over an hour of work, paint was applied using gentle air pressure and with a greater than usual spraying distance to avoid paint build-up along the masking tape edges.



The stripped body shell receives body modifications to plate over the foot steps and access panel using Squadron putty. Several application may be required for a flat finish.



A gentle rub down of the excess filler with a fibre pencil before finishing with fine abrasive paper.

Black was applied to the bonnet tops and around to the cab doors, completing painting of the body shell.

Tidying up was necessary using a fine marker pen for the black areas and a touch of grey here and there. Taking the time to complete such complex masking saved a lot of time cleaning potential slips with a brush when hand-painting the grilles. They remained well defined after the paint was applied in a thin coat with an airbrush. However, over an hour of masking was painted in just five minutes and removed just as quickly!

Airbrush

Under no circumstances could there be any risk of over-spraying any of the paint colours and flooding the fine detail of 'N' gauge models, particularly the grilles on the Class 37. An airbrush with a small gravity feed colour cup and a needle preset nut to restrict the pull back of the needle will do much to prevent applying too much paint. An Iwata High-Line HP-BH with a 0.3mm tip and needle for a finer finish was used. Several test sprays were made to achieve the best paint dilution and air pressure combinations with the High-Line airbrush, using the mac valve adjuster before applying one thin coat of paint in several passes, using airflow from the airbrush to dry the paint if it looked to be going on the model too quickly.

The technique of using the airflow to dry paint during a spraying bout is a very useful one, particularly if you want to achieve coverage in one spraying

bout without drowning fine moulded detail such as the body side grilles. Simply close the paint flow using the trigger, allowing the dry air to pass gently over the model until the paint appears dry.

Underframe

A simple task to complete on the underframe is to remove the fuel tank and water tank moulding and convert the latter to an extended range fuel tank. It is an obvious feature on No. 37262 because the foot steps and gauge have been removed in favour of a flat sheet of steel. No finesse is needed for this and a piece of 10thou styrene did the trick after the tank detail had been filed back

Finishing

With main livery colours applied, an orange stripe was applied at the cantrail level using reference photographs as a guide. This looks too strong on the model until weathering is completed. Nameplates and numbers followed, using bespoke transfers from Railtec (www.railtec-models.com) including printed name plates with raised lettering and borders which look like etched ones but are applied in the same way as transfers. The number sets were applied to spots of gloss varnish and sealed to protect them during weathering.

Pin washes were applied to grille work and engine room door seams together with washes of roof dirt colour to the roof and bonnet tops. Once fully dry, the glazing was refitted and



The first coat of Railfreight grey livery applied using a fine quality airbrush with 0.3mm needle and nozzle assembly.



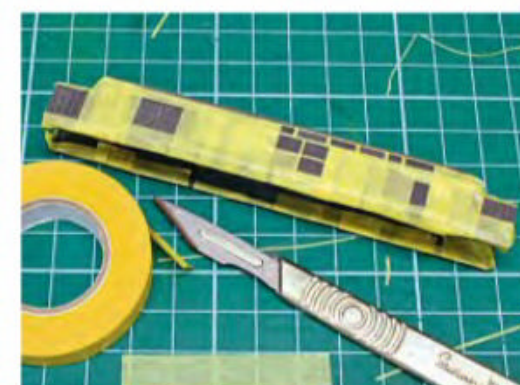
The preferred airbrush for applying thin but opaque coats to finely detailed 'N' gauge models is the Iwata High-Line HP-BH with small paint cup. The cup size helps prevent overs-praying the model by only allowing small quantities of paint to be prepared at a time.



Spray painting has finished off the grilles quite well, with only minimal touching in being required. Black to the cab doors and bonnet tops was next, followed by pin wash weathering and livery elements.

covered with masking tape, both inside as well as out before a coat of eggshell varnish was applied.

Assembly and testing followed with a model that looks completely different to its original appearance as DRS blue No. 37261. It would benefit for a little more detail painting, a task that may be completed over a few modelling sessions at the workbench when



Masking the model for roof and body side grille painting is a delicate and time consuming one. However, spraying paint into grilles as fine as these is less likely to flood them than brush application.



Weathering touches includes spots where the original rail blue is beginning to come though worn Railfreight grey paint. Some fading was also applied to the engine room doors and washes to the roof and seam lines. The glazing was fitted and masked before varnishing to save time.

working on other 'N' gauge models. Such finishing includes the green undercoat on the buffer shanks of the round buffers for example. For now, another unusual but workaday locomotive enters traffic on the editor's 'N' gauge 'Dudley Heath' layout but not as dirty as the real No. 37262. 



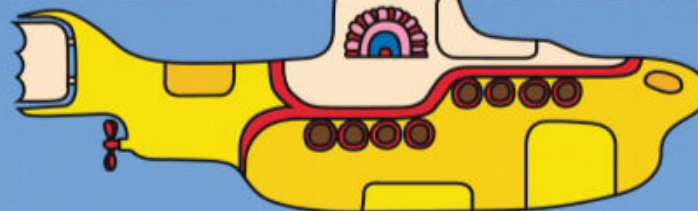
No. 37262 Dounreay returns to the main line in charge of a set of infrastructure wagons. The nameplates are printed by Railtec Transfers; etched double arrow by Shawplan, buffers by N Brass Locos and paints by Railmatch and LifeColour.



The short-lived general-user grey livery may appear dull in real life, but attractive on a model, producing a workman like model with few frills and even less celebrity status compared to other Class 37s of the time. The model has not been weathered to quite the same degree as the full size locomotive became in 1997.



The Beatles Yellow Submarine



Eurostar's first use of the Class 373 for an external agency marketing campaign took place in September 1999 when the Sets 3005/3006 were transformed with a vinyl wrap that recreated scenes from The Beatles' film 'Yellow Submarine'. This was just one of the promotional events that marked the release of the remixed music track that Autumn.

Along with the remastered version of the film that was released in cinemas and on video, the film which had not been available for over a decade included scenes that were edited out of the original, while the album featured new mixes of songs, such as 'With A Little Help From My Friends' and 'Lucy In The Sky With Diamonds', the first such time a Beatles album had ever been remixed.

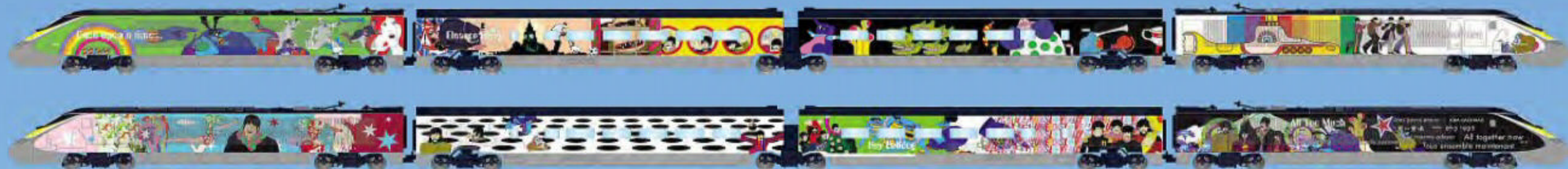
R1253M EUROSTAR TRAIN SET

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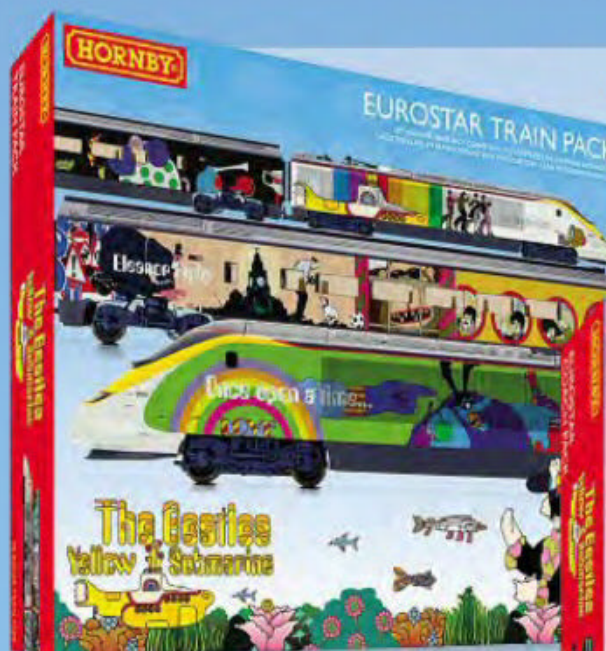
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Bachmann's 'Baby Sulzer'

Bachmann adds the distinctive Class 24/1 to its '00' gauge 'Branchline' range, a locomotive type that was a development of the first Derby Sulzer Type 2s.

INTRODUCED from 1960, the Class 24/1 was a variant of the once numerous Sulzer Type 2 designed by Derby works around the Sulzer 6LDA28 power unit.

The sub-class introduced the first physical change to the exterior appearance of the Class 24 design, with a four-character headcode box replacing the train identification discs fitted to the Class 24/0. End gangway doors were retained alongside the pair of tail-lights.

Internally, electrics were upgraded and overall weight reduced through the use of smaller capacity fuel and water tanks. The design remained in production from D5114-D5150 until uprating of the power unit to 1250hp for the Class 25s. The Class 24/1 locomotives were constructed quickly, being introduced to traffic by 1961, with many being allocated to the Scottish Region including Inverness shed for operation in the Scottish Highlands.

Class 24/1s were subject to modifications and changes during their relatively short lives, including plating of the boiler compartment grilles, removal and changes to the lower bodyside fairing and plating over of headcode boxes and body side footsteps. Highland locomotives were equipped with what were literally off-the-shelf car headlamps; two fitted to each cab front. One Class 24/1, and the last one in traffic, being withdrawn in 1978, was fitted with a Class 25 style headcode box at the No.2 end, with the distinctive wings on either side but lacking air horn housings alongside sealed doors. The change was the result of repairs following collision damage.

Class 24s were fitted with 1160hp rated Sulzer 6LDA28 engines, making them a locomotive suitable for light duties such as freight and short passenger trains such as those found in Scotland. On heavier services or those involving inclines such as those found on the Highland line, double-heading was common place. Withdrawal took place during the 1970s when some were less



The model is well detailed with numerous small fittings, including several distinctive roof panels.

than 16 years of age because of the loss of traditional freight traffic, closure of branch lines used primarily for freight and redeployment of surplus Class 25s which were considered superior in design and performance. None of the Class 24/1 sub-class is among the four Class 24s currently in preservation.

Locomotive specific details

Several detail differences in the tooling of the Class 24/1 are immediately apparent in the new Bachmann Class 24/1 model, which is based on the Nos. D5133-D5150 batch as detailed on the model's box sleeve.

Three different locomotives were released in December 2019, with two representing them in original condition and finished in BR green with grey roof and off-white lining. Review model No. D5149 features small yellow panels (32-441), whilst No. D5135 is finished in plain green (32-440). Some of the detail variations are present in BR blue No. 24137 (32-442) which has partially removed fairings and plated over steam heating compartment grilles and access steps, representing the class in the 1970s. The models will be good companions for the forthcoming retooled Class 25 model and offer scope for detailing and some simple conversions.

Bodyshell detailing

Long in development, the Class 24/1 model is a good replica of the full-size locomotive and with good proportions

and shape. The complexity of grille detail on the bodysides is well tooled with excellent separation of the grille bars with the grilles correctly proud of the body sides. Roof detail is also accurate, with boiler compartment panels, exhaust grille and the engine panel neatly tooled. Several separate fittings are used to add relief to the roof including two panels at the No.2 end and a plastic fan grille with correctly shaped fan located beneath it. The cut-in detail on the roof shoulders for the water tank fillers is well defined and detailed with a small wire grab rail.

Cab fronts are correctly shaped with fine lines for the communication door seams – they appear to be better fitting than the real things. Cab windows are the correct shape, as is the cab roof dome with its distinctive four character headcode box. Small fittings include plastic cab hand rails, front wire grab rails, lamp brackets, flush glazing and separate mouldings for the windscreen wipers.

Along the lower edge of the body is the fairing which is neatly applied and correctly shaped at the bottom edge of the cab fronts and across the fuel tanks. Overall, the bodyshell is a very tidy example of the tooling room's art; almost too tidy compared to the full-size locomotives which quickly became grimy and dirty, not to mention a little tatty.

Underframe and bogies

The 'sit' of the body on the model's bogies looks about right with minimal daylight showing between the top of the bogie frames and the body fairing.

The bogies themselves have captured the bulky feel of the full-size ones aided by excellent detail such as round suspension springs, brake shoes aligned with the wheels, the associated linkages and neat sand boxes. Further details are supplied in the box to fit to the bogies and bufferbeams, including miniature snowploughs that clip into the bogie-mounted NEM coupling pocket.

Weight-saving holes are present in the equalising beam and the wheels – a feature common to the Sulzer Type 2 locomotives. The bogies rotate freely in the chassis allowing operation through second radius curves.

The underframe is partly obscured by the fairing which covers the top part of the tank and battery box detail which is correctly shaped on the underside and includes the end manhole cover with securing bolts.

Power and sound

A motor fitted to a die-cast chassis powers drive shafts, gear towers and ultimately all four wheels to provide



A view of the No.2 end cab and the boiler compartment grille. The tooling allows locomotive-specific detail to be added to the model including boiler grille covers.



The No.1 end roof fan grille which is a separate plastic moulding.



Bogie frames are very crisply moulded and enhanced with separate parts for sand boxes, sand pipes, brake details and the speedometer cable. Weight-saving holes are present in the equalising beam and wheels, a feature of the Class 24s.



↑ One of the three brand-new Class 24 models released by Bachmann in December 2019 is No. D5149 of Gateshead shed (52A) finished in BR green with small warning panels.

→ The large headcode box mounted on the cab dome replaced train reporting discs, tidying up the front end appearance of the locomotives. Communication doors were retained.



Roof detail at the No.2 end which houses the boiler compartment.



A view of the bodyside grilles which have good definition of the grille bars. Below the body side is the fuel and water tank detail which is correctly shaped.



The No.1 end with radiator grille. The printed details are neatly applied and colours are opaque.

excellent haulage capacity. Current collection is through traditional phosphor bronze wipers acting on the rear of all eight wheels. Performance was smooth and reasonably powerful, sufficient for the model to cope with the typical train lengths that its full-size counterpart was most likely to handle.

A 21-pin interface socket is located on top of the chassis which is removed by releasing four side screws and one at each end of the model. Cab lighting together with illuminated headcode boxes and marker lights completes the electronics. DCC-users will find a factory installed speaker making the fitting of digital sound straightforward – there being enough room for a 21-pin digital sound decoder with the sound outputs wired through the circuit board to the speaker.

Livery and finish

Care in the way models are assembled and finished has improved in recent years with emphasis on ensuring parts are well-attached and of the same finish as the main assembly making up a model. The Bachmann Class 24/1 on the whole has a consistent finish with no sign of marks or other blemishes from the adhesive used

to put it together and apply the small fittings. Colours are accurate and applied evenly over all of the relevant parts. The one exception is the fan grille located on the top of the model which is slightly paler than the rest of the roof.

Flush glazing is well applied to the cab windows and allows the cab detail to be seen. Hand rails are straight and applied correctly to the model. The fit between body and body side fairing is neat and tight too, even round the curved section at the bottom edge of the cabs.

The model is fine overall, if a little too neat for a Class 24, leaving plenty of opportunity for modellers to give

it a hard worked appearance. There is scope for further detailing, fitting depot modifications and generally making it look like the scruffy engines that many of the Class 24/1s soon became in traffic. An excellent addition to the Bachmann range, it will please 1960s and 1970s modellers from Scotland to the Midlands – the model sporting a 52A Gateshead shed plate on the cab fronts and head codes 3G02 and 5N28, something which can be changed if desired with aftermarket products. 

 Produced by Bachmann Europe Plc.
www.bachmann.co.uk

£ RRP: £159.95

THINGS WE LIKE

- Locomotive specific detail factored into the design.
- Well-tooled bodyside grilles and features.
- Correct profile wheels with weight-saving holes.
- 21-pin DCC interface under the bonnet.
- Factory installed bufferbeam detail.
- Illuminated cab and headcode box.
- Accurate cab roof domes and detailing.
- Built in speaker for digital sound.



A side view showing the profile of the model which appears to be accurate when compared to published drawings and photographs.



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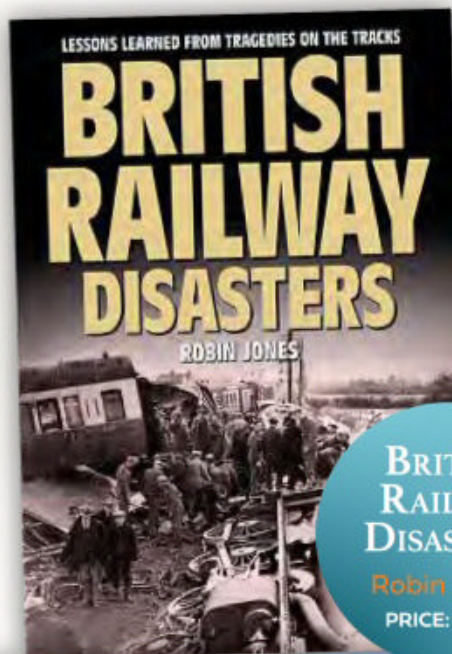
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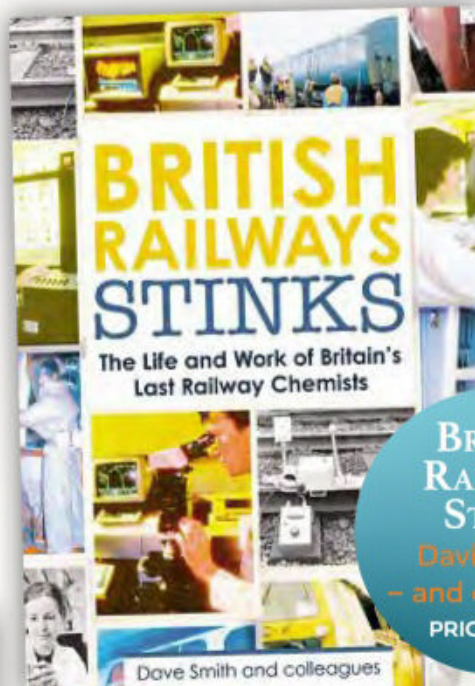
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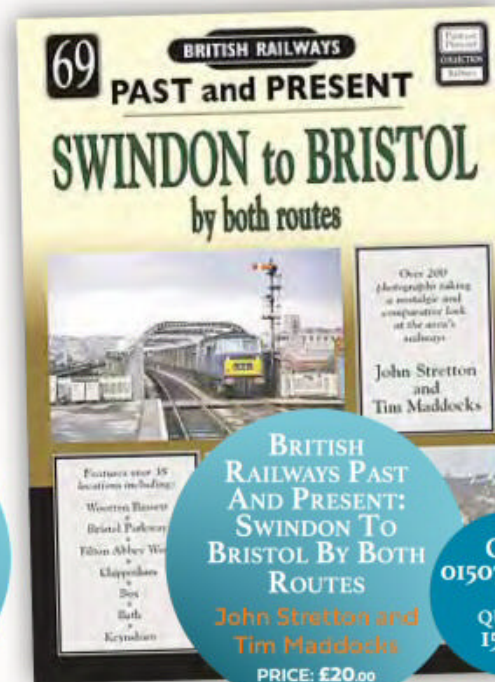
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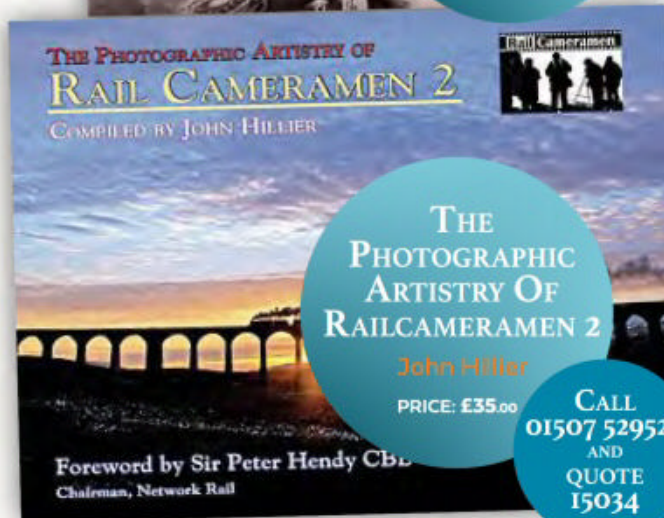


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Heljan refurbished 'Fifty'

Twin motors and nearly 2.5kg of weight makes this one of the largest and most powerful 'O' gauge models to emerge from Heljan. But how does it measure up?

REFURBISHED Class 50s were chosen by Heljan for its first 'O' gauge model of the locomotive, dating it from the late 1970s until withdrawal from BR capital stock between 1987 and 1994, allowing for the handful of preserved locomotives currently cleared for operation on the main line.

Refurbishment arose from the poor availability of the class during the late 1970s which was as low as 40%, prompting Western Region management into taking action to rectify a host of problems with the class.

Class 50s were technically advanced when built, incorporating sophisticated electronics and a variety of innovations including slow speed control system and rheostatic braking. During refurbishment, which was undertaken at BREL Doncaster, redundant systems including automatic traction control and part of the complex anti-wheel slip device were removed. Wiring conduit was relocated to simplify future repairs, alongside rewiring with upgraded cables to meet fire resistance standards of the time.

Design faults were tackled, including revision of the cooling air intake to fix a problem where filters became quickly clogged with moist dust and oil particles, preventing air from reaching the parts where it was most needed.

Externally, the appearance of the locomotive changed and is the version represented by the brand-new Heljan 'O' gauge model. The distinct cut-in section at the No.2 end where the dynamic braking equipment was housed was plated over to match the roof profile. One window on each side became an intake grille and at the cab ends, sand box filler hatches were removed. On the cab front, the headcode boxes of those locomotives not already treated, were plated over.

Some records show that there was a proposal to remove the headcode

boxes altogether in favour of headlights let into the cab front and relocated air horns. As it happens, a single high intensity headlight was fitted at each end and the distinctive boxes were retained.

The first locomotives to enter Doncaster works for refurbishment in lieu of major overhauls were Nos. 50006 and 50017 in 1977. No. 50006 was the first to emerge in November 1979, with No. 50017 in early 1980. The first six refurbished locomotives were painted in standard BR blue livery. Subsequent livery application was revised BR livery with large body side logos, number sets and wrap round yellow cabs. A grey roof completed the picture.

The model kindly loaned for review by Heljan is finished in early Network SouthEast livery which was first applied in 1986 to Nos. 50017 and 50023. They were painted at Laira and Old Oak Common respectively in time for the launch of Network SouthEast (NSE) in June 1986. The livery was soon revised to what is known as revised NSE livery with dark blue and a change to the lining on the cab sides and ends.

Seven different locos

Refurbished Class 50s made perfect sense for a commercial model due to the long life span of the locomotive in refurbished condition and the wide variety of liveries applied to the locomotive prior to withdrawal from BR in 1994. A post-refurbishment

Heljan released seven different Class 50s in late December 2019, in liveries spanning the life of the refurbished locomotives from 1979 to present day.



The Heljan model is a brand-new tooling with one-piece injection moulded plastic bodysell fitted to a heavy metal chassis. Bogie frames and small details are of moulded plastic, etched metal and wire.

BR blue version together with large logo BR livery are available alongside models finished in original and revised NSE livery. Celebrity locomotives are included in the line-up with No. 50007 *Sir Edward Elgar* alongside No. 50049 *Defiance* finished in both Railfreight livery as No. 50149 and GBRf livery. The pair of rail tour locomotives finished in special liveries applied by Laira, No. 50008 *Thunderer* and No. 50015 *Valiant*, are available as exclusives through Hatton's Model Railways.

Plastic bodysell

Injection moulded plastic has been used for the bodysell which has the correct proportions and dimensions including the curve of the roof, the distinctive tumble home and the shape of the cabs, both sides, fronts and dome. The usual area that causes so much comment with Class 50s, the rake and angle of the cab windows, was examined closely during evaluation of the model and was found to be present,

including the slight curve along the cab front below the windscreens. Refurbishment features include the plated-over dynamic braking panel, front headlights which are correct position alongside the pair of windows converted to intake ports with grilles.

Tooling is pretty subtle and consistent over the entirety of the large bodysell including the roof hatch detail, exhaust panels and grilles on the body sides. The exhaust ports appear a little shallow and could be given some depth with an hour of work with drill and file. Tiny integrally moulded details such as cab door handles and window frames are also finely moulded with good definition.

Fine details make the model

The general view of the model is that it has captured the character of the Class 50 very well and that is in part due to the excellent shape of the bodysell, but also to the carefully tooled and assembled details, most of which are



All of the features of a post-1979 refurbished Class 50 are included, including the plated roof section at the No. 2 end, headlights and plated headcode panels. The model is suitable for a 1980 to 1994 time period in BR use and to present day in the case of the model of No. 50049 *Defiance* finished in GBRf colours.

THINGS WE LIKE

- Powerful twin motor drive.
- Large digital sound speaker bay.
- 2.4kg of weight for impressive tractive effort.
- Screw terminal DCC interface.
- Working screw link couplings.
- Factory installed bufferbeam detail.
- Fully detailed cab behind clear flush glazing.
- Wealth of small details and components.
- Exceptionally well assembled and finished model.



The review model is finished in early Network SouthEast livery with upswept lining on the cab sides which are well applied and with the correct spacing to the lines.



Heljan has put a nicely subtle interpretation on the angle and rake of the cab windscreens which are fitted with clear flush glazing.



Small details adorn the front of the model, including separate ETH and multiple working equipment. Wire grab rails, working screw link couplings (shackles), air and vacuum brake hoses and other small details add to the model's authenticity. Coupling guards are supplied in the model's detailing pack alongside miniature snow ploughs.

applied to the cab fronts.

Starting with the multiple working jumper cables with their GEC markings and working through to the correctly angled ETH cable and nicely moulded ETH receptacles, front foot steps and ladders and many other small fittings, the Heljan Class 50 is particularly well appointed. Bufferbeams feature air and vacuum hoses alongside sprung buffers with detail on the rear of the buffers themselves.

The roof is fitted with a finely etched fan grille with working cooling fan of the correct shape and the underframe features separate fittings for the battery boxes, air compressors, air tanks and fuel tank. All of the small details are firmly attached and nothing came adrift from the model during its trip to the office in the general post and subsequent handling in the studio.

A pack of detailing parts and some spares is supplied with the model including the NRN roof pods to be applied to the top of the headcode boxes and snow ploughs. Spare ETH jumper cables are included in case one is broken or lost when unclipping them for bodyshell removal.

Flush glazing is fitted to the cab windows alongside very fine twin arm wipers to the windscreens. The glazing is well fitted to the apertures



Cooling fan and roof grille detail at the No.1 end of the model.

and is clear enough to enjoy the beautifully detailed cab interiors which include the cab partitions, rear bulk head detail, driving desk, seats and handbrake wheels.

Bogies, wheels and couplings

Bogies are a work of art with several layers of detail from front to back made possible through the use of several parts including suspension springs, brake rigging and the main bogie frames. Small details are fitted including brake actuation cylinders, foot steps, linkages and the handbrake chains. One does not have to look too closely to see the 'BR Timken' legend applied to the axle box covers and the correctly applied speedometer drive cable. The body sits well on its bogies with the right amount of space between the top of the bogie side frames and the lower edge of the body, creating the feeling of mass and weight of the full size locomotives.

Couplings are sprung screw link shackles which have a working tommy bar and fine screw thread allowing the length of them to be adjusted. They are composed of metal and will be strong enough to cope with a long train. The coupling hooks are also pivoted horizontally in the bufferbeams which is an interesting and thoughtful feature, adding to the authenticity of this area of the model.

There is nothing like a close up examination on a rolling road to see how well a model runs. Every little catch in a mechanism can be detected alongside the slightest wobble in wheels. In the case of the Heljan model, nothing in the way of problems with the drive or wheels was detected. They are fitted to the model in unfinished metallic condition with a slight shine which most modellers will no doubt choose to tone down with a coat of grime. Little side play was observed in the wheels and all six wheels of each bogie sat square on the track.



Bogies are beautifully detailed with handbrake chains, brake actuation cylinders, brake blocks aligned with the wheels and round spring detail.



Exhaust panel detail on the roof of the model which would look better if opened out and made deeper.



Compressor detail applied to the underframe adjacent to the fuel tank.

Two-motor mechanism

Each bogie is fitted with a drive motor and flywheel assembly which drives all six wheels producing a very powerful locomotive. Tractive effort, when linked to its near 2.5kg of weight, is impressive when tested on a draw bar pull rig. It exceeded the maximum possible reading! The typical load of Mk.1 and Mk.2 coaches used on Paddington-Oxford and Waterloo-Exeter runs is unlikely to present the model with any difficulty.

Electrics

Access to the body is via four retaining screws, revealing a circuit board with screw terminals for installing a decoder. The paired motors will draw a lot of current making the choice of decoder important. Select a high powered decoder intended for 'O' gauge such as the recommended ESU LokPilot V5 XL or if interested in digital sound, look at the Loksound V5 XL. A speaker bay suitable for a large speaker or paired sugar cube speakers is incorporated in the underframe.

Current collection is made through all wheels and supplies power to internal lighting including the headcode box marker lights, tail-lights and the head lights. Lighting is subtle and easily adjusted and controlled using functions on the large scale decoders.

Choose a number

Sharp lining and accurate colours are applied to the bodyshell, even though the shade of red is a little dull. Small details are also present including the warning notice applied to the main cooling grilles, electrification warning flashes and the orange square coupling code. NSE legends are accurately positioned for a standard application of this livery and are sharp and well defined with no bleed on to the light NSE blue panel. No fuzziness or bleed was apparent on any lining. A little blue colour was apparent along the bottom edge of the body shell and in



The shape of the headcode box and cab roof dome is well represented on the model. The NRN aerial pods are supplied in the detailing pack for the modeller to apply to the model.

the grilles at the No.2 end. The model is unfinished in that you are left to select a running number and locate etched nameplates too.

The model is a bit of a beast, just like the full-size machines; with the bulk, heft and character to match. Heljan has met the expectations of what is undoubtedly a very discerning group of modellers who follow the Class 50 locomotive very closely. From its well tooled bodyshell to the exquisitely detailed cab fronts, bogies and underframes, the model has presence that demands attention. There is no doubt that there are small details and features that have been missed in this review, the model being so well appointed. Its price tag is remarkable when compared to the cost of kits and professional building services. The production run of each model was limited and certain liveries have, unsurprisingly, sold out. **M**

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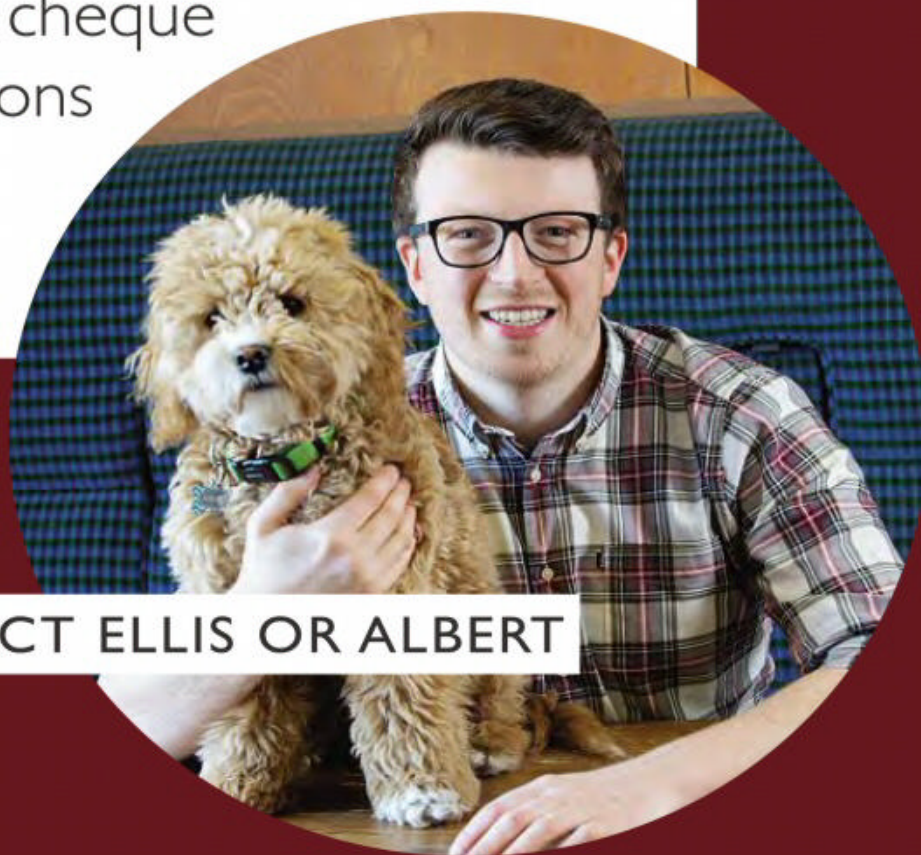
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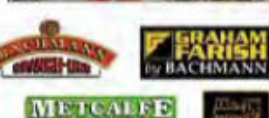
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Heljan Class 03 shunter

A combination of an injection-moulded bodyshell and heavy die-cast metal chassis results in a powerful and highly detailed 'O' gauge model of the BR Class 03 shunting locomotive.

At 185mm in length over the buffers, a Class 03 shunting locomotive makes an excellent entry point to 'O' gauge modelling – inexpensive compared to larger steam and diesel locomotives, the Class 03 is the perfectly sized model for a first 'O' gauge layout where ideas and techniques can be tested to see if large scale modelling suits.

Swindon built a total of 230 during a five-year period from 1957, the review model having a 1958 builder's plate applied to the bonnet. Powered by a 204hp eight-cylinder Gardner diesel engine and mechanical transmission, they were intended for lighter shunting and duties including station pilot work, use at depots and light freight branch trip working where its short wheelbase made it suitable for sharply curved lines.

The same feature saw them deployed in dock complexes where sharp curves and light construction were commonplace, including Kings Lynn and Ipswich. Modernisation of several locomotives took place through the fitting of airbrakes, which saw them equipped with air reservoir tanks, pipework and air brake hoses. Other alterations to the design included a change to the chimney from a conical to 'flower pot' type during construction.

Withdrawals and sales of locomotives to industrial use began in 1968, as shunting requirements evolved on BR, together with the loss of wagon-load freight traffic and the closure of many short freight branches. They survived into the late BR blue era, with a station pilot at Newcastle Central station and cut-down locomotives deployed in South Wales on the Burry Port & Gwendraeth Valley line and on the Isle of Wight.



The rear of the cab with flush glazing detailed with fine wiper blades, illuminated marker lights and bufferbeam fitted with sprung buffers and working screw coupling.

A post privatisation use of the Class 03 involved one of the Isle of Wight locomotives, No. 03179, which was used at Hornsey depot between 1998 and 2008, first by West Anglia Great Northern and then by First Capital Connect. It was sold into preservation to join the 55 surviving locomotives scattered throughout the country on various heritage railways.

Their simplicity and reliability, together with lightweight construction and a short wheelbase made them ideally suited to the preservation scene.

Starting with performance

Shunting engines have particular demands placed upon them on a model

railway. Excellent slow speed running and a high level of controllability are critical if the model is to be a success in shunting operations and it is for that reason that the review of the Heljan Class 03 starts with its running credentials.

The full size Class 03 shunters were restricted to a maximum speed of 28.5mph, which was rarely achieved in yards and light branch lines making control at very slow speed important. The short wheelbase of the model means that the current collection is made with six wheels over a mere 64mm, which is potentially challenging on a layout.

Before the model was operated, it was closely checked to see that all

the wheels were free in the chassis and that the coupling rods were not binding. During this brief check, some of the coupling rod pins, composed of fine hexagonal topped screws, were found to be loose and had to be tightened.

Although less glamorous than the Class 50 locomotive reviewed in this issue of *REM*, the Class 03 was no less rigorously tested for performance utilising a KPF-Zeller rolling road, followed by Peco track formations to assess its performance. Its single motor enclosed in the heavy die-cast chassis driving the rear-most axle of the six-coupled wheels delivered sufficient power and torque for good performance. Two flywheels provide a degree of momentum and smoothing of the model's action. That is not the end of the story: the quality of wheels and coupling rods also has a role to play. Consequently, the running-in period is important for shunting engines to achieve their best performance and the Heljan model benefited from a wheel clean and a short stint running in both directions.

After preparation and the short run-in period, its operation improved dramatically, with the model running well on Peco track in both directions and at minimal speed settings. The coupling rods and cranks showed no sign of binding and the wheels, with their neat spokes and balance weight detail, rotated smoothly over the track with little wobble detected.

More time on the rolling road would further refine the operation beyond what is possible for a review.

Above the running plate

Having looked at its ability to perform, attention turns to how well the model looks, and it is pretty good too. Two



BR No. D.2011 is finished in plain BR green with red bufferbeams and fitted with a conical chimney. The models are designed to be changed with era-specific and locomotive-specific details to suit different eras.



The first of the brand new 'O' gauge Class 03 shunters to arrive from Heljan represents them in early condition BR green and with 'wasp' stripes.



The body shell is composed of two separate assemblies, including the cab and the bonnet.



A view of the footstep, safety screen and the crank located behind the screen, all neatly assembled.

injection moulded plastic assemblies make up the model's superstructure, both of which are very finely detailed. The bonnet and cab slot together on top of a separate running plate moulding and are secured to the chassis with four cross-head screws. Moulded detail is supported with small detailing parts and the result is a nicely proportioned model with a cab clear of any mechanism, allowing it to be equipped with driving controls.

Taking a closer look at the moulded detail, the engine compartment panel lines, cab door lines and rivet detail are all finely moulded with a good level of subtlety. The detail is sharp and with good definition, with particular note made of the bonnet side doors with their ventilation grilles. They are of the correct pattern rather than being represented with simple moulded ribs.

Metal fittings include an excellent etched metal radiator grille in the front of the locomotive and strong wire hand rails along the bonnet top, the end of the cab and adjacent to the cab doors. Brass warning horns with really well defined trumpets are fitted. Plastic fittings include clear flush glazing, foot steps top marker light and a nicely modelled conical chimney. Heljan has designed the model to be adapted with different era-specific details and fittings, including the alternative flower pot chimney.

The running plate is a thin plastic moulding secured to the chassis by the body when screwed in place. The checker plate detail on the top surfaces and sides is as neatly tooled as the detail on the body sections and includes recessed sand box filler lids. It sits hard on the metal part of the running plate, which is integral to the chassis. The details are applied to the



Clear flush glazing is applied to the cab, which allows a good view of the driving desk detail inside.

underside of the chassis plate with the spigots protruding above it causing the thin plastic running plate to be slightly distorted. A few minutes' work with a fine-cut jewellers file soon resolves what is a cosmetic issue.

Electrics

The motor does not draw anything like as much current as those fitted to the Heljan Class 50, making the use of a high-powered decoder unnecessary – a good quality decoder suitable for 'OO' gauge is all that is required. Consequently, a 21-pin DCC interface socket is located on top of the die-cast chassis frame and there is room for one of the smaller sugar cube speakers available from Zimo. Decoders should be at the higher power end for a 21-pin type, ideally with at least 1A continuous rating for the motor output.

Marker lights are fitted to both ends of the model and are linked to the interface socket circuit board with fine wiring including two leads to the cab light. This must be carefully considered when removing the body, because the bonnet and cab sub-assemblies will separate and could lead to the fine cab light wiring becoming disconnected.

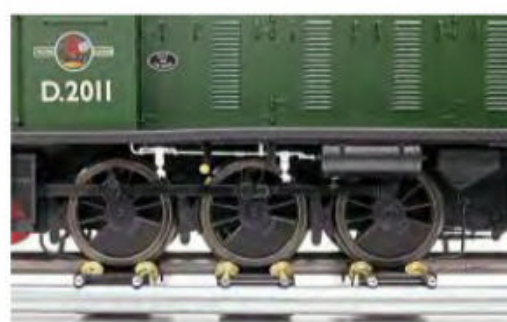
Lighting is subtle, as in the full-size locomotives, with the front running plate mounted lights powered through light guides and remotely located LEDs. A sub-miniature slide switch is hidden under the running plate to control the cab light. DCC-users could consider a stay alive power storage pack to aid performance – there's plenty of room on the floor of the cab to conceal one.

Livery and finish

The colours appear to be accurate, including those used to finish the cab



Testing of the model was undertaken on a KPF-Zeller rolling road on which its ride and performance were closely examined.



The wheels were found to be fully concentric and the action of coupling rods and cranks was found to be smooth after a short period of operation in both directions.

interior and the bufferbeams. The shade of green is rich and sufficiently dark, providing a good base for weathering. A light sheen is the applied finish to the model, allowing some weathering before a coat of matt varnish is applied to give the model a more faded appearance.

All of the fittings applied to the body, including hand rails, the warning horns and marker lights, all have the same good level of finish and colour consistency. Below the running plate, black is applied to the coupling rods, wheels and the frames themselves.

Small details are picked out in appropriate colours, including white to the brake pipework, silver to the cab door handles and brass to the window frames. Printed details, including the Swindon works plate, are neatly applied and opaque, with no body colour showing through.

While the model has a couple of issues from the box, none of them are beyond the skills of 'O' gauge modellers to resolve, including the loose coupling rod pins. Once inspected, fitted with a decoder and run-in for a time on the rolling road, the model performed very well and has sufficient weight to handle at least 10 vans or opens.

As always, the short wheelbase shunting engine may be the starting point for many newcomers to 'O' gauge, so it was important that this model was right from the box. In the main, Heljan has produced a finely detailed and accurately proportioned model of a useful and once-common shunting engine for little more than a digital sound equipped 'OO' gauge steam locomotive. 

 Produced by Heljan A/S
www.heljan.dk

 RRP: £395.00



The mechanism is confined to the front of the locomotive, leaving the cab clear for detailing. A 21-pin DCC interface socket is fitted.

THINGS WE LIKE

- Powerful single motor with brass flywheels.
- Fully detailed cab with driving controls.
- 21-pin DCC interface under the bonnet.
- Working screw link couplings.
- Factory installed bufferbeam detail.
- Illuminated cab and marker lights.
- Well-made wheels and coupling rods.
- Simple access to the interior and cab with screw fixings.



Fine wire hand rails and an etched radiator grille are neatly applied to the injection-moulded plastic bonnet.

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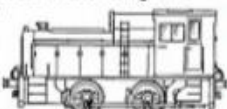
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↓ Accurascale has released its Standard Wagon two-axle PFA container wagon as packs of three for £69.99 with various containers including the original Cawoods scheme and BNFL low level waste containers.



→ The wagon frame is composed of diecast metal and fitted out with a wealth of fine plastic parts for brake equipment and pipework. An adapter frame for conventional containers is supplied with some wagon packs.



↑ BNFL and British Gypsum containers are based on ISO container standards and require a special frame to clear the wheels and top of the axleguards.

↘ The coal containers were designed to fit under colliery coal loading chutes and had recesses in the floor to allow them to clear the wheels and tops of the axle guards of the low floor PFA wagon, maximising the load volume.



↗ The wagons are supplied in packs of three with unique running numbers allowing rakes to be built up quickly. Note the detail on the inside of the coal containers.

Standard Wagon Diagram PF012A PFA wagon

Cawoods Container Services PFA twin-axle container flat wagons and their unique coal containers have challenged modellers since their introduction in 1986, making the brand new '00' gauge model from Accurascale very welcome.

CONSTRUCTED by Standard Wagon in three batches between 1986 and 1988, the 172 Cawoods Container Services (CAWD-prefixed) PFA wagons were an unusual way to containerise export and domestic coal to reduce damage during handling.

The challenge of dealing with colliery loading points designed for open hopper wagons and maximising the available volume in each container led to a low-deck design where the wheels and top of the axleguards protruded above the loading deck matched with dedicated coal containers with special floors with adequate clearance.

The Diagram PF012A twin-axle PFA saw little variation between the three batches but eventually covered a wide variety of routes when used for domestic coal distribution when

operated in block rakes for Cawoods and in smaller numbers for British Fuels Limited and CPL Distribution mixed in 'Enterprise' trains (sometimes with Cawoods yellow containers with Cawoods lettering painted over) making them ideal for modellers with no room for block rakes.

As domestic coal usage dwindled, the wagons were utilised on different freight flows until their acquisition by British Gypsum for block flows of gypsum and DRS/BNFL for low level waste containers and barrier wagons.

PFAs remain in service today with British Gypsum and DRS/BNFL and have worked with a variety of traction including Class 20s, 37s, 47s, 66s and 68s depending on the time frame.

It is an interesting prototype for Accurascale to model given the challenge of introducing weight to the model and correctly replicating the arrangement between the loading deck and the wheels. It has succeeded well, producing a high fidelity model with a range of different containers to match.

There is scope for Accurascale to release further packs of the wagons with full height BNFL low level waste containers, slurry tank containers (the wagons have





↩ The British Fuels version of the coal container which is also available in packs of three wagons with individual running numbers.

➔ The DRSL (BNFL) wagons are supplied in packs of three uniquely numbered wagons and containers. Empty wagons are also used as barrier vehicles in waste trains.

been used on other traffics other than coal and gypsum) and up-to-date gypsum containers too.

Wagon frame

The wagon superstructure is composed of sharp and well-defined diecast metal frames, which immediately add weight to a model with little scope to conceal a separate ballast weight when run without a container load. To this are added a wealth of small fittings for the brake equipment, the eight-shoe clasp brakes, air cylinder, distributor and air tank.

The headstocks are neatly modelled with their covers and the rear of the drawbar for the coupling hooks. Sprung buffers matching the Oleo buffers fitted to the full size wagons are fitted with the correct pattern of buffer shank.

Containers

Three types of container were

tooled for this model, including the original coal container, half-height, low level waste containers and gypsum containers with covers. They are neatly assembled and feature a high level of fine detail, including the corrugations and end tipping door detail of the coal containers, which is present on the inside as well as the exterior.

The British Gypsum container is a model of an earlier type with covers and ribbed sides – some are fitted with logo panels while others are not, depending on the three-wagon pack. One was fitted with the logo upside down, but this is easily remedied.

The BNFL half-height containers are also very well presented models



with sharp detail and accurate features in the top of the container. In all cases, the ISO container lock holes engage positively with the adaptor frame.

To enable the PFAs to carry ISO standard containers, a special adapter frame is loaded on the wagon, which raises the containers clear of the top of the axleguards and wheels. This has been accurately modelled by Accurascale and fits the model perfectly, allowing all manner of 20ft boxes to be loaded as desired. It is supplied with the British Gypsum and DRS/BNFL versions of the wagon.

Wheels and couplings

Metal wheels to RP25-110 with pinpoint axles are fitted to the model, with

↓ British Gypsum containers loaded on PFAs utilising the special adapter frame. The wagons run on metal wheels to RP25-110 standards and are fitted with NEM coupling pockets.

the pinpoints running directly in the rear of the plastic axleguards. They are particularly free-running, to such an extent that they found a slight incline in the photo stage and wanted to roll away off the edge. Wheels are positioned into the wagon frame as per the prototype, with the flange nearly above the level of the loading deck.

NEM coupling pockets with gentle centring springs are applied at the right height to the wagon frame, there being a small recess in the bottom edge of the headstocks to accommodate them.

Instant couplings strong enough for shunting layouts are supplied in the box for display or for operation.

Paint and printed finishes

The overall finish applied to both the wagons and containers is ex-works pristine with a slight shine. The colour shades appear accurate and the markings well printed and, in the main, level. There is no bleed between colours in logos or data panels, the latter being legible. Markings applied to PFA wagons include individual numbers in each box set of three wagons and era-specific panels and data markings, particularly the DRS/BNFL versions of the wagons. They make an impressive release with comprehensive coverage of the PFA's history which will please most modellers.

No article can do justice to the rich history of the PF012A Standard Wagon PFA. Even a cursory glance through any photographic collection will reveal a wide variety of routes, coal container liveries, over-painting and weathering when in domestic coal traffic alone. Accurascale may have just scratched the surface with its excellent new models and modellers can have fun modelling some different loads. **M**

☐ Produced by Accurascale.
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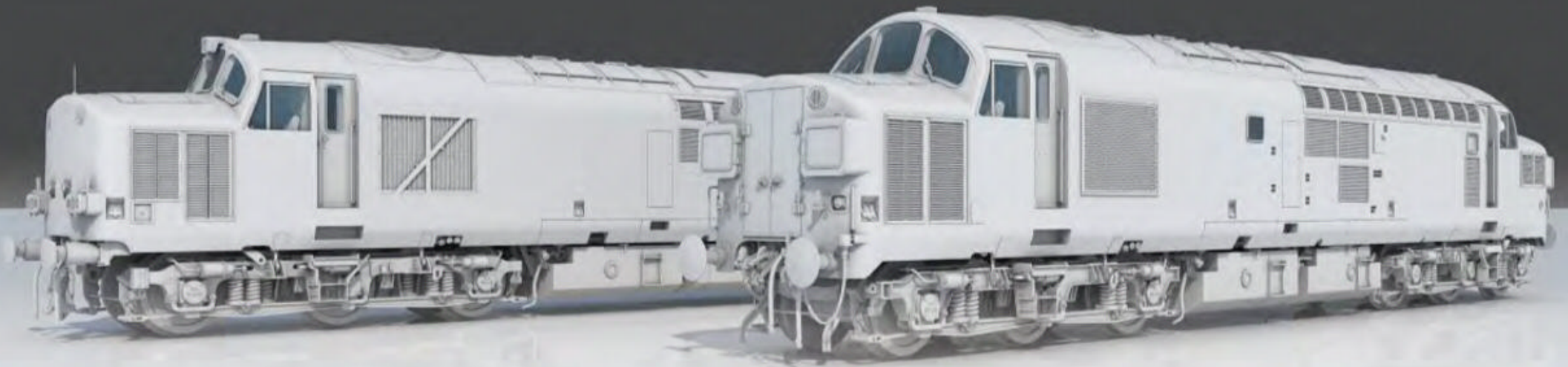
↑ Most of the fine detail applied to the wagon frames is hidden when loaded with containers. However, brake blocks aligned with the wheels, separate pipe runs and the axle guards are all present.

THINGS WE LIKE

- Correct wagon frame design with inset wheels.
- Adaptor frames for conventional containers.
- Interior corrugation in coal containers.
- Neat printing over raised details.
- Accurately modelled brake linkages.
- Very free-rolling metal wheels.
- Diecast wagon frame with low centre of gravity.

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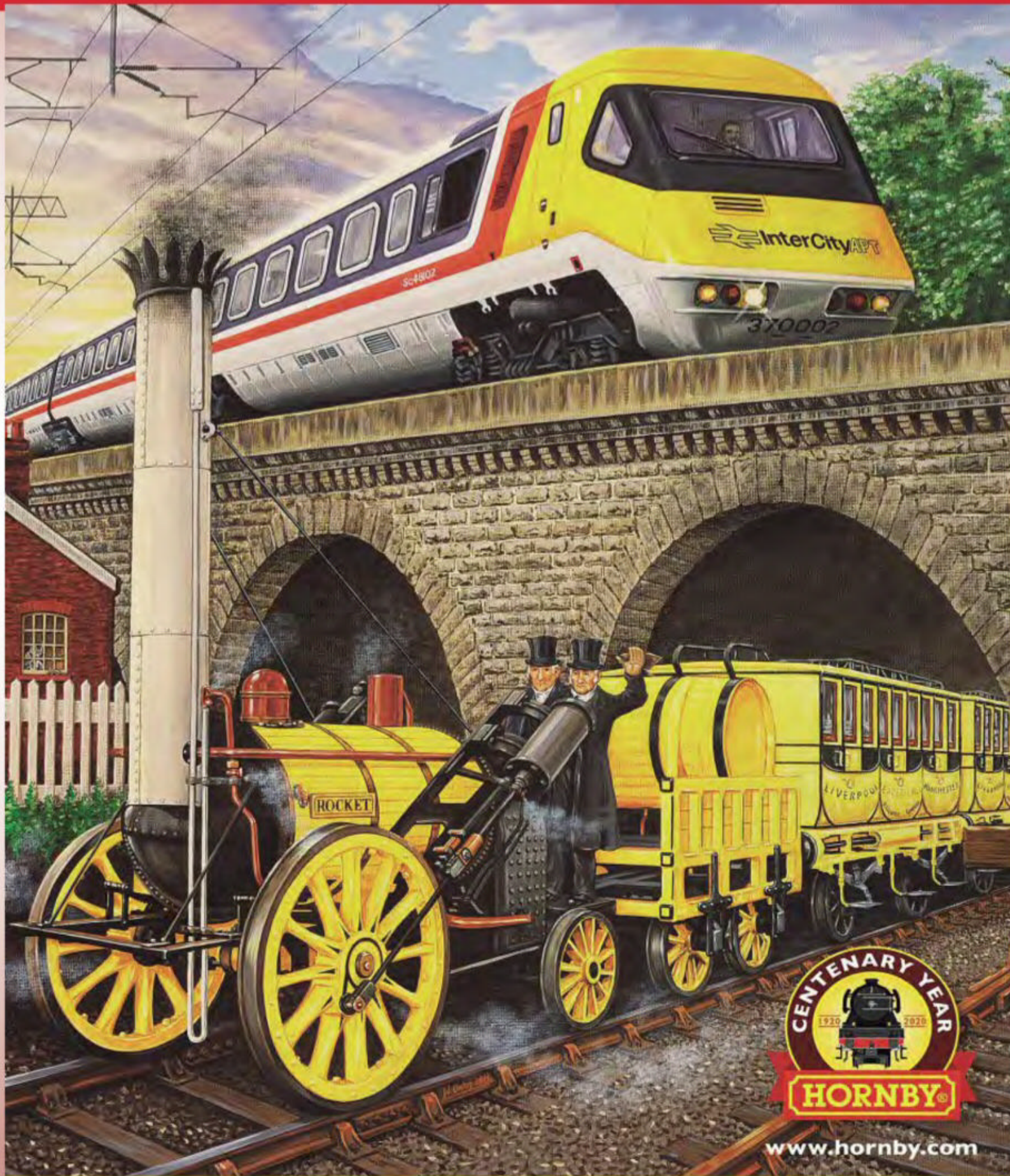
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The Fell – 10100



The Fell – 10100

KR Models proudly announces the launch of the much-anticipated model of the Fell – 10100. This very unusual looking loco was quite the head turner. Plus it's unusual engineering makes it a very sort after model. With 4 Paxman prime mover engines and two AEC auxiliary engines, it had the most complex gear box every engineered. Having been brought into service in 1951 and because of a fire, put out of service 1952.

It will be available in Black and Brunswick green in both OO and N gauges, subject to enough interest. This RTR model will be available in both liveries, and in DCC ready and DCC sound. It will have a 5 pole motor, ESU Loksound V5.0 decoder, sprung buffers, NEM pockets. Prices will be £140 and £245.

Expression of interest now open via the website

www.krmodels.co.uk

Hornby LSWR 'Warner' brake van

A BRAND new model of the 20t/24t 'Warner' LSWR brake van has been released in BR grey with two running numbers in '00' gauge by Hornby, alongside four others in pre-Nationalisation liveries.

Constructed between 1915 and 1921, the 75-strong fleet of brake vans were an improvement over older vans with better access to the cabin, illumination and accommodation.

Called the 'New Vans', they survived Nationalisation, with a couple reaching the mid-1960s, seeing the steam to diesel transition era. Upgrading from 20t to 24t was undertaken to allow use with increasingly heavy freight trains.

Hornby has released three different models including LSWR brown with vermillion ends and white roof, Southern Railway bauxite and two in BR freight grey as No. S55040 (R6915) and No. S55032 (R6915A).

Above the solebar

The finely detailed bodysheet has some fine planking in the sides and ends. The plastic sections are quite thin, yet the overall assembly of the superstructure

is strong with no signs of warping around the verandahs. The end walls of the cabin, together with the duckets, are separate clear plastic mouldings incorporating the cabin window glazing. Four screws hold the body to the chassis which, theoretically, makes removal of the body to see the interior fittings easy to do. Some reports suggest that some gluing has been done which complicates matters a little.

Small details include neatly applied hand and grab rails to the sides and adjacent to the verandah doors. Internal detail is fitted, even though it is difficult to see it through the flush glazing. Fine window bars applied to the inside windows also obscures the view of the interior. An opening cabin door might have been a fine additional touch.

Underframe

The fine appearance of the model is carried through to the underframe which has neatly fitted running boards with thin brackets securing them to the underframe. Axle guard detail is subtle, including axle box covers and spring detail. The plastic tie-bar linking the

THINGS WE LIKE

- Sand box detail added to the verandahs.
- Separate wire hand rails.
- Metal buffer heads.
- Correct pattern of running boards.
- Tooling designed to incorporate era-specific detail.

axle guards is fragile and shows signs of warping upwards – a candidate for the detailing modeller to replace with a strip of brass.

Headstocks are detailed with coupling hooks and the correct pattern of buffer shank which are fitted with unpainted metal buffer heads. Wheels are Hornby's standard three-hole disc type with metal axles which run freely in the axle boxes, but with side play evident in both. NEM coupling pockets are applied to the underframe, but set slightly too low, requiring adjustment to bring them in line with the NEM standard.

Livery

The plain grey finish is very nicely done including plates bearing the legend: Not to work between Tonbridge and West



The LSWR 'Warner' 24t brake van finished in BR freight grey. A small number survived to see the steam to diesel transition era.

St. Leonards via Battle. The duckets were too wide for the restricted clearances in the tunnels of the Hastings line.

The LSWR 'Warner' 20t/24t brake van is the latest in a string of new toolings for such vehicles which has seen high quality models of the NE 'Toad', LMS 20t and GWR AA15 20t brake vans added to the range in recent years. Always a popular subject with modellers, to see fine new toolings for brake vans, including pre-group designs, is encouraging. 

 Produced by Hornby Hobbies Ltd. www.hornby.com

 RRP
£24.99.

EXHIBITION DIARY

February 29/March 1

Lincoln and District Model Railway Club 6th Annual Exhibition.

Lady Eastwood Pavilion, County Showground, Drove Lane, Newark, Nottinghamshire, NG24 2NY.
10.00-17.00 Sat, 10.00-16.30 Sun.
Adult £8, Child £4, Family £20 (2+3).
ladmrc.wixsite.com/ladmrc

Preston Model Railway Exhibition.
Preston and District Model Railway Society.
Sports Hall, Preston College, St Vincent Road, Fulwood, Preston, Lancashire, PR2 8UR.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £8, Child £4, Family £18.00 (2+2).
www.prestonanddistrictmrs.org.uk

March 7/8

Birtley Model Engineers Annual Model Railway Exhibition.
Birtley Community Centre, Ravensworth Road, Birtley, Tyne & Wear DH3 1EN.
10.00-16.00 Sat, 10.00-16.00 Sun.
Adult £5, accompanied child free.
xclent.net/birtleymre

Leamington and Warwick Model Railway Society Annual Exhibition.
Leamington Spa College, Warwick New Road, Leamington Spa, Warwickshire, CV32 5JE.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £8, Child £2, Family £18 (2+2).
www.lwmrs.co.uk

Mansfield Model Railway Exhibition.
Mansfield St Peter Model Railway Group.

St Peter's Church Centre, Church Side, Mansfield, Nottinghamshire, NG18 1AP.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £4, Child £1, Concessions £3.50.
www.mansfieldmodelrailway.co.uk

Rainhill Model Railway Club Model Rail 2020.
Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside, L35 4LU.
10.00-17.00 Sat, 10.00-16.30 Sun.
Adult £5, Child £3, Family £13.00 (2+2).
www.rainhillmrc.org.uk

Romsey and District Railway Modellers Society Annual Exhibition.
Crosfield Hall, Broadwater Road, Romsey, Hampshire, SO51 8GL.
10.30-17.00 Sat, 10.00-16.30 Sun.
Adult £5, Child £2, Family £12.00.
www.rdrms.com/exhibitions.html

March 14

March and District Model Railway Club Annual Exhibition.
Westwood Community Primary School, Maple Grove, March, Cambridgeshire, PE15 8JT.
10.00-16.30 Sat.
Adult £5, Child £2, Family £10.
www.mdmrc.co.uk

Swindon Modrail 2020.
Steam Museum, Firefly Avenue, Kemble Drive, Swindon, Wiltshire, SN2 2EY.
10.00-16.40 Sat.
Adult £5, accompanied child free.
www.swindonmodelrailwayclub.com

March 14/15

Basingstoke Model Rail 2020.
Aldworth Science College, Western Way,

Basingstoke, Hampshire, RG22 6HQ.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £6, child £3, Family £12 (2+3).
www.basingstokemrs.org

East Grinstead Model Railway Exhibition.
Sackville School, Lewes Road, East Grinstead, West Sussex, RH19 3TY.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £5, Concessions £4, Child under 15 free.
www.egmrc.org.uk

Keighley Model Railway Exhibition.
University Academy of Keighley, Greenhead Road, Keighley, West Yorkshire, BD20 6EB.
10.00-16.30 Sat, 10.00-16.30 Sun.
Adult £6, child £3, Family £15.
www.keighley-mrc.org.uk

Macclesfield Model Railway Exhibition.
Macclesfield Model Railway Group.
Tytherington School, Manchester Road, Macclesfield, Cheshire, SK10 2EE.
10.00-17.00 Sat, 10.00-16.30 Sun.
Adults £6, accompanied child free.
www.macclesfieldmrg.org.uk

Nottingham Model Railway Society Spring Show 2020.
Highbank Community Centre, Farnborough Road, Clifton, Nottingham, Nottinghamshire, NG11 9DG.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £4, Child £1.
www.nottingham-modelrailway.org.uk

Perth Green Annual Exhibition.
Perth Green (Jarrow) Model Railway Club.

Primrose Community Association, Lambton Terrace, Jarrow, Tyne and Wear NE32 5QY.
10.30-17.00 Sat, 10.00-16.00 Sun.
Adult £6, Child £3, Family £14.
www.perthgreenmrc.org

Wessex Association of Model Railway Clubs.
Spring Exhibition Wimborne 2020.
Queen Elizabeth School, Blandford Road, Wimborne, Dorset, BH21 4DT.
10.00-16.30 Sat, 10.00-16.00 Sun.
Adult £6, accompanied child free.
wamrc.co.uk

March 21

Abigail 2020 (Abingdon).
Abingdon and District Model Railway Club.
Abingdon and Whitney College, Wootton Road, Abingdon, Oxfordshire, OX14 1GG.
10.00-17.00 Sat.
Adult £8, accompanied child free.
admrc.org.uk/exhibitions/abingdon-exhibition-2020

March 21/22

London Festival of Railway Modelling.
Alexandra Palace, Alexandra Palace Way, London N22 7AY.
10.00-17.00 Sat, 10.30-16.30 Sun.
Adult £12, Child £6.50, Family £39.

March 28/29

Nailsea Model Railway Exhibition 2020.
Nailsea School, Mizzynead Road, Nailsea, North Somerset, BS48 2HJ.
10.00-17.00 Sat, 10.00-16.00 Sun.
Adult £6, Child £2.
www.nailsea-district-mrc.co.uk/events/

OO Gauge (1:76 Scale)

Steam locos



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99
H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue (Hat)£99



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat)£99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat)£99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99)£89



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel)£212
266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker (Hel)£212



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hel)£221



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel) NEW£221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel) NEW£212
266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel)£221



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel)£212



266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker (Hel) NEW£212
1300 Class 1361 0-6-0ST 1361 in GWR photographic grey - Limited edition of 250 (Hel)£135.96



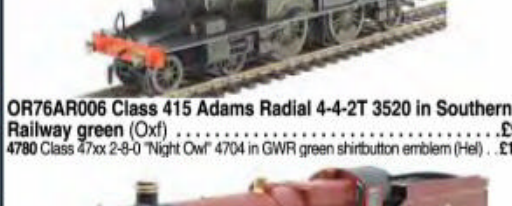
1303 Class 1361 0-6-0ST 1365 in BR black early emblem (Hel)£135.96



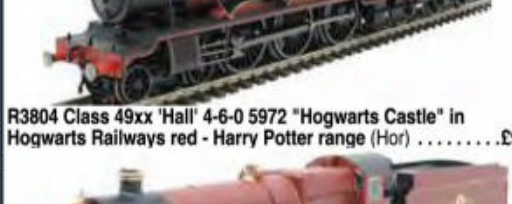
R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor) £63



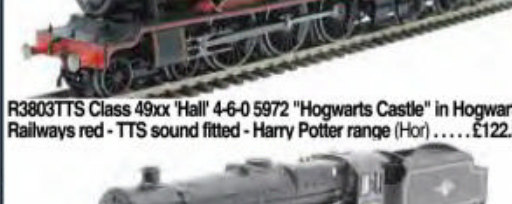
R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Germans' in BR Green early emblem - TTS sound fitted (Hor)£169.50



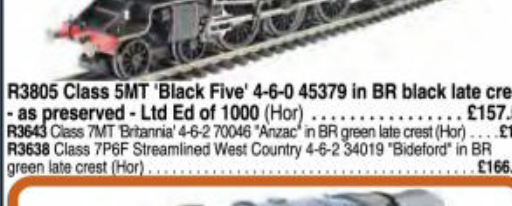
OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf)£94
4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green shiributton emblem (Hel)£154



R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range (Hor)£99



R3803TTS Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - TTS sound fitted - Harry Potter range (Hor)£122.50



R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 (Hor)£157.50
R3643 Class 7MT 'Britannia' 4-6-2 70046 'Anzac' in BR green late crest (Hor)£162
R3638 Class 7P6F Streamlined West Country 4-6-2 34019 'Bideford' in BR green late crest (Hor)£166.50



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (Hor) (RRP £204.99)£144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) (RRP £204.99) BARGAIN£144
R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 'Princess Alexandra' in LMS coronation blue (Hor)£171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (Hor) (RRP £189.99)£139.50
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (Hor) (RRP £189.99)£139.50



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor)£144



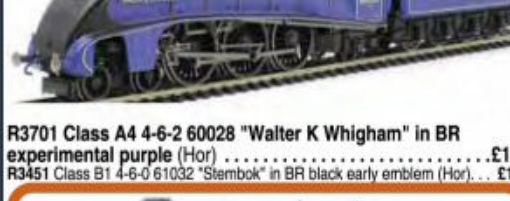
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor)£112.50



R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor)£122.50
R3781 Class A1 Terrier 0-6-0T 5 'Rolvenden' Kent and East Sussex Railway blue (Hor)£81
R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor)£116



R3737 Class A4 4-6-2 60022 'Mallard' in BR blue early emblem (Hor)£162
R3522 Class A4 4-6-2 60026 'Miles Beevor' in BR green early emblem (Hor)£149



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor)£153
R3451 Class B1 4-6-0 61032 'Stembok' in BR black early emblem (Hor)£148



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem (Hor) (RRP £139.99)£99



R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99)£99



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted (Hor) (RRP £194.99) BARGAIN£139.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) BARGAIN£124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99) BARGAIN£124



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf)£98
OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted (Oxf)£187



OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem (Oxf)£98



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf)£98
R3729 Class O1 2-8-0 6359 in LNER black (Hor)£99



R3730 Class O1 2-8-0 63806 in BR black early emblem (Hor) £99



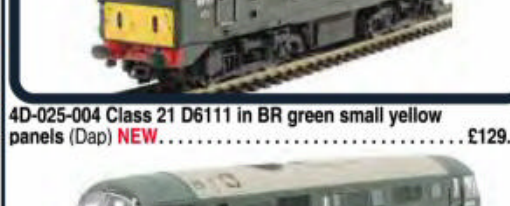
R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor)£99.99
H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat)£474
R3500 The Sir Nigel Gresley Collection (Hor)£474



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel)£118.96



1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel)£118.96
1723 Class 17 'Clayton' D8534 in BR blue (Hel)£118.96
MM0230 Class 201 no 230 'River Bandon' IE original Enterprise (Mur) (RRP £145)£128



4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap) NEW£129.15



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4D-025-002 Class 21 D6120 in BR green (Dap)£129.15

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2718 Class 27 27029 in BR blue Highland Rail emblem (Hel) **NEW** £118.96



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R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) £157.50
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4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap) £129.15



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4D-006-010S Class 73/0 E6004 in BR green grey solebar - DCC sound fitted (Dap) £258
4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers "Dutch" (Dap) (RRP £146.22) **BARGAIN** £91
OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £84



R3707 Ruston 48DS "Queen Anne" in Longmorn Distillery match wagon (Hor) £72



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon (Hor) £72



R3706 Ruston 48DS Army 802 in War Department green match wagon (Hor) £72



GV2020 YEC Janus 0-6-0DE shunter "Richard Borrett" in ICI maroon (Gol) (RRP £99.95) **BARGAIN** £49.50

Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor) £270



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) £135

Electric locos

7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £160
R3740 Class 92 92023 in Caledonian Sleeper (Hor) £76.50

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag (Dap) (RRP £145) **BARGAIN** £79



4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (Dap) (RRP £145) **BARGAIN** £79



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** £79



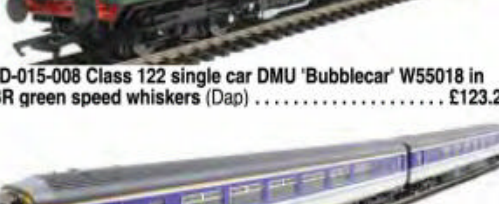
4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



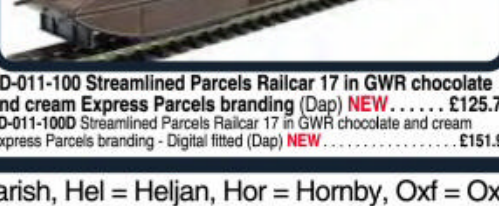
4D-009-009 Class 121 single car DMU 'Bubblecar' 97723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25



R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor) £112.50



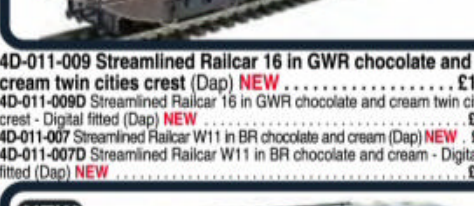
4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding (Dap) **NEW** £125.76
4D-011-101D Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding - Digital fitted (Dap) **NEW** £151.90



4D-011-006 Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem (Dap) **NEW** £125.76
4D-011-006D Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem - Digital fitted (Dap) **NEW** £151.90



4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem (Dap) **NEW** £125.76
4D-011-005D Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem - Digital fitted (Dap) **NEW** £151.90



4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap) **NEW** £125.76
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4D-011-007 Streamlined Railcar W11 in BR chocolate and cream (Dap) **NEW** £125.76
4D-011-007D Streamlined Railcar W11 in BR chocolate and cream - Digital fitted (Dap) **NEW** £151.90

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



R3699 Class 2-HIL 2 car EMU in BR green (Hor) £126



R3700 Class 401 2-BIL 2 car EMU in SR green (Hor) £126

Bi-Modal Multiple Units



R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" (Hor) £243

Track Maintenance vehicles



R6897 76 ton Cowans and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor) £58.50



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

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Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) £157
R1176 Class 373 'Eurostar' starter train set (Hor) £126
R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor) £180
R1215 Hornby Junior starter Train Set - "Express Train" - battery powered (Hor) £25
R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144



R1230 Starter train set - "GWR High Speed Train" (Hor) .. £108



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) £180
R1233 The Coca-Cola Christmas Train Set (Hor) £72
R1243 The Welshman train set GWR King and four Collett coaches - Hornby 'Signature' Collection (Hor) £351

Coaches

R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) £43.50



R4899 Clerestory composite corridor 3229 in GWR chocolate and cream (Hor) £33.50
R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) BARGAIN £10



R4830 Gresley 61' 6" full brake 4234 in LNER teak (Hor) . £49.50
R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) £37
R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) BARGAIN £12
R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



OR763T005B Mk3a TSO second open SC12014 and SC12030 in ScotRail - twin pack (Oxf) NEW £62
R4666B Mk4 TSO second open 12425 East Coast (Hor) (RRP £28.49) BARGAIN £14

Wagons



K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) £99.99
37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £18
37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac) £45.95



R6909 ex-LMS D2068 20 ton brake van M731456 in BR bauxite (Hor) £21
R6909A ex-LMS D2068 20 ton brake van M731792 in BR bauxite (Hor) £21
R6918 ex-LNER CCT E1251E in BR blue (Hor) £20
R6913A ex-LSWR 24 ton brake van 55009 in SR brown red ends (Hor) £22.50
R6913 ex-LSWR 24 ton brake van 55062 in SR brown red ends (Hor) £22.50
R6915A ex-LSWR 24 ton brake van 555032 in BR grey (Hor) £22.50

UK P&P £4 per order

(free for orders over £175)

£2.75 per single diecast item

£7 guaranteed Next Day delivery

(Orders before 2pm)



R6915 ex-LSWR 24 ton brake van S55040 in BR grey (Hor) .. £22.50
4F-053-003 IKA 'Megafret' twin container wagon 3368 490 9 460-0 in blue - weathered (Dap) £48.88
R6927 KFA Intermodal wagon in Touax Maritime and Hyundai containers (Hor) £36
R6907 LMS D1919 20 ton brake van 730176 in LMS grey (Hor) £21
R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends (Hor) £22.50



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126
4F-027-013 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5 (Dap) NEW £27.16



R6933 Tank Wagon in Coca-Cola® (Hor) £11.69

Digital controllers



R8213 DCC Select unit (boxed) (Hor) £98



36-504 EZ Command Dynamis Ultima DCC system (Bac) .. £280

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35) BARGAIN £3

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £1.60



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

Buildings - railways

LK-20X Double length overall arched station roof (Pec) £22.50
R8009 Station terminus building pack (Hor) £42.50

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210



R083 Pack of 6 Buffer Stop (Hor) £10
R083 Single (Hor) £2
R460 Straight Platform (Hor) £3.50

Signals

4L-002-001 Signal - Motorised, LMS home (OO/SGN3) (Dap) £26

People - civil



36-407 1950s train crew - pack of six (Bac) £8.50

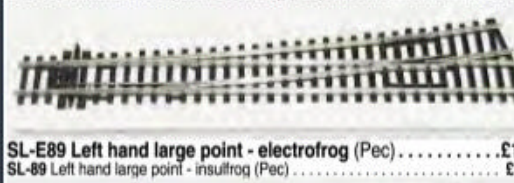
Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3



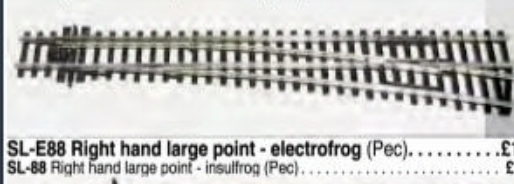
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-E98 Large Y point - electrofrog (Pec) £11.50
SL-98 Large Y point - insulfrog (Pec) £11.50
SL-E87 Left hand curved point - electrofrog (Pec) £12.50



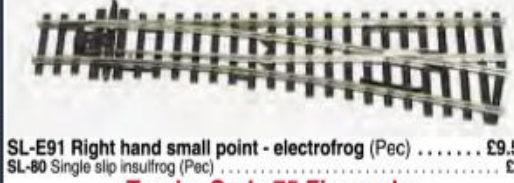
SL-E89 Left hand large point - electrofrog (Pec) £12
SL-E89 Left hand large point - insulfrog (Pec) £12



SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-E86 Right hand curved point - insulfrog (Pec) £12.50



SL-E88 Right hand large point - electrofrog (Pec) £12
SL-E88 Right hand large point - insulfrog (Pec) £12



SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-E80 Single slip insulfrog (Pec) £32

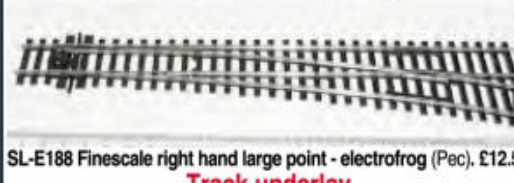
Track - Code 75 Finescale



SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £98
SL-108F Single (Pec) £4
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30
SL-102F Pack of 25 (Pec) £79



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50
SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Settrack and Streamline 5m long (16' 4") (Pec) £10

Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition (Hor) NEW £9.50

Buses

UK6515 ADL Enviro400 MMC - "Metrolink" (Nor) £51



UK6512 ADL Enviro400 MMC - "Southern Vectis" (Nor) NEW £51



UK6513 ADL Enviro400 MMC - "Stagecoach South" (Nor) £51
76DC003 Duple Commander II Neath & Cardiff (Oxf) NEW £17
76WFL003 Weymann Fanfare (Leyland) Southdown (Oxf) £16

Cars



76CP001 Ford Capri Mk1 Maize Yellow (Oxf) NEW £5.50

Commercial vehicles



76SCA05LL Scania Topline Nootboom Low Loader Smiths - Bridgend (Oxf) NEW £20.50



76VOL08REC Volvo FH Boniface Recovery Truck Manchetts (Oxf) NEW £20.50

Military ground vehicles

76LRCA003 Land Rover FC Ambulance 24 Field Ambulance, Bosnia (Oxf) NEW £9.50

N Gauge

Steam locos



2S-009-007 Class 2884 2-8-0 3822 in BR black late crest (Dap) £124
2S-010-007D Class 49xx 'Hall' 4-6-0 4970 'Skatty Hall' in GWR green Great Western lettering - Digital fitted (Dap) £149.88



2S-007-016 Class 57xx Pannier 0-6-0PT 8767 in BR green British Railways lettering & later cab (Dap) £74
2S-007-011 Class 57xx pannier 0-6-0T 6746 GWR green shirbutton emblem (Dap) £74
2S-008-009 Class A4 4-6-2 4490 'Empire of India' LNER garter blue valances (Dap) £124
2S-008-006D Class A4 steam loco 60029 'Woodcock' in BR green late crest. DCC Fitted (Dap) £149.88

Diesel locos

2D-012-008D Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap) £151.39
2D-002-003 Class 50 50037 'Illustrious' in original Network SouthEast (Dap) £123.21



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue (Dap) £123.21
2D-004-001D Class 56 56019 in Railfreight red stripe. DCC Fitted (Dap) £140.11
2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted (Dap) NEW £220.15
2D-010-010 Class 67 67021 Belmond British Pullman umber and cream (Dap) £108.76



2D-010-009 Class 67 67027 'Charlotte' in Colas Rail Freight (Dap) £108.76
2D-022-009D Class 68 68019 'Brutus' TransPennine Express - Digital fitted (Dap) £145.35

DMUs

2D-009-003 Class 121 'Bubble Car' DMU W55033 BR green speed whiskers (Dap) £114



ND116E Class 142 'Pacer' 2 car DMU 142021 in Tyne and Wear PTE (Dap) £115.18
2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

Wagons

2F-022-006 Cargowagon bogie ferry wagon 33 80 279 7543-6 in grey and blue yellow stripe (Dap) £19

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

Track - Code 80 Settrack

ST-12 No.1 radius double curve (Pec) £1.70

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64
SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £64
SL-E389 Left hand large point electrofrog (Pec) £10.50
SL-E396 Left hand medium point electrofrog (Pec) £9.50
SL-396 Left hand medium point insulfrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

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O Gauge (1:43 Scale)

Steam locos



4311 Class 43xx Mogul 2-6-0 4358 in BR lined green early emblem (Hel) £662.15
7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR green (Dap) £191.25
7S-010-013S Class A1 'Terrier' 0-6-0T 751 SECR green - DCC sound fitted (Dap) £340
7S-010-015S Class A1X 'Terrier' 0-6-0T in plain black - DCC sound fitted (Dap) £340



H7-A3-003 Class A3 4-6-2 2745 'Captain Cuttle' in LNER black unstreamlined non-corridor tender (Hel) £750



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) £750
H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) £750
H7-A3-005 Class A3 4-6-2 60035 'Windor Lad' in BR green early emblem and unstreamlined non-corridor tender (Hel) £750



H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue unstreamlined non-corridor tender (Hel) £750



H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) £750
7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black (Dap) £148.75



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) £148.75

Diesel locos



2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) NEW £335.75



2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel) NEW £335.75



2052 Class 03 shunter in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (Hel) NEW £335.75



2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered (Hel) NEW £335.75



3740 Class 37/4 in BR green - unnumbered (Hel) £509.15
4205 Class 42 Warship 829 'Maggie' in BR blue (Hel) (RRP £899) BARGAIN £495



2590 Class 05 shunter in BR green no yellow ends (Hel) (RRP £395) BARGAIN £295



7D-008-017 Class 08 shunter 08709 in EWS red and gold (Dap) £191.25



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25
7D-008-015 Class 08 shunter 08740 in Railfreight Triple grey (Dap) £191.25
7D-008-009 Class 08 shunter D3002 BR green late crest and wasp stripes (Dap) £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN £395
2015 Class 20 Railfreight Red Stripe headcode boxes (Hel) (RRP £599) BARGAIN £427



2558 Class 25/3 in BR blue - unnumbered (Hel) £446.25
2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25

NEW



3400 Class 33/0 33012 in BR blue - weathered (Hel) NEW £466.65
3402 Class 33/0 33030 in EWS red and gold (Hel) NEW £466.65

NEW



3403 Class 33/0 33035 'Spitfire' in Network SouthEast blue (Hel) NEW £466.65

NEW



3393 Class 33/0 in BR green no yellow ends - unnumbered (Hel) NEW £466.65
3394 Class 33/0 in BR green small yellow panels - unnumbered (Hel) NEW £466.65

NEW



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel) NEW £466.65



4024 Class 50 50007 'Sir Edward Elgar' in GWR green (Hel) £594.15



4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) £594.15



4020 Class 50 in BR blue - unnumbered (Hel) £594.15



4022 Class 50 in original Network Southeast - unnumbered (Hel) £594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel) £594.15
5285 Class 52 D1035 'Western Yeoman' in BR green small yellow panels (Hel) £509.15
5287 Class 52 D1039 'Western King' in BR maroon full yellow ends (Hel) £509.15



5290 Class 52 D1043 'Western Duke' in BR chromatic blue small yellow panels (Hel) (RRP £599) BARGAIN £470



5506 Class 55 'Deltic' D9001 'St Paddy' in BR green full yellow ends - weathered (Hel) £509.15

Coaches



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) £170



7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream (Dap) £170

Wagons



7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle (Dap) £46.71
7F-048-002 HAA MGR coal hopper 355203 in Railfreight red cradle (Dap) (RRP £56.95) BARGAIN £46.71
H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 War Department (GWR) (Hel) £85

Signals

7L-001-001 Signal - motorised, GWR home - square post (Dap) £47.56
7L-002-001 Signal - motorised, LMS home - wooden arm (Dap) NEW £47.56

Buses

43WFL001 Weymann Fanfare Southdown Motor Services (Oxf) £37.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £86
Q Quadruple 4 circuit power controller (Gau) £149

Analogue point control



PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £61
PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51
DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £79
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16
DCR-8PIN-HarnessMini Box of 5 (Hat) £72
DCR-8PIN-HarnessMini Box of 10 (Hat) £128

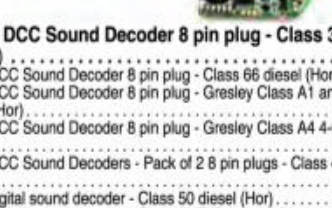


DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Harness Single (Hat) £15
DCR-8PIN-Harness Box of 5 (Hat) £68
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
R8249 Box of 6 (Hor) £92
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £84
R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36



Diesel Class 37

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36
R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) £38
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) £36
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) £36
R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £59.50
R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38
R7143 TTS digital sound decoder - Class 7MT 'Britannia' (Hor) £38



Steam Class J36

0-6-0
R7239 TTS digital sound decoder - Class J36 steam loco (Hor) £38



Digital control accessory decoders
DCD-AD8FX COBALT 8 output Accessory Decoder for Cobalt or other motor-drive point motors (DCC) £43
36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35) BARGAIN £24.50



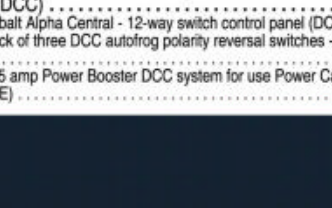
Digital controllers
DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £279
DCC49 Prodigy 8 Amp booster unit (Gau) £169
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £124



DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £159.50
DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) £224



Digital control accessories
DCD-PWRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC) £129



DCD-PWRAUX AEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller (DCC) £214
DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111
BPDC280 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14.50
524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177



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TfL's financial pressures mount up

A lower than expected growth in passenger numbers, combined with ongoing delays to Crossrail, means TfL's budget is being stretched.

TRANSPORT for London briefing papers published in January revealed that passenger growth is slowing on the London Underground network. Passenger numbers during the second and third quarters of 2019 grew by 2.2% and 1.6% respectively.

The numbers are significant because TfL is relying on growth to help balance its financial challenges. As a result, LU's operational income was £10 million below target – although it was still £78 million up over the previous year. In comparison, bus passenger numbers have fallen by 1.6% since 2018.

LU has also reduced its operating costs by £31 million to £1.35 billion,

which is £8 million above target – and while capital expenditure is up by £46 million, this is still £16 million under target.

Completed LU projects include: a £26 million mid-life refurbishment of the Jubilee Line's 1996 Stock fleet and work at Upminster Depot for a more frequent District Line service. Ongoing projects include: the Northern Line extension to Battersea Power Station, which has now reached the fitting out stage; modernisation of the Sub-Surface Railway (SSR); and station upgrades at Bank, Marble Arch, Victoria and Finsbury Park.

LU admits, however, that improving station accessibility for disabled

passengers is behind schedule, and rollout of the SSR's new signalling system is running more than 90 days late.

CROSSRAIL NOT HELPING

TfL indicated that Crossrail has required an additional £400-£650 million of capital funding, not to mention the estimated loss of £500-£750 million of income during the current year. When added to last year's estimated income loss of £600 million, and Crossrail still unlikely to be fully operational until mid-2022, then there is danger of a sizeable hole appearing in TfL's pledge to have a financial surplus by 2022/23.

Now operating without any central government grant, TfL's overall income was £5 billion, 58% of which came from London Underground. Meanwhile costs totalled £9.9 billion, with the difference made up by £2.2 billion

from City Hall, Crossrail funding, and additional borrowing.

TfL reports it intends to spread the shortfall in income across the next four financial years, with further savings made and encouraging more people to use public transport.

Investment in station refurbishments, such as the ongoing expansion at Bank, are much overdue, with Holborn being next in line during the mid-2020s.

Future projects include the southern Bakerloo Line extension to Lewisham and potentially onwards to Hayes and Beckenham Junction. With the most recent public consultation closing on December 22, 2019, TfL will be responding during 2020. If supported, powers will be sought to construct the extension in 2023 for an estimated opening date in the mid-2030s. **B**



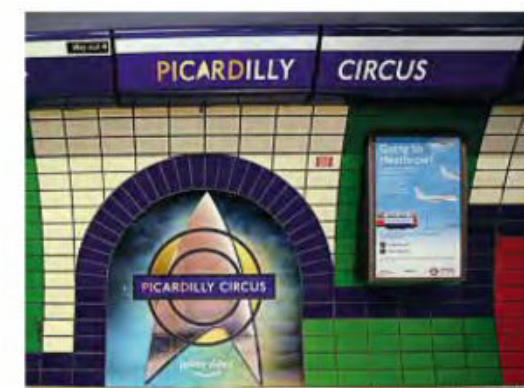
HERITAGE FAREWELL: The London Transport Museum's preserved 1938 Stock Nos. 10012 and 11012 pass through Cannon Street station on January 23, while working from West Ham Siding to Northfields Depot with a round trip from Embankment conveying LTM patrons. This was the last scheduled use of a heritage train around the bottom half of the Circle Line due to the imminent activation of the new signalling system, which is incompatible with heritage trains. Alex Thorkildsen

PICARDILLY Circus station opens... for 48 hours

PICCADILLY Circus station was renamed Picardilly Circus for two days in January, as part of a marketing effort for the release of the first episode of 'Picard', a TV series released on Amazon Prime.

Served by both the Bakerloo and Piccadilly Lines, the Grade II listed station was renamed for January 15/16.

Themed signage and branding was strategically located around the station, typically on the platforms and ticket hall, which were matched with suitable tannoy announcements.



The adapted roundel at Piccadilly Circus station on January 15/16. TfL

LIGHT RAIL ROUND-UP

MANCHESTER Metrolink's Trafford Park extension is expected to open around April this year, some six months earlier than planned. The announcement followed the start of daytime testing along the full route to the west of the city in December. The £350 million project to build the 3.5-mile line began in January 2017. It runs from the existing Pomona stop, on the Media City/Eccles route, to Trafford Centre with five new intermediate stops at Wharfside, Imperial War Museum, Village, Parkway and EventCity. This

brings the number of stops on the Metrolink network to 99. The line has been designed with a possible future extension to Port Salford in mind.

Meanwhile, the Mayor of Greater Manchester Andy Burnham is calling on the Government to help fast-track an extension of the Metrolink network to Stockport. This would run from the existing terminus at East Didsbury along the trackbed of the former Midland Railway route to a new transport interchange in Stockport. The estimated cost is between £500

million and £1 billion, but the mayor hopes to see work begin by 2025.

The first tracks have been laid at the **Tyne & Wear Metro's** temporary depot at Howdon, North Tyneside. The facility will be used while the system's main Gosforth depot is being upgraded for the new fleet of trains, the winning bidder for which was announced in January as Swiss firm Stadler. The temporary depot should be ready for use by this summer and should then remain operational until 2024. It will be used for the cleaning and preparation of

up to 10 Metro trains at a time.

Renfrewshire and Glasgow City councils are again seeking to build a rail-based link between **Glasgow Airport** and Paisley Gilmour Street railway station. Schemes have come and gone in the past, but the idea now is for a tram link as the first stage of a wider Glasgow area metro system. While funding is said to be available, both councils need the support of their respective members before work can begin, and so a feasibility report is being prepared for approval.

GBRf announces four-day marathon tour

Late-summer should see another multi-loco jaunt around the country in aid of a good cause.

GB Railfreight's charity tours staff are once again embarking on a four-day escapade around the country, featuring many varied locomotives. This will be the third such ambitious and much-applauded charity tour that GBRf has sanctioned and operated.

So far, only the dates can be given – Thursday September 24 to Sunday September 27 – although the

train's title will be 'This Time it's Personal' and profits will go to support Prostate Cancer UK.

The tour includes an overnight trip on the Friday. Traction is being lined up, but no details are being released just yet. The team wants to trickle out a few teasers in February before a full itinerary is published in March. Bookings will then open in April.

The last similar event took place in 2018 when the four-day 'Out of the Ordinary' tour included some innovative and 'first time' appearances, such as a Class 87 at Paddington. With the expanding 25kV system, 'new' machines in the private sector, and the new colour schemes that have appeared in the last two years, you will be guaranteed more than one 'first'. 



One of the highlights of GBRf's last four-day tour in 2018 was the first, and so far only, appearance of a Class 87 at Paddington – No. 87002 working the train in from Didcot on September 20. The company will tease out details of this year's trip over the coming weeks. Jamie Squibbs

Last respects to Aberthaw

A RARE and final chance to circumnavigate the rail complex at Aberthaw Power Station in South Wales is afforded by UK Railtours on March 28 with its 'The Aberthaw Farewell'.

The power station ceased generating on December 19, 2019 and is now being decommissioned. It closes completely three days after this tour takes place, leaving just four coal-fired power stations remaining in Britain – Ratcliffe (Nottinghamshire), Drax (North Yorkshire), West Burton (Lincolnshire) and Fiddlers Ferry (Cheshire).

Running from London Victoria, the charter heads through Kensington Olympia, Slough and westwards on the Great Western Main Line to Bristol, Cardiff and Bridgend. Here, the train reverses onto the Vale of Glamorgan line on which Aberthaw is sited at the end of a short branch. After visiting the doomed power station, the tour calls at Cardiff for a break before returning to London Victoria.

KING COAL NO MORE

There were two power stations at Aberthaw, 'A' and 'B'. The former closed in 1995, whilst the current one was due to operate until 2021, but German owned RWE brought the closure forward. Only 2% of the UK's current generation now is typically supplied by coal.

Aberthaw used to burn between 5000 and 6000 tons per day. It was an integral part of South Wales' rail history that so much tonnage was brought in, the majority from the numerous mines in the Valleys. Much of this came from Tower colliery – this shut in January 2008, although a drift mine was opened on the site of the washery. Imported coal was also brought to Aberthaw.

Readers will recall the huge fleet of Class 37s based at Cardiff Canton from new to work the extensive coal traffic. DB Cargo has been the final haulier of coal to the last coal-fired power station in South Wales.



REDDISH RAILTOUR: A UK Railtour's trip from Euston to York on January 25 was routed via Northampton, Nuneaton and Stockport before taking the line to Stalybridge to cross the Pennines. Called 'The Robert Burns', the trip was 'top and tailed' by Nos. 67013 and 67002, and is pictured passing the station at Reddish South, which is famously only used by the weekly Stalybridge-Stockport 'Parliamentary' service.

Greg Mape



'CHOPPERS' BOW OUT: Type 1s Nos. 20302+20305 storm past Freightliner's Midland Road depot, South Leeds, on January 18 at the head of Pathfinder's 'DRS Class 20 Farewell'. The tour started at Bristol behind Nos. 57002+57003, with the '20s' taking over at York for a run to Leeds via Harrogate then later on to Derby and Crewe, where they were relieved by No. 68009. The future for the DRS 'Choppers' is now uncertain, although there is a possibility of further use shunting at Garston, Merseyside (see also Headline News and page 29). Duncan McEvoy

FORTHCOMING TOURS FOR MARCH

Date	Tour Name	From-To	Motive Power	Promoter
1	Afternoon Tea	London Victoria-Surrey circular	Class 67x2	BBP
6	Golden Age of Travel	London Victoria-Kent circular	Class 67x2	BBP
7	Fenny Crompton	Lancaster-London Paddington (one way positional move)	WCRC 33 & 47	BLS
7	Hacienda	Swindon-Stafford-Manchester freight lines	DBC 66 & Freightliner 66	PT
7	Yorkshireman	Ealing Broadway-York	Steam 60009 & 46233	RTC
7	White Rose	Shrewsbury-York	Steam 70000	ST
8	Devonian Crompton	London Victoria-Coleford Jn-London Waterloo	WCRC 33 and 33012	BLS
9	Park Royal Parkinson	London Paddington-Lancaster (one way positioning move)	WCRC 33 & 47	BLS
11	Historic Bath	London Victoria-Bath	Class 67x2	BBP
11	Salopian Express	Barrow-Shrewsbury	WCRC diesel tba & WCRC Steam tba	WCRC
12	London & Surrey Hills to Bath	Clapham Jn-Bath	Steam 61306	SD
13	Little North Western Grid	Carnforth-Doncaster (one way positioning move)	Colas 56 and WCRC 47	BLS
13	Cheltenham Gold Cup	London Paddington-Evesham & Glos Works-Railway	WCRC 47/57x2	NB
14	Power of Aire	Doncaster-Ferrybridge-Pontefract-Drax-Doncaster	Colas 70, WCRC 47 and Colas 56	BLS
14	Spirit of Travel Lunch	London Victoria-Surrey circular	WCRC 47/57x2	NB
14	Cumbrian Coast Express	London Euston-Carlisle	Class 86 86259 & WCRC Steam tba	RTC
14	Settle & Carlisle luncheon Circular	Crewe-S&C circular	LSL 47x2	SR
14	Liverpool Pullman	Cleethorpes-Liverpool	WCRC 47/57x2	WCRC
15	Eric & Ernie	Doncaster-Carnforth (one way positioning move)	Colas 56 & WCRC 47	BLS
18	Highclere Castle	London Victoria-Didcot	Class 67x2	BBP
20	Murder Mystery Lunch	London Victoria-Surrey circular	Class 67x2	BBP
20	Mother's Day Lunch	York-Darlington-Durham-Newcastle circular	WCRC 47/57x2	NB
21	Mother's Day Brunch	London Victoria-Surrey Circular	Class 67x2	BBP
21	Mother's Day Afternoon Tea	London Victoria-Surrey Circular	Class 67x2	BBP
21	Mother's Day Lunch	Edinburgh-Glasgow circular	WCRC 47/57x2	NB
21	Blue Boys Merry mixer	Eastleigh-Birmingham-Midlands freight lines	DRS 68, 37x2, 66, 57/0x2, 88	PT
21	Cheshireman	London Euston-Chester	Steam 46233	RTC
21	Edinburgh Flyer	York-Edinburgh	Steam 60163	RTC
21	Pennine Peaks & Valleys Explorer	Crewe-Liverpool-Carnforth-Settle Jn-Backburn-Crewe	LSL 47 & LSL Steam tba	ST
21	Cotswold Lion	Peterborough-Evesham	DBC 67	UKR
21	Portsmouth Harbour Statesman	Crewe-Portsmouth	LSL 47x2	SR
22	Mother's Day to Winchester	London Paddington-Winchester	Steam 61306	SD
22	Hampshire & Sussex Coast Tour	Winchester-Littlehampton	Steam 61306 & WCRC diesel tba	SD
25	Salopian Express	Dumfries-Shrewsbury	WCRC diesel tba & WCRC Steam tba	WCRC
27	Golden Age of Travel by Steam	London Victoria-Surrey circular	Steam 35028	BBP
27	Murder Mystery Lunch	Coventry-Birmingham circular	WCRC 47/57x2	NB
27-29	West Highland Statesman	Milton Keynes-Fortwilliam & Mallaig	LSL 47x2	SR
28	Spirit of Travel Lunch	Crewe-Chester-Liverpool circular	WCRC 47/57x2	NB
28	Wensleydale Railway	Carnforth-Redmire	WCRC Steam tba & WCRC diesel tba	RTC
28	Winter Cumbrian Mountain Express	London Euston-Carlisle	Class 86 86259 & WCRC Steam tba	RTC
28	Aberthaw Farewell	London Victoria-Bridgend-Aberthaw Power Station loop	DBC 66x2	UKR
29	Classic Afternoon Tea	Preston-Bolton-Manchester circular	WCRC 47/57x2	NB

Promoter Codes:

BBP – British Belmond Pullman, BLS – Branch Line Society, NB – Northern Belle, PT – Pathfinder Tours, RTC – Railway Touring Club, SD – Steam Dreams, ST – Saphos Trains, UKR – UK Railtours, WCRC – West Coast Railway Company.

More '142s' enter preservation

Redundant 'Pacers' are snapped up by preservation groups.

THE new year saw further sales of Class 142s by Angel Trains to various individuals and preservation groups. At least nine former Northern sets now look likely to be preserved.

After the move of Nos. 142029 to the Chasewater Railway (see last issue), the line took delivery of its second set No. 142030 from Worksop in early January. Like No. 142029, it will regain one of the early colour schemes applied to the 'Pacer' fleet, in this case Regional Railways colours. Later in the month the railway took delivery of a third set, No. 142027, for use as a spares donor. This is being stripped of components that should ensure the long-term operation of the line's other two units.

PRESERVED CLASS 14X UNITS

Number	Current location/destination
140001	Keith & Dufftown Railway
141108	Colne Valley Railway
141113	Midland Railway – Butterley
142001	Locomotion, Shildon
142017	East Kent Railway
142019	Whitrope Heritage Centre
142020	Whitrope Heritage Centre
142029	Chasewater Railway
142030	Chasewater Railway
142036*	East Kent Railway
142084	Rushden Transport Museum
142091	Rushden Transport Museum
143603*	Swindon & Cricklade Railway
144003*	GCR(N), Ruddington
144004*	Aln Valley Railway

Units marked * are still on lease/in service with Northern/GWR



No. 142030 is the second 'Pacer' to arrive at the Chasewater Railway, where it is seen undergoing test runs in the yard at Brownhills West on January 12. This set is one that retains the original bus-style seats. Alistair Grieve

Rushden Transport Museum (Northamptonshire) is the new home for Nos. 142084/091, and the pair were due to arrive from Worksop at the end of January. Trains have not been operating at the site since early 2018, and the 'Pacers' are to be used to relaunch the railway.

Two units are also due to head to the Scottish Borders, with a pair of former 'Skippers' Nos. 142019/020 being bound for the Waverley Route Heritage Association's Whitrope Heritage Centre. The pair, which were based at Heaton from 1988 until their withdrawal at the end of last year, join prototype railbus No. RB004 at

Whitrope, which carries the brown and cream 'Skipper' colour scheme.

The East Kent Railway is expecting to receive two units. As well as No. 142036 (mentioned in the last issue), which is still in service with Northern, No. 142017 has been privately purchased and is being moved to the line from Worksop.

COMPETITION WINNERS

The winners of the Department for Transport's 'Pacer' give-away competition for community groups and charities were revealed during January. A total of 17 entries were received and the three winners, who will all receive a Class 144 car, are as follows:

Platform 1 at Huddersfield station: This men's mental health charity will convert the vehicle into a training carriage and kitchen. Platform 1 is already home to a Mk.1 TSO, No. 4325, which has been present since 1984.

Airedale NHS Trust, Steeton: The vehicle will be located at Airedale General Hospital and will be converted into a mixed-use, non-clinical space to improve the experience of patients using the hospital.

Fagley Primary School, Bradford: This vehicle is to be converted into a science laboratory for students. It will also benefit the wider community, who will have access for talks and events. 



'GENERATOR' STANDS IN FOR 'GRID': The Class 56 Group's 'Grid' No. 56006 was due to be in action at the East Lancashire Railway on January 20, but it was failed with an electrical fault and so was replaced by second-built 'Generator' Class 47 No. D1501 (47402). The green Type 4 is pictured accelerating away from a stop at Irwell Vale, heading from Rawtenstall to Heywood. Martyn Tattam

Great Rocks to go main line

D05 Preservation's No. 37688 *Great Rocks* is to leave the Severn Valley Railway, where it has been based since early 2018, and will return to the main line as part of the Locomotive Services fleet.

A long-term lease has been agreed between the loco's owners and the expanding charter train operator, and the '37' is to be moved to Crewe Diesel Depot for remedial work to prepare it for its new duties.

No. 37688 last ran on Network Rail tracks in 2017 when it was part of the DRS fleet. It entered preservation in full working order and, after a spell at the Mid-Norfolk Railway, moved to the SVR where it regained Railfreight Construction colours, as carried in the late-1980s when it was based at Buxton.

◀ Railfreight-liveried No. 37688 at Kidderminster on May 19, 2019 during the Severn Valley Railway's Spring Diesel Gala. The loco is now set for a main line return with Locomotive Services.



Finmere 4-CIG moves to Burton

WITH the land at Finmere station (Oxfordshire) having to be vacated for HS2 work, the Network SouthEast Railway Society's 4-CIG No. 1753 was moved to Nemesis Rail at Burton-upon-Trent for restoration during January.

The unit has been extended to five cars with the addition of buffet car No. 69339, which was also previously at Finmere, thus becoming a '5-BIG'. The

NSE Railway Society's museum is being moved to the East Kent Railway.

The Finmere site, which is owned by the Coulsdon Old Vehicle & Engineering Society, is also home to former Eurostar 'ED' No. 73130 and several other EMUs – namely 4-SUB car No. 10400, 2-EPB sets Nos. 65302+65304 and 65379+65382, as well as the sole-surviving Class 501, No. 61183+75186.



KESR '08' BACK IN ACTION: After being reunited with its centre wheelset on January 8, following nine months of repairs to the axle boxes, Class 08 No. D4118 (08888) was returned to traffic at the Kent & East Sussex Railway two days later and immediately put to work on track engineering trains. The loco entered service with British Railways in 1962, being finally withdrawn by DB Cargo in December 2016 and put up for sale. It is most remembered for its unique all-over Royal Mail red livery during the 1990s at Newcastle, during which time it was named *Postman's Pride*. The shunter is seen at the K&ESR's Rolvenden Riverside Carriage Shed on January 17. Mark Stuchbury.



BRIDGE MOVE: Type 1 'Chopper' No. 20031 was put to work on a Keighley & Worth Valley Railway engineering train on January 29, helping to move parts of a new bridge by rail from the yard at Ingrow to the site just south of the station. The train is pictured on site at Bridge 11 with the steam-powered Cravens brakedown crane unloading some of the component parts. Ben Bucki

IN BRIEF

MORE 'PEAK' PROGRESS

AT Barrow Hill during January, work began on the nose end of No. 45105 ready for reskinning. Trunking for the nose end wiring has also been refitted.

LYMINGTON BODYWORK

FORMER Lymington branch 3-CEP No. 1198 is undergoing bodywork repairs at the Chinnor & Princes Risborough Railway, after which it is intended to repaint the unit into blue/grey livery.

SLEEPERS SAVED

THE North Yorkshire Moors Railway is the latest to obtain one of the surplus Caledonian Sleeper Mk.3 vehicles. SLE No. 10689 is expected to arrive shortly. Other coaches are destined for the Wensleydale Railway and Whitrope Heritage Centre.

'31' TO STAY AT SPA VALLEY

HAVING first arrived in autumn 2018 for an extended stay, agreement has now been reached for Type 2 No. 31430 *Sister Dora* to remain at the Spa Valley Railway until January 2024.



'WHISTLER' REPAIRS: Class 40 No. D213 *Andania*, which is on hire to Locomotive Services, has undergone a power unit strip at Barrow Hill following a big-end bearing failure that was discovered during an inspection. Repairs are also being carried out to a bent crankshaft. It is hoped that the loco will be back in working order in the spring. The '40' is pictured in the Deltic Preservation Society's shed at Barrow Hill on December 6, 2019. Paul Bickerdyke

125 Group to acquire HST coaches

THE 125 Group has agreed terms with Porterbrook to purchase three HST coaches that are soon to be retired from the East Midlands Railway fleet.

The vehicles concerned, all from set NL03, are TRFB (Trailer Restaurant First Buffet) No. 40741, TF (Trailer First) No. 41067 and TS (Trailer Standard) No. 42119. The Group already owns a TGS (Trailer Guards Standard), No. 44000, which was acquired in 2019 and is located at Ruddington, GCR (Nottingham). This will enable a four-coach rake to operate with power cars Nos. 43048/089, which are due to be handed over in the next few months.

The three coaches were chosen on account of their condition, and the fact that they are fitted with short swing-link bogies, which means they do not have the same restrictions on where they can operate as those that have long swing-link bogies.

The 125 Group had originally planned to acquire three coaches from the 'Pretendolino' set (Nos. 11018/48 and 12122), which would have been compatible with prototype

power car No. 41001, but the return of this vehicle to the National Railway Museum at the end of 2019 resulted in negotiations taking place to obtain the three HST coaches instead.

The departure of No. 41001 has also resulted in Mk.3a SO (Standard Open), No. 12092 being disposed of to Data Acquisition & Testing Services and moved to Leicester. The Group's other four loco-hauled coaches (Nos. 10202/206, 12087/134) are being retained as they can offer the flexibility of operation with an ETS-fitted loco at one end and a production power car at the other.

RFM (Restaurant First Modular) No. 10202 is planned to be rebuilt with a guard's area and hydraulic parking brake, as well as replacing the kitchen with a mess room/workshop, providing a brake vehicle for the hauled set. There are also plans to fit the coach with dual-heat capability in the future, to enable it to be used within both loco-hauled and HST sets. The vehicle was originally built as a HST coach, No. 40504, before being converted to hauled stock in 1985.



MAJOR BODY REPAIRS FOR '27': Also in the DPS shed at Barrow Hill is Class 27 No. 27066, which has had the cab connecting doors reinstated at the completed end. The loco started life as No. D5386 at Cricklewood on May 19, 1962 and spent seven years on Midland Main Line duties before migrating to Scotland for the rest of its British Railways life. It became one of those selected for the Edinburgh-Glasgow push-pull service in the early 1970s, first becoming No. 27103 and, later when ETH-fitted, No. 27212. Withdrawal came in 1987 with preservation beckoning a year later, its first home being the North Norfolk Railway. With its nose end doors reinstated, does green livery beckon again as D5386? Murray Brown.

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GREAT CENTRAL AUTOCAR: The 1903 NER Autocar No. 3170 was in passenger action at short notice on the Great Central Railway in late January, during the line's winter steam gala. The award-winning and historic vehicle – essentially the grandfather of all modern diesel units – was used on a shuttle service between Loughborough Central and Quorn & Woodhouse – pictured here approaching Rothley on January 26 with the 11.05 from Loughborough. Neil Walkling

IN BRIEF

RECORD YEAR FOR EOR

THE Epping Ongar Railway enjoyed an 8.5 % increase in passenger numbers in 2019 to total more than 45,000. This was helped by strong attendances at the Real Ale Festival in July, plus the Epping Fryer 'Fish and Chip', Ploughman's Lunch and Afternoon Cream Tea special services through the year. Operational profits are reinvested, with work in the past year including the ongoing restoration of a former BR Mk.1 Brake Composite Corridor coach, the installation of a new pit at North Weald, as well as extensive repairs to the Ongar Park Hall bridge. The EOR's Class 205 'Thumper' has also received attention, with further work being needed to the engine, electrics and bodywork.

RAILWAY RENAMED

HOME to a number of preserved industrial locomotives, both steam and diesel, the Scottish Industrial Railway Centre has been renamed as the Doon Valley Railway, writes Alistair Grieve. The railway is based at Dunaskin (Ayrshire) on part of the former Waterside system, and includes the original locomotive shed and wagon shops. Brake van rides operate over half a mile of line. Whilst primarily a steam operation, diesel haulage does take place at certain times. Operating days for 2020 are: April 13 (diesel hauled); May 24; June 14/28; July 1 (diesel), July 5/12/19/26; August 5 (diesel), August 2/9/16/19/30; and September 20/27.

FOWLER HEADS HOME

THE unique John Fowler centre-cab 0-6-0 No. RT1 (works number 22497 of 1938) could be on the move again. It left the Abercarn Tinplate Works in South Wales to enter preservation at the Pontypool and Blaenavon Railway, working the railway's first trains from its base at Furnace Sidings in 1983. Over the years it fell out of use and in 2016 was sold to a volunteer at the Foxfield Railway. However, a change in personal circumstances saw the owner unable to continue restoration work, so it sold again to a small consortium from South Wales who are looking at moving it back home.

'CROMPTON' FOR SALE

THE Bodmin & Wenford Railway Trust has put its Class 33 No. 33110 up for sale. Following the return to service of No. 47306 *The Sapper*, the 'Crompton' has been declared surplus to requirements. Last used on Santa Specials in December 2019, it is in working order but is described as requiring an overhaul.

DIESEL DIARY

Class 24 to visit Ecclesbourne

EAST Lancashire Railway resident No. D5054 (24054) is to be the guest visitor at the Ecclesbourne Valley Railway's Spring Gala, which takes place on April 24-26. It will remain on the line until the following month, and will also be operating alongside Lancashire & Yorkshire 'A' Class No. 52322 on May 9/10.

Subject to undertaking successful test runs at Butterley, Class 20 No. D8188 (20188) will be appearing at the Spa Valley Railway's gala in March.

Didcot Railway Centre will be holding a 'Railcar Rendezvous' over the Easter weekend, featuring visiting

NER Autocar No. 3170 from Embsay and Waggon & Maschinenbau railbus No. 79964 from the Keighley & Worth Valley Railway. Also in action should be the resident Steam Railmotor and GWR Railcar No. 22.

The Embsay & Bolton Abbey Railway is holding a Mixed Traction Weekend on April 25/26 at which it is hoped Class 31 No. D5600 (31435), which is being reactivated after several years out of action, will be in action.

The first appearance of a 'Deltic' at the Gloucestershire-Warwickshire Railway will take place this summer, with No. 55019 *Royal Highland Fusilier*

paying an extended visit from July to October. On its way there, the '55' should also make an appearance at the Chinnor gala on March 27-29 and the Swanage gala on April 24-26.

The Foxfield Railway has cancelled its gala planned for April 10/11 due to locomotive availability issues. Another change to note is a new date for the East Lancashire Railway's DMU weekend, which will now take place on November 7/8. This is to avoid a clash with the 'Parklife' music festival when nearby roads, public transport and hotels are already likely to be extremely busy.

Diesel Galas

March 7/8: Midsomer Norton (S&DR)
March 14/15: Ecclesbourne Valley Railway (Railcar Gala)
March 21/22: Spa Valley Railway
March 27-29: Chinnor & Princes Risborough Railway
April 3-5: Mid-Norfolk Railway
April 10-13: Didcot Railway Centre (Railcar Gala)
April 17-19: Weardale Railway
April 18/19: Epping Ongar Railway
April 24-26: Ecclesbourne Valley Railway
April 24-26: Swanage Railway
April 25/26: Ribble Railway
May 2/3: Great Central Railway
May 14-17: Severn Valley Railway
May 23/24: Heritage Shunters Trust
June 4-6: North Yorkshire Moors Railway
June 4-7: West Somerset Railway
June 6/7: Swindon & Cricklade Railway
June 12-14: Bo'ness & Kinneil Railway
June 26-28: Keighley & Worth Valley Railway
July 2-4: East Lancashire Railway
July 11/12: Chasewater Railway
July 24-26: Gloucestershire Warwickshire Railway

August 7-9: Ecclesbourne Valley Railway
August 7-9: Spa Valley Railway
August 8/9: Caledonian Railway
August 22/23: Heritage Shunters Trust
September 5/6: Ribble Railway
September 11-13: Dean Forest Railway
September 12/13: Epping Ongar Railway
September 18/19: East Lancashire Railway
September 19/20: GCR(N), Ruddington
September 26/27: Gloucestershire Warwickshire Railway
September 26/27: Llangollen Railway
October 1-4: Severn Valley Railway
October 9-11: Nene Valley Railway
October 9-11: South Devon Railway
October 16-18: Spa Valley Railway
November 7/8: East Lancashire Railway (DMU)

Mixed Traction galas (steam & diesel)

April 4/5: Nene Valley Railway
April 25/26: Embsay & Bolton Abbey Railway
June 12-14: North Norfolk Railway
June 27/28: Wensleydale Railway (Forces event)
August 1/2: Llangollen Railway (1960s)

First Class 60 goes for scrap

It had been expected for a number of years, but January 2020 finally saw the first of the Brush-built Type 5s cut up when No. 60006 met its end at Toton.

ALTHOUGH not the first Class 60 to be permanently removed from service, that dubious honour falling to No. 60098 in May 2004 (albeit not officially stored until February 2005), No. 60006 was stopped at the end of that same year. This was despite having gained celebrity status when it

was named *Scunthorpe Ironmaster* as one of two British Steel blue-liveried 'Tugs' with No. 60033 *Tees Steel Express*, both then being repainted into Corus silver colours at the end of 2000.

Completed by Brush Traction at Loughborough and delivered to British

Rail in Railfreight Construction livery in December 1989, No. 60006 (then named *Great Gable*) was eventually accepted into traffic in April 1991 after completing its scheduled 1000 hours of fault-free running.

After just 13 years of work, it was stopped with fire damage while working a ballast train on the Settle & Carlisle near Helm Tunnel in October 2004, eventually making its way back to Toton via Thornaby. Stored for the next 15 years, it was reduced to scrap

metal by Ron Hull Group employees on site at Toton.

Of the other four Class 60s sold in the DB tender last year, No. 60050 is up for sale by Raxstar, while No. 60060 is still at Toton awaiting collection by its unnamed private buyer. Locomotive Services' No. 60081 is reported to be destined to be 'stuffed and mounted' as a museum piece restored to GWR Green at the Hornby Museum, Margate, while Ron Hull has resold No. 60086 to the owner of No. 60060. **E**

Fourth DC Rail 'Tug' emerges

AFTER remedial work at Toton, No. 60046 was back at work in the first week of January.

However, Cappagh-liveried No. 60028 – which completed several test runs in December – was dispatched on further tests in January, visiting the new East Midlands Gateway container terminal on the 3rd and partnering No. 60007 on the 6E02 Bescot-Boston empty steel from the Nottinghamshire depot and return on the 17th. By month end, though, it was still at Toton.

Meanwhile No. 60029, the fourth and final DCR 'Tug' for now, made its first main line outing since reactivation on January 14 with a round trip to Loughborough light engine with No. 60074 for insurance, followed by a solo run to the same location on the 23rd. The next day, it piloted No. 60007 (again) on the 6E02 to Boston. It has also been transferred from the DB Cargo WQAA storage pool to DCR's HTLX pool.



Fourth DCR 'Tug' No. 60029 leads classmate No. 60007 on a test run at Muston (Leicestershire) on January 24, the 6E02/06.09 Bescot to Boston empty steel train. Paul Clark



CLASS 69 PROGRAMME: 'Grid' No. 56069 (which will become No. 69004) has been at DB Cargo's Stoke-on-Trent workshops since mid-November but was returned to EMD Longport after shotblasting and priming, therefore likely leapfrogging No. 56018 (No. 69003) in the Class 69 conversion programme. The bodyshell of the Romanian-built No. 56018, which moved to Stoke in May last year, had yet to return to Longport at the time of writing. The bodyshell of No. 56069/69004 is pictured at Longport on January 13, alongside No. 56037, which is due to become No. 69006. Cliff Beeton

Uncertain future for DRS 'Choppers'

IT finally looks like the end for the remaining eight DRS Class 20/3s, Nos. 20301-20305, 20308, 20309 and 20312... or is it?

Although the sub-class of 15 locomotives has not been at full strength since 2008, and five were cut up in 2013, several locomotives have been reactivated every year to assist with railhead treatment trains (RHTTs) – particularly working the West Yorkshire and West Riding circuit, which includes a requirement for locomotives with lower axleloads.

Three 'Choppers' were reactivated in 2019 for a final swing on the RHTT, Nos. 20302, 20303 & 20305. However the season was marked by reliability issues, and No. 20303 in particular only managing a week at work before being sidelined with a wheelflat. With No. 20303 still out of action at York, Nos. 20302 and 20305 were tasked with working the farewell tour on January 18 (see Railtours and page 29), which happily passed without a hitch.

By the end of January, Nos. 20304,

20308, 20309 and 20312 had all been shunted to the XHHP deregistered pool, while No. 20301 remains stored XHSS. For now, Nos. 20302, 20303 and 20305 are still in the active XHCK fleet.

'37S' AND '57S' GO TOO

The retirement of the venerable 'Choppers' was not the only bad news to befall the ageing English Electric members of the DRS fleet, with the allocation of No. 37602 (Eastleigh Works), Nos. 37603, 37604 and 37609 (Longtown), No. 37605 (Loram Derby) and No. 37606 (Gresty Bridge) to the XHHP deregistered pool.

Bo'ness & Kinneil-based No. 37703 has also joined XHHP, while preserved Heavy Traction Group No. 37714 has officially been removed from the DRS roster. Also moving to XHHP are Nos. 57008, 57009, 57010 and 57012.

Meanwhile, No. 57303 has been stored XHSS at Carlisle Kingmoor, while No. 37425 – which is now in Regional Railways livery at Loram, Derby – has been reinstated to the XHAC pool.



'TRACTOR' BACK: Type 3 No. 37510 is newly returned to the main line with Europhoenix, making its first outing for more than seven years on January 30, but pictured here showing off its great new look at UKRL's Leicester depot on December 13. Rob Reedman

In and out at Freightliner

AFTER receiving rectification work at Leeds Midland Road, No. 70016 has been transferred from the stored DHLT pool to the active DFGI Class 70 pool, thus ending an almost two-year period out of use.

It was back at work in the first half of January, including working Trans Pennine Express 'Nova 3' drags from Longtown to Crewe. No. 70004 is expected to be the next to return to traffic, which will leave six of the troublesome Class 70s in store: Nos. 70009, 70013, 70017, 70018 and 70019.

Also back in traffic is No. 47830, which underwent an overhaul at

Arlington Fleet Services. It returned light engine from Eastleigh Works on January 8 and was reported earning its keep on the 28th collecting another TPE 'Nova 3' set from store at Longtown.

Travelling on the opposite path is Class 86/6 No. 86610, which has been allocated to DHLT with scrap wheelsets. It is likely to be followed by classmate No. 86607, which began smoking heavily while working 4L75 Trafford Park-Felixstowe with No. 86609 on January 10 and requiring No. 66585 to be sent to drag the formation to its destination. The '86' was returned to Basford Hall on January 28 on the 4S88 to Coatbridge by Nos. 86609+86614.



TANGERINE DREAM: Freightliner has unveiled the first Class 90 to carry the orange and black colour scheme of its parent company Genesee & Wyoming. No. 90044 is pictured inside the company's Crewe depot in mid-January, but soon after it was released back into traffic. Freightliner

NEWS ROUND-UP

DB CARGO

ELECTRIC No. 90026 was out on test on January 13, after being stored for four-and-a-half years, working to Crewe station from the electric depot. Still in EWS maroon and gold, albeit with a patchwork appearance after bodywork repairs, it was dispatched to Toton two days later (15th) sandwiched between Nos. 66016, 67010 and 67028 ready for its repaint. It is now in the WEDC pool, ex-WQBA. The next Class 90 to return will be No. 90021, which was moved to the WQBA pool from WQAA in January.

EUROPHOENIX/ROG

JANUARY 30 saw No. 37510 Orion let loose on the main line under its own power for the first time since the middle of 2012. The Class 37/5 successfully worked a 5E68/5M59 test trip to Barrow Hill and back with a pair of Mk.1 translator coaches and No. 47813 bringing up the rear.

HNRC

WITH DC Rail's Class 60s now in service, albeit not yet at full fleet strength, the operator has returned Nos. 20118 and 20132 to their owner, the pair hitching a ride as far as Barrow Hill on January 20 with Nos. 60055, 50008 and a 'Railvac' on a 6X50 Leicester-Doncaster trip.

GB RAILFREIGHT

SIDELINED after catching fire last October (see January issue), No. 60021 was back in business on January 23, after being released from Toton and working light engine to Doncaster with Nos. 60054, 66014 and 66149 in tow.

Having been stopped in 2019 with

wheelset issues, No. 73970 was moved by road to Brush Traction, Loughbrough, on January 8. It was joined five days later (13th) by No. 73967, which made the trip south of the border behind No. 92038. Apparently, the rectification work was not too arduous, as the loco worked the first leg of its journey back to Scotland on the 30th, running under its own power to Doncaster ready for the ride north. Covering for the two absent Class 73/9s on Caledonian Sleeper work, at least for the first week or so, was No. 66706.

LOCOMOTIVE SERVICES

MORE Class 37/5 news as No. 37521 has been returned to BR green livery with small yellow panels (complete with its original identity of No. D6817) - the same as LSL colleague No. 37667, albeit the original livery not sitting so well on this non-centre headcode locomotive (37521 lost its split boxes on refurbishment in 1988). No. 37521 was also officially transferred from the Colas Rail COTS pool to the operational LSLO pool, but had yet to escape the confines of Crewe DMD as the month drew to a close.

HST MOVES

HAVING failed in their attempt to run to Ely Papworth for storage twice before, power cars Nos. 43020 and 43191 finally made their 5Z46 move from St Philip's Marsh (Bristol) on January 7, along with six Mk.3 coaches. The following day, Nos. 43208 and 43239 - both earmarked for transfer to CrossCountry - departed Ely for Eastleigh Works.

Powerscene

Our authoritative class-by-class review of newsworthy locomotive workings.

CLASS 20

PRIOR to their use on Pathfinder Tours' 'DRS Class 20 Farewell' special (see pages 29 and 75), Type 1s Nos. 20302+20305 were hauled from York Works to Gresty Bridge by No. 66108 on January 9. Following attention at the Crewe base, the pair ran light to York on January 17 ready to handle the following day's

charter. Nos. 20302+20305 took charge of the 1Z49/05.13 Bristol-Leeds at York and ran via Knaresborough and Harrogate to Leeds, whereupon after a two-hour break the tour became the 1Z50/15.03 Leeds-Bristol Temple Meads, the Type 1s hauling the train to Crewe via Barnsley, Chesterfield, Derby and Stoke-on-Trent.

CLASS 31

THE 'standard' blue Brush Type 2 No. 31128 was back on the main line on January 14 when it was rostered to power the 5Z31/09.01 Burton Wetmore-Cardiff Canton with Mk.2 coaches Nos. 6054 and 9507. No. 31128 made good time passing Cheltenham Spa at 11.34, some two hours ahead of schedule, and was

back at Burton, light engine, at 17.45. Following attention to No. 86259 at Nemesis Rail, the AC electric locomotive was hauled to Rugby by No. 31128 on January 28 prior to the Type 2 returning to base.

CLASS 37

THERE was a brief outing on a passenger train for 'heavyweight'

Large Logo Class 47 No. 47593 was employed on a stock move from Crewe to Bishop Auckland (for the Weardale Railway) on January 28, a move that included three redundant ex-Caledonian Sleeper Mk.3s. The train is pictured at Horbury Junction, west of Wakefield, with the overgrown remains of Healey Mills marshalling yard just visible in the background. Stephen Jackson



Type 3 No. 37706 on January 25 when replacing 'Merchant Navy' Pacific No. 35018 at Carnforth on the returning 1Z66/15.20 Carlisle-Manchester Victoria charter, which was 'tailed' by No. 47746. The former No. D6716, new in June 1961, last worked a passenger train at the end of August last year.

The same evening, stable companion No. 37518 set off from Georgemas Junction bound for Inverness hauling Rutherglen-bound tamping machine No. DR73915. The Type 3 continued its journey next day as the 6U35/16.48 Inverness-Larbert. Meanwhile, also at Inverness that afternoon were Nos. 37259 and 37419 ready to handle the 1Q78/13.12 test train to Kyle of Lochalsh and back, having covered the route from Inverness to Aberdeen and back the previous night.



Type 3 No. 37421 failed just short of Gilfach Fargoed while working the evening commuter turn from Cardiff to Rhymney on January 17. The fire brigade was called and after an hour passengers were allowed to walk to the platform. The errant train was eventually rescued by No. 37418. George Browning

Network Rail example No. 97303 (37178) accompanied No. 37610 on the 6C26/20.33 Basford Hall-Pantyffynnon (Carmarthenshire) leaving Crewe late on January 5, a rare freight (of sorts) to traverse the Heart of Wales line. Thereafter No. 97303 undertook various jobs on the Cambrian Line, including the transfer of a stoneblower from Barmouth to Porthmadog on January 15. Five days later it ran light from Shrewsbury to Longport to collect the 6K39/20.36 Longport-Basford Hall empty wagons and next day powered the 6K38/10.05 Basford Hall-Longport (passing Alsager at noon) in lieu of the more regular Class 56.

The venerable EE Type 3s handle test trains on a daily basis, and continue to cover tracks that only occasionally see locomotives. Examples included No. 37219 venturing to Blaenau Ffestiniog on January 3, Nos. 37099 and 37254 at Ware and Enfield Town early on January 7 and at King's Lynn three days later, green-liveried No. 37057 visited Gourock and Wemyss Bay on January 14, as did Nos. 37059 and 37259 on January 24 – the same pair having reached Cleethorpes on January 16. The large logo blue duo of Nos. 37409 and 37424 covered the Cumbrian coast line on January 30, reaching Windermere shortly before midnight and later heading to Morecambe before stabling at Blackpool North.

CLASS 47

THIS year's first tour to involve a Brush Type 4 occurred on January 25 when No. 47746 'tailed' the 'Winter Cumbrian Mountain Express' (1Z65/07.34 Manchester Victoria-Carlisle) via the

NAME GAME

NAMED

43186	Taunton Castle
56051	Survival
66148	Maritime Intermodal Seven
66749	Christopher Hopcroft MBE 60 Years Railway Service

NAMES REMOVED

43274	Spirit of Sunderland
43302	World Speed Record - HST
390155	X-MEN Days of Future Past

Settle & Carlisle line. The tour was hauled by rebuilt Bulleid Pacific No. 35018 *British India Line*. On February 1 Locomotive Services' duo Nos. 47805 and 47810 set off with the 1Z22/07.17 Leicester-Holyhead charter. At Crewe No. 47805 was taken off in favour of Stanier 'Black 5' No. 45231, while No. 47810 (D1924) remained at the rear through to Anglesey.

Large Logo blue No. 47593 *Galloway Princess* undertook a crew familiarisation trip from Fort William to Mallaig and back on January 21 and seven days later handled the 5Z77/07.53 Crewe HS-Bishop Auckland routed via Warrington Bank Quay, Manchester Victoria, the Calder Valley and Castleford to York and Darlington. The load was nine coaches and included three redundant Mk.3 sleeping cars Nos. 10531, 10689/99.

On January 30, Freightliner's No. 47830 *Beeching's Legacy* had a rare outing on the West Coast route when sent from Crewe to work the 5K47/13.48 Longtown-Crewe CSFL formed of TransPennine Express coaching set TP03 ex-store.

The following day, West Coast

Railway's No. 47802 undertook a test run from Carnforth to Hellifield and back with 'Crompton' No. 33029.

CLASS 50

WITH Railvac No.6 in tow, No. 50008 *Thunderer* powered the 6X50/13.10 Bescot-Leicester on January 8. When next reported on the main line (at Alfreton on January 20), the same Rail Vacuum Machine was being hauled behind Nos. 60055+50008+20132+20118 forming the 6X50/08.40 Leicester-Doncaster Up Decoy. The two Type 1s were dropped off at Barrow Hill en route.

Unfortunately, No. 50008 disgraced itself on January 23 when expiring at Beckingham, near Gainsborough while heading the 6Z50/11.45 Rossington-Chaddesden box wagons. That same day, classmates Nos. 50007+50049 ran north at Cheltenham Spa with a single sleeping car No. 10706 forming the 5Z50/09.00 Laira TMD-Long Marston. The two Class 50s had travelled to Plymouth the previous day from Wembley hauling three sleeping cars, the aforementioned No. 10706 plus Nos. 10551/3 (see also page 93).



Freightliner's Type 4 No. 47830, whose green livery is now looking distinctly faded, was tasked with hauling TransPennine Mk.5 set TP03 from store at Longtown (near Carlisle) to Crewe on January 30, the 5K47 working pictured at Balshaw Lane Junction, Lancashire. Peter Laithwaite

CLASS 56

DURING the first week of the New Year, the transfer of ballast from Crewe Basford Hall to Longport (Pinnox Branch Sidings) recommenced. On January 7, No. 56049 was recorded at Alsager with the loaded 6K38/10.05 from Basford Hall, while No. 56094 was in charge of 6K38 on January 14. It was a busy day for No. 56094 having passed Hooton at 05.10 atop the 6C93/05.00 Rock Ferry-Basford Hall, and late that evening was at Huyton heading towards Merseyrail's Northern Line on the 6C94/21.50 Basford Hall-Orrell Park. By January 22, No. 56302 had taken on the Longport ballast jobs and did so until the end of the month.

Little was seen of the Lindsey OR to Preston (CR Ribble) bitumen workings during January. On the solitary occasion the train ran (January 27), the dozen discharged ICA tanks were noted ascending Copy Pit behind Nos. 56087+56049. The following day No. 56087 was at the business end of the 6E36/16.13 Millerhill Yard-Doncaster Up Decoy.

CLASS 57

RELEASED from railhead treatment work before Christmas and cleaned up at Crewe, Nos. 57002 *Rail Express* and 57003 took a trip out on the 6G94/12.22 Basford Hall-Bescot and later the 6K97/19.23 Toton Yard-Basford Hall on January 13 in readiness for railtour work the following weekend. The pair were sent light from Gresty Bridge to Eastleigh on January 17 to collect the empty coaches, and next morning set off with the 1Z49/05.13 Bristol TM-Leeds (via York and Harrogate) 'DRS Class 20 Farewell' tour, working through to York where Nos. 20302+20305 took over. Nos. 57002+57003 spent nearly a fortnight convalescing in the Parcels Sidings adjacent to platform 11 at York station before running light to Carlisle Kingmoor via the Tyne Valley on January 30.

CLASS 60

A SURVEY of GBRf Class 60s early in January revealed Nos. 60002, 60021/6, 60085, 60095/6 to be at Toton depot with Nos. 60047 and 60056 handling

the biomass traffic from Liverpool to Drax and Nos. 60076 and 60087 based at Tyne Dock.

The situation soon improved, however, and by the end of January only No. 60095 had been stopped for any length of time. No. 60021, the second of the batch to receive GBRf blue, travelled to Merseyside on January 26 and the following morning had charge of the 6E10/11.15 Liverpool Terminal-Drax.

A Class 60 very occasionally handles the Knowsley FT-Wilton EFW waste traffic, and No. 60020 was so employed on January 30.

With the DCR operational Class 60 fleet soon to number four locomotives (see *Power by the Hour*), No. 60055 was to be found deep in South Wales on January 7 when hauling the 6Z40/11.26 Rossington-Neath Abbey Wharf. Two days later it returned to the East Midlands with the 6Z41/17.08 Neath-Chaddesden.

No. 60029 was out on test piloting DB Cargo's No. 60074 on January 14 with a test run from Toton to Loughborough and back. Though still in patched EWS colours, No. 60029 was expected to emerge from the Toton paint shop in early February. Stable companion No. 60028 is already carrying Cappagh blue livery and as such was on test accompanying No. 60007 on the 6E02/06.09 Bescot-Boston steel carriers when recorded at Nottingham on January 17.

CLASS 66

ON January, 10 No. 66779 *Evening Star* ran light engine from Tuebrook Sidings, Liverpool to Penryffordd via Crewe and Shrewsbury and returned during the afternoon via Dee Marsh, suggesting that the start of the Hanson cement



traffic from the Penryffordd plant was imminent. Four days later, No. 66771 *Amanda* passed Shotton High Level atop the 6V41/17.08 Penryffordd-Avonmouth, heading to Dee Marsh Yard to run-round its tanks, there being no access to the up (southbound) line at Penryffordd. No. 66771 paid several visits to Penryffordd during the remainder of January. This is welcome additional freight traffic on the Wrexham to Bidston Borderlands Line, parts of which has carried freight continuously since it opened in 1866, albeit very light in recent years.

Passing Northampton at 09.10 on January 15, the 6X29/02.44 Dollands Moor-Kirkdale TMD was formed of the first four-car Class 777 articulated electric unit for Merseyrail, No. 777003, hauled by No. 66788 Locomotion 15. The train was held over at Crewe to depart late in the evening, going forward at 22.26 'top and tailed' by Nos. 66788 and 66744 *Crossrail* (see also *Headline News*). ➤

SPECTRUM

LOCOMOTIVES

Cappagh blue: 60028
Freightliner G&W orange: 90044
Maritime blue: 66148
ScotRail InterCity: 43142/44
Debranded:
90001/03/06/09/11/12/13

UNITS

EMR purple/white: 156909
LNWR: 350403/05/06/07/10
Northern: 150106, 158789, 158901, 170457, 323226/29, 333004/07

SWR: 444007/15, 450021/47/56
Transport for Wales: 158840
White with maroon doors: 156406
+TfW logos: 153306/22
Debranded: 156419/22, 180111

COACHES

Great Western Railway: 48125/27/35, 49109
ScotRail InterCity: 40610, 42252, 42360, 42551
+ TfW logos: 10325, 11323, 12225, 12454, 82216



Low winter sun just catches the tower blocks of Salford on January 3 as GBRF's No. 60047 rumbles past Salford Central with the 6M34/05.45 Drax to Tuebrook Sidings empty biomass working. Simon McComb



Newly-refurbished DCR 'Tug' No. 60055 could be found in South Wales at Neath Abbey Wharf on January 7 with a rake of empty wagons to be loaded with aggregate for the building industry. John Headon



DCR stablemate No. 60046 had a much easier load on February 1 when it was tasked with moving Chiltern DVT No. 82305 from Wembley LMD to Bristol Barton Hill for modifications - the move pictured in the sun at Uffington, east of Swindon. Steve King



Engineering work at Marsh Junction, Grimsby, on January 12 saw the main line between there and Scunthorpe closed and engineering trains accessing the site by running over the 'Immingham Light Railway' via Immingham East and Grimsby Pyewipe. One such working was the 13.20 Doncaster Belmont Down Yard to Grimsby Pyewipe Road Signal Box, which is pictured on the little-used light railway at Marsh Lane Crossing. Jonathan Longbottom

DB Cargo example No. 66102 assisted No. 60055 on the 6Z26/10.28 Willesden-Chaddesden (Northampton at 13.25) on January 11 after the Cappagh Class 60 developed a fault prior to departure. 'Royal Scotsman'-liveried No. 66746 took 30 JGA hoppers for storage (January 20) on the 6V84/04.01 Hexthorpe-Long Marston, while two days later the other 'Scotsman' locomotive No. 66743 passed Keighley in charge of the

6M37/11.25 Arcow Quarry-Pendleton stone. This year's 'Royal Scotsman' tours commence in mid-April.

CLASS 67

HAVING been repainted into white, red and grey Transport for Wales livery last autumn, No. 67025 began gauging trials with rebranded Mk.4 coaching stock at the end of January. On January 28, with coaches Nos. 12219, 12447, 10328, 11324 and DVT 82229, the Class 67

initially hauled the 3Z67/09.49 Crewe CS-Holyhead, then later ran to Llandudno and back to Crewe as the 3Z69/13.50 from the North Wales resort. Another trip to Holyhead and back operated the following day, while on January 30 No. 67025 and its Mk.4s ran from Crewe to Chester thence Helsby, Warrington Bank Quay and Manchester Piccadilly - making station stops on the way before terminating at Longsight.

UK Railtours' 'Robert Burns' charter on January 25 ran as the 1Z72/08.10 Euston-York via Crewe, Guide Bridge and Healey Mills, 'top and tailed' by Nos. 67002 and 67013, the returning via Macclesfield and Stone. Normally used on test trains, No. 67023 powered the 6C67/10.20 Coleham (Shrewsbury)-York Works via Nantwich and Huddersfield on January 8 returning RHTT wagons to store.

Earlier that day, the two Pullman-liveried '67s' Nos. 67021+67024 found themselves part of the 6B64/23.45 Dollands Moor-Wembley Yard freight hauled by No. 92015. Meanwhile on January 9, No. 67023 was reported in charge of a single JPA wagon at Joan Croft Junction forming the 6Z75/11.10 Barnetby-Hunslet.

via Warrington Bank Quay. Another Chiltern example No. 68011 had Type 3s Nos. 37059+37259 for company on a light engine run from Gresty Bridge to Wembley LMD on January 9.

TransPennine coaching set TP10 was undergoing mileage accumulation on January 28 when propelled south by No. 68030 as the 3B92/08.21 Carlisle-Bletchley. Four Class 68s have generally been in weekday use on Liverpool/Scarborough services during January, a survey on January 14 revealed Nos. 68019/21/22/25 on the 07.54, 08.54, 09.53 and 12.54 departures (respectively) from Lime Street station.

SHED TALK

Correct to January 26, 2020

Allocations

- 37521 BH/COTS-CD/LSLO
- 43061 EC/IECP-HQ/SBXL
- 43063 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
- 43071 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
- 43086 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
- 43161 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
- 43180 LA/EFPC-HQ/SBXL-LA/EFPC-HQ/SBXL
- 43196 LA/EFPC-HQ/SBXL-LA/EFPC
- 43251 EC/IECP-NL/EMPC
- 43257 EC/IECP-NL/EMPC
- 43272 EC/IECP-NL/EMPC
- 43274 EC/IECP-NL/EMPC
- 43277 EC/IECP-NL/EMPC
- 43290 EC/IECP-NL/EMPC
- 43299 EC/IECP-NL/EMPC
- 43302 EC/IECP-NL/EMPC
- 60006 off registration - scrapped
- 60028 WQ/WQAA-LR/HTLX
- 60029 WQ/WQAA-LR/HTLX
- 60081 off registration
- 66012 WBRT-WBAE
- 66017 WBRT-WBAR
- 66018 WBRT-WBAE
- 66040 WBRT-WBAR
- 66055 WBAR-WBLT
- 66069 WBRT-WBAR
- 66085 WBRT-WBAR
- 66086 WBRT-WBAE
- 66098 WBRT-WBAE

- 66111 WBRT-WBAE
- 66131 WBRT-WBAE
- 66143 WBRT-WBAE
- 66181 WBRT-WBAR
- 66199 WBRT-WBAE
- 66206 WBRT-WBAR
- 67012 WAAC-WAWC-WAAC
- 67013 WAWC-WAAC
- 67020 WAAC-WAWC
- 70016 FD/DHLT-LD/DFGI
- 86610 DFNC-DHLT
- 90021 WQBA-WQAA
- 90026 WQ/WQBA-CE/WEDC

Change of ownership
90003-15 Porterbrook to Freightliner

For Sale
08410/83

Operational
60028, 70016, 90026

Stored/stopped locations
Basford Hall: 86610
Eastleigh TMD: 43208/39
Ely: 43020, 43191, 43206, 43312/20
Gascoigne Wood:
43272/77/90/96/99,
43306/07/08/14/17/19
Neville Hill: 43238/57, 43309/16/18
Tyne Yard: 43061

Disposals
Ron Hull Ltd at Toton: Cut date:
January 24: 60006

CLASS 68

NOT for the first time in recent months, Chiltern stand-by No. 68009 *Titan* has covered a considerable portion of the network on a variety of jobs. For instance on January 18, it was on hand at Crewe to replace the two Class 20s on their farewell tour, the Class 68 going forward to the destination with the 1Z50/15.03 Leeds-Bristol Temple Meads return charter. Then, on January 24, No. 68009 worked the 6D95/14.41 Bescot-Toton Yard and the 6K97/19.23 Toton Yard-Basford Hall prior to teaming up with No. 68001 on the 5Z71/06.45 Gresty Bridge-Derby RTC on January 28. Later that day, sandwiching Mk.2 coaches Nos. 5937 and 9521, the same locomotives handled the 5Z73/10.02 Derby RTC-Motherwell



CLASS 70

OUT of service for almost three years, Freightliner example No. 70016 was reinstated during the first week of January, and amongst its first duties was the transfer of a set of new TransPennine Express coaches from store. Passing Oxenholme at 14.55 on January 9, the loco was hauling TPE set No.5 (coaches Nos. 12805, 12713-5 and 11505 destined for commissioning) forming the 5K66 13.35 Longtown-Crewe. The coaches had been dispatched to Longtown for storage on August 13 last year. By the end of January, 13 examples of the Class 70 DFGI pool were in traffic.

No. 70001 was the locomotive at the head of the 4005/07.15 Birch Coppice-Southampton on January 28, part of which derailed while passing through platform 2 at Eastleigh station on January 28, resulting in subsequent freights being diverted via Andover and Laverstock Junctions.

No. 70008 passed Sidcup on the afternoon of January 30 hauling the 6007/13.00 Colnbrook-Grain discharged tanks.

Having spent some time in Scotland, Colas example No. 70801 crossed Ribbleshead Viaduct with the 6V38/12.46 Carlisle Yard-Chirk timber on January 11.

It returned north next day with the booked 6C37/11.03 from Chirk, but ran round its train at Shrewsbury and made for Crewe via Whitchurch rather than taking the normal circuitous route via Wellington and the Bushbury Curve.

Similarly off their usual routes, and passing through Bishops Stortford on the morning of January 26, Nos. 70810 and 70816 'top and tailed' the

CAMERA PHONE PHOTOGRAPHY

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SAMSUNG GALAXY S7: There was a rare chance to see freight on the Gunnislake branch in Devon early on January 28 when a ballast drop took place between St Budeaux and Bere Alston – the 6C40 working seen at Bere Alston waiting to return to Westbury 'top and tailed' by Nos. 66849 and 66847. Alan Peters

6Z70/08.00 Whitemoor-Leyton Midland Road engineers' train.

CLASS 73

BOTH Nos. 73967 and 73970 visited the Brush Falcon Works at Loughborough recently, arriving there on January 13. That morning Nos. 92038+73967 threaded their way through Newcastle Central at 10.30 forming the 0D01/07.55 Craightinny-Doncaster Down Decoy, and at 16.15 Nos. 66706+73970+73967 passed

Beighton Junction at 16.15 bound for Loughborough.

Following attention, No. 73970 made its own way back to Edinburgh, reaching Craightinny on January 25 and was then paired with No. 66707 on the 1S25/04.19 Edinburgh-Inverness. No. 73967 left Loughborough on the morning of January 30, reaching Craightinny early the next day.

Nos. 73962 and 73965 took a test train including track recording coach No. 999550 from Dollands Moor

to Derby RTC on January 18, and the following day the Network Rail pair of Nos. 73951 and 73952 ventured from the Loram site to Buxton, Wrexham and the Wirral portion of the Merseyrail system.

Nicknamed 'Minions' (after the animated film characters), the pair had visited Doncaster earlier in the week and were at Maltby on the morning of January 16 having visited Monk Bretton (both in South Yorkshire) the previous day.



No. 67025, now carrying Transport for Wales colours, is pictured at Helsby on January 30 propelling a short rake of ex-LNER Mk.4s and DVT as the 3Z67/09.34 Crewe to Longsight training run via Chester, Warrington and Manchester Piccadilly. The coaching set HD02 is formed of Nos. 82229, 11324, 10328, 12447, 12219. Dave Rapson



In service, TransPennine Express' Class 68+Mk.5 sets are more usually seen at Manchester Victoria, but here No. 68025 can be seen in the terminal platforms at Piccadilly station on February 1 with the 5H84 Manchester Airport-Longsight empty stock working. Andy Mason

CLASS 86

WHEN the 4M42/21.52 Felixstowe-Garston Freightliner suffered a locomotive failure at Shenfield (Essex) soon after 03.00 on January 10, the two Class 86/6 locomotives required rescuing by another pair. Thus Nos. 86608+86605+86613+86610 were to be found at the head of the rescheduled 4Z45/04.55 Shenfield-Garston when travelling through Runcorn station at 10.56 that morning.

Another quartet of the sub-class, Nos. 86622+86613+86632+86605, appeared at the front of the 4L89/07.18 Basford Hall-Felixstowe on January 27, being replaced by No. 66951 at Ipswich.

CLASS 88

ALTHOUGH Nos. 88001/2/3/8/9 found regular employment on intermodal traffic between Daventry and Scotland during January, Class 88s were rarely seen south of Carlisle on flask traffic. Exceptions occurred on January 7 when Nos. 68003+88010 handled the 6V73/04.33 Crewe CLS-Berkeley service, and on January 14 when Nos. 68004+88006 powered the same train along the former Sharpness branch.

Similar traffic in Cumbria and Scotland was generally in the hands of Nos. 88004/6/10, although No. 88010 spent almost a fortnight at Crewe

before replacing No. 88008 at Basford Hall on the 4M27/05.48 Mossend-Daventry on January 30.

Nos. 88003+88005 reached Carlisle Kingmoor with the 4S44/12.16 Daventry-Mossend on January 2, whereupon No. 88005 was detached for maintenance purposes and remained out of traffic for the next four weeks. Nos. 66126+88007 (the Class 66 being one of five DB Cargo examples currently in the XHIM pool) took two IKAs from Kingmoor to Doncaster Roberts Road on January 15, then returned via Knottingley, Durham and Hexham three days later along with EE Type 3 No. 37409 as the 4Z92/11.24 Roberts Road-Kingmoor.

CLASS 90

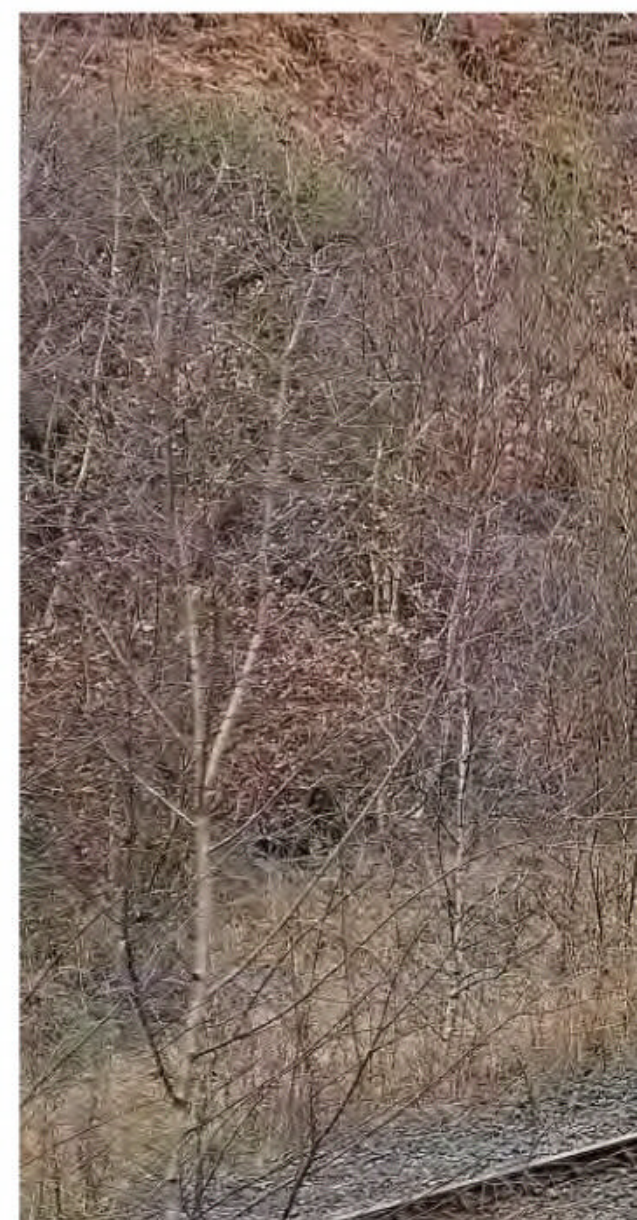
THE first Freightliner Class 90 to receive the Genesee & Wyoming orange and black livery No. 90044 emerged from Crewe IEMD in mid-January (see Power by the Hour) and accompanied classmate No. 90041 forward from Basford Hall on the 4S83/17.35 London Gateway-Coatbridge 'liner' early on January 25. Three days later Nos. 90016+90044 handled the same service, returning to Crewe with the 4M11/18.14 from Coatbridge on January 28 before heading back to Scotland the following day atop the 4S59/20.59 Basford Hall-Coatbridge.

Hidden from view for over four years, No. 90026 undertook a short test run from Crewe IEMD on January 13 prior to moving to Toton. No. 90026 had been put to store after arriving at Crewe IEMD on September 3, 2015. Following its recent trial run, it went to Toton via Stoke and Derby for repainting on January 15, ready for future use with Grand Central, in a convoy featuring Nos. 67028+66106+67010+90026.

Soon to be back on West Coast metals with Freightliner, No. 90014 was hauled from Norwich to Crewe IEMD by No. 37401 on January 20, passing Northampton just after 14.00. The following afternoon No. 37401 dragged No. 90008 back to Norwich Crown Point following attention at the Cheshire depot.

CLASS 91

AWAY from its normal sphere of operation, No. 91132 was noted at Cambridge on January 11. Weekend diversions between Peterborough and Hitchin accounted for the sight of a Class 91 on the 1Y05/05.26 Newcastle-King's Cross, albeit hauled behind DB Cargo's No. 67016. The electric locomotive returned in the care of No. 67015 on the 1S17/11.21 King's Cross-Edinburgh, passing Cambridge at 12.40.



Three days later, No. 91132 was back in the news when it reached Stirling with the 1W22/15.00 from King's Cross. The first sighting of a Class 91 at Stirling (No. 91131) had occurred only a few weeks earlier on November 28.

To complete the story, No. 91132 was taken out of service in January having had a chequered career. Originally numbered No. 91023 and later No. 91123, it was involved in both of the fatal accidents at Hatfield (October 2000) and Great Heck (February 2001). While the loco was unscathed on both occasions, it was felt necessary to renumber the locomotive to No. 91132 in December 2001.

CLASS 92

JANUARY 6 found No. 92028 undertaking a test run with four Mk.5 sleeping cars (Nos. 15001, 15301/02/36) forming the 5S05/15.32 Carlisle-Polmadie and breasting Beattock Summit at 15.55. The following day, No. 92010 moved 10 redundant Mk.3 Caledonian Sleeper coaches north as the 5Z97/10.05 Wembley-Doncaster Down Decoy.

↓ Believe it or not, this is the former Midland Railway main line between Leeds and Sheffield via Cudworth, which today is reduced to a single-line stub south of Wakefield to serve the glass factory at Monk Bretton. On January 15, it was visited by a test train powered 'top and tail' by Network Rails Nos. 73951 and 73952, which are pictured rolling past the former coking plant at Royston with the 3Q90/21.58 Derby-Doncaster West Yard. Mark Allatt

West Coast services were badly disrupted by a de-wirement at Hest Bank (Lancashire) on January 17. The 1M11/23.40 Glasgow Central-Euston, hauled by No. 92033, passed Tebay at 02.18 but did not reach Warrington Bank Quay for more than six hours, while the 1M16/20.45 Inverness-Euston passed Warrington some 248 minutes late in the care of No. 92014.

Further problems beset 1M16 early on February 1 when No. 92020 suffered a loss of power near Abington (South Lanarkshire) and difficulties in resourcing assistance caused the Inverness-Euston sleepers to suffer heavy delay. Eventually, No. 92023 was able to rescue its classmate and the ensemble passed Lockerbie over 350 minutes late, eventually reaching Euston at 14.22. 

ACKNOWLEDGEMENTS

BESIDES those credited elsewhere, this issue has been made possible by the contributions of the following readers, to whom the editor is most grateful: Andrew Bell, John Coleman, Andrew Cooke, Steve Donald, Martin Elsey, Gary Ford, David Franklin, Steven Fraser, Irish Traction Group, Brad Joyce, Steve King, Gordon Kirkby, Stuart Kirkby, Peter Laithwaite, Robert Mason, Marc Nicol, Graham Nuttall, Rod Orr, Luke Parsons, Keith Partlow, Chris Playfair, Colin Pottle, Harry Rawding, Karen Richardson, Eric Salisbury, Gary Schofield, Steve Sienkiewicz, Jamie Squibbs, Tim Squires, Christopher Sykes, Jack Taylor, The Wanderer, and many more.



A rare view from the old signal box at Carlisle station, which is now a Freightliner messroom, showing the company's newly-reinstated No. 70016 as it worked light engine from Crewe to Longtown on January 9 to collect stored TPE Mk.5 set TP05 and return it to Crewe for commissioning. Jordan Kearney



More ‘142s’ head for the scrapyard

In excess of 30 ‘Pacers’ have now been scrapped or await the cutter’s torch.

JANUARY saw a large amount of activity concerning Northern’s Class 142 fleet, which had been drastically reduced in numbers during the last few weeks of 2019.

The seven sets stored temporarily at Barrow (Nos. 142003/007/028/034/040/046/056) ran to Heaton (Newcastle) in two convoys on January 4 and 6, although their stay in the North East was short-lived as all had arrived at Gascoigne Wood (North Yorkshire) by January 9.

Other units moving from Heaton to Gascoigne Wood in early January were Nos. 142014/032/063/067. Three others, Nos. 142024/054/062, arrived at Gascoigne Wood from Newton Heath (Manchester) on January 4.

Sims Metals took delivery of its first ‘Pacers’ on January 7, when Nos. 142015/042/066 arrived at its South Wales scrapyard having worked the 5Z42/06.20 Gascoigne Wood-Newport Docks. Further moves from Gascoigne Wood to South Wales took place on January 10, 14 and 16.

EMR’s Kingsbury site also took delivery of a number of units during the month (see table), while further examples have been acquired for preservation (see page 76).

Fourteen sets continue to see service in the Manchester area, having gained dispensation to operate in multiple with compliant units until the end of May (see full list in the last issue). A further 10 are in store at Neville Hill (Leeds) and Heaton and could be used if necessary. 



After being in store at Barrow since before Christmas, ‘Pacers’ Nos. 142056+142003+142007+142040 leave for Heaton (Newcastle) on January 4, running via the West Coast Main Line and Tyne Valley routes. Rob France

NORTHERN RAIL CLASS 142 FLEET (JANUARY 2020)

Number	Status	Disposal	Number	Status	Disposal	Number	Status	Disposal
142001	P	Locomotion, Shildon	142031	C	EMR, Kingsbury (10/01/20)	142057	C	Sims, Newport (10/01/20)
142003	A	Gascoigne Wood	142032	A	Gascoigne Wood	142058	N	In service (based at NH)
142004	N	In service (based at NH)	142033	F	South Wales Police, Bridgend	142060	A	Gascoigne Wood
142005	C	C F Booth, Rotherham (04-05/12/19)	142034	C	Sims, Newport (16/01/20)	142061	N	In service (based at NH)
142007	A	Gascoigne Wood	142035	N	In service (based at NH)	142062	C	EMR, Kingsbury (20/01/20)
142009	C	EMR, Kingsbury (28/01/20)	142036	N	In service (based at NH)	142063	C	Sims, Newport (16/01/20)
142011	N	In service (based at NH)	142037	C	EMR, Kingsbury (22/12/19)	142064	C	EMR, Kingsbury (22/12/19)
142012	S	Landore (TfW spares donor)	142038	A	Gascoigne Wood	142065	N	Available for service (at HT)
142013	N	Available for service (at HT)	142039	C	Sims, Newport (10/01/20)	142066	C	Sims, Newport (07/01/20)
142014	A	Gascoigne Wood	142040	C	Sims, Newport (16/01/20)	142067	C	Sims, Newport (16/01/20)
142015	C	Sims, Newport (07/01/20)	142041	N	In service (based at NH)	142068	N	Route learner (York)
142016	C	EMR, Kingsbury (19/12/19)	142042	C	Sims, Newport (07/01/20)	142070	N	Available for service (at HT)
142017	P	Worksop (for preservation)	142043	N	In service (based at NH)	142071	N	Route learner (York)
142018	N	Available for service (at HT)	142044	C	C F Booth, Rotherham (05-06/12/19)	142078	N	In service (based at NH)
142019	P	Worksop (for preservation)	142045	N	In service (based at NH)	142079	S	Landore (TfW spares donor)
142020	P	Worksop (for preservation)	142046	C	Sims, Newport (16/01/20)	142084	P	Rushden Transport Museum
142021	C	Sims, Newport (14/01/20)	142047	N	In service (based at NH)	142086	S	Cardiff Canton (TfW spares donor)
142022	C	EMR, Kingsbury (19/12/19)	142048	C	EMR, Kingsbury (10/01/20)	142087	N	Available for service (at HT)
142023	N	Available for service (at NL)	142049	C	EMR, Kingsbury (28/01/20)	142088	C	EMR, Kingsbury (12/12/19)
142024	C	EMR, Kingsbury (20/01/20)	142050	C	Sims, Newport (10/01/20)	142089	A	Gascoigne Wood
142025	C	EMR, Kingsbury (19/12/19)	142051	N	In service (based at NH)	142090	N	In service (based at NH)
142026	C	Sims, Newport (14/01/20)	142052	C	EMR, Kingsbury (22/12/19)	142091	P	Rushden Transport Museum
142027	S	Chasewater Railway	142053	C	EMR, Kingsbury (10/01/20)	142092	C	Sims, Newport (14/01/20)
142028	A	Gascoigne Wood	142054	C	EMR, Kingsbury (20/01/20)	142093	C	EMR, Kingsbury (12/12/19)
142029	P	Chasewater Railway	142055	N	In service (based at NH)	142094	N	Available for service (at HT)
142030	P	Chasewater Railway	142056	A	Gascoigne Wood	142095	N	Available for service (at HT)
						142096	C	EMR, Kingsbury (12/12/19)

Status Codes: A – Awaiting Disposal, C – Cut up or awaiting cutting, F – Further use, N – Leased to Northern, P – Preserved, S – Spares donor.

DMU

CLASS 153

FOLLOWING application of Transport for Wales vinyls, Nos. 153306/322 ran from Landore to Cardiff Canton on January 14. The pair were previously operated by Greater Anglia.

East Midlands Railway has made a number of changes to its Class 153 diagrams owing to the restrictions placed on their operation, which prevents their use on many routes unless they run with a PRM-compliant unit.

Regular use on the Matlock branch has ceased, and they have become an increasingly common sight at Liverpool, being used in pairs to strengthen Norwich services as far as Nottingham. Observed in action on the route on January 24 were Nos. 153308/319/355/357/368/383.

CLASS 156 'SUPER SPRINTER'

THE second former Greater Anglia Class 156 to be renumbered into the 1569xx series, No. 156912 (ex-156412), entered service with East Midlands Railway at the beginning of January. Unlike No. 156909, which has been repainted in EMR purple, it retains Greater Anglia colours but has had all its former branding removed. No. 156416, which moved to Derby on November 25, has returned to Greater Anglia for the time being, while Nos. 156402/407/418/419/422 left Norwich Crown Point for Derby on January 20, 14, 17, 24 and 6 respectively.

Heading to Wolverton for attention on January 11 was Northern's No. 156459, while No. 156496 was moved from Heaton to Eastleigh Works by road over the weekend of January 18/19.

CLASS 166 'TURBO'

UNDERTAKING a gauging run in readiness for the planned 'Turbo' introduction on GWR services to Brighton later in the year, No. 166211 formed the 3Z87/23.09 Portsmouth-Brighton on January 21, returning as the 3Z88/03.10 Brighton-Fratton early the next morning.

CLASS 170 'TURBOSTAR'

TRANSPORT for Wales took delivery of its penultimate 'Turbostar' on January 7, when No. 170205 worked the 5W78/11.05 Central Rivers-Cardiff Canton. It entered service on January 16. No. 170271 remained with Greater Anglia in late January.

Substituting for the usual 'Voyager', Nos. 170103/116 ran from Birmingham to Manchester in the path of the 1M34/08.47 Bournemouth-Manchester on January 18. They returned south as far as Birmingham with the 1V59/14.05 Manchester-Paignton, where No. 221127 took over.

CLASS 180 'ADELANTE'

WITH its 'Paragon' IET units now entering service, Hull Trains has begun releasing its Class 180s to East



GREY MANCHESTER: January 14 saw TransPennine Express' plain grey-liveried No. 802207 dispatched to Arlington at Eastleigh Works for application of TPE colours. It returned north eight days later, while No. 802204 ran from Eastleigh to Doncaster Carr with LNER's No. 801222 on January 24. Other members of the class that have still to gain TPE livery are Nos. 802203/205/211/218/219 – although No. 802205, which has recently been acting as a training set at York, arrived at Eastleigh on January 21. One of the grey sets is pictured at Deansgate, Manchester, on January 17 with a Manchester Airport-Newcastle service. Greg Mape

Midlands Railway for use on the Midland Main Line. The first set to depart for its new operator was No. 180110, which ran to Etches Park on January 7, and it was followed by No. 180111 later the same day. They are expected to enter service with EMR in the spring.

DEMU

CLASS 201/202 'HASTINGS'

UNDERTAKING its first charter train working of the year, No. 1001 worked the 'Faversham Hop' charter from Eastbourne to Canterbury and Faversham on January 11.

EMU

CLASS 315

LONDON Overground is now operating five former TfL Class 315s, Nos. 315822/827, which returned from Northampton in November, being followed by Nos. 315825/831/836. Still at Northampton are Nos. 315833/859, the pair making occasional forays to Bletchley to keep them in operational condition.

CLASS 317

HAVING undergone PRM modifications at Brodie Engineering's workshops, No. 317342 was released on January 14 and, following collection by No. 57312 *Solway Princess*, returned south as the 5Q50/09.03 Kilmarnock-Ilford.

CLASS 319

MORE of Northern's Class 319s have been stopped and handed back to Porterbrook. The latest examples to go off-lease have been Nos. 319377/380, which were taken from Allerton to Long Marston by No. 37884 *Cerpheus* on January 7.

One of the Class 319s used by GWR for staff training in recent months

in advance of the appearance of its first 'Flex' conversions, No. 319440, left Reading for Wolverton behind No. 37884 on January 23.

CLASS 323

NEWLY-refurbished No. 323229, the fourth unit to be so treated, returned to Allerton from Wolverton on January 11, with No. 323236 heading in the opposite direction the same day. Already in service following refurbishment are Nos. 323226/234/238, while No. 323239 was expected to be released around the end of January.

CLASS 331 'CIVITY'

THE appearance of No. 331003 in early January brought the number of three-car sets in use to 16 (Nos. 331001-003/005/007-011/013-019). Nos. 331004/006/012 were at Skipton for training, while Nos. 331022-024 were all observed on test runs between Preston and Liverpool during January.

CLASS 333

WITH the dispatch of No. 333006 across Leeds from Neville Hill to Holbeck on January 18 (following the return of No. 333007 earlier that day), just two '333s', Nos. 333005/016, remained in traffic in unrefurbished condition and in Metro colours at the end of the month. Nos. 37884 and 57305 were used for the January 18 movements.

CLASS 387 'ELECTROSTAR'

FOLLOWING a spell in store at St Philip's Marsh (Bristol), Nos. 387131/132 returned to Reading behind No. 57305 *Northern Princess* on January 15, to enable their Heathrow Express modifications to be completed. To date, nine sets (Nos. 387130-136/139/140) have been removed from regular service, of which the latest to be stopped, No. 387136,

was moved from Reading to Ilford by No. 57306 *Her Majesty's Railway Inspectorate 175* for repainting on January 7. Another Heathrow Express set, No. 387133, was taken to Old Dalby on December 31.

CLASS 442 '5-WES'

AFTER a period out of use following their withdrawal in September, while safety issues involving track circuits were addressed, South Western Railway's Class 442s returned to service on January 6. Four weekday diagrams for pairs of units were introduced, largely between Portsmouth and Waterloo. By late January, nine sets, Nos. 442403/406/408/410/413/414/417/420/423, had been put into traffic.

CLASS 507 & 508

A Branch Line Society tour of the Merseyrail network on January 26, 'The Merseyrail Underground and Overground Explorer', employed Nos. 507001 and 508134.

CLASS 710 'AVENTRA'

NEWLY-constructed No. 710272 emerged from Bombardier, Derby on January 8, departing for Worksop (for temporary storage) with Nos. 37608 *Andromeda* and 57305 acting as traction. The same pair of locos had been used to take No. 710117 from Worksop to Old Dalby two days earlier. After testing, the unit was collected by the same 37/57 and departed for Willesden on January 23.

CLASS 720 'AVENTRA'

JANUARY 13 saw the arrival at Ilford of the first Class 720 'Aventura' for testing. No. 720509, a five-car set, was moved by Nos. 47749 *City of Truro* and 47727 *Edinburgh Castle/Caisteal Dhun Eideann*, running as the 5Q20/11.41 Derby Litchurch Lane-Ferme Park and 5Q21/22.10 Ferme Park-Ilford. Two

CARLISLE GREEN:

London Northwestern Railway-liveried EMU No. 350403 stands at Carlisle on January 21 while working a TransPennine Express service from Edinburgh Waverley to Manchester Airport. This is one of the units due to move to LNR but still in use with TPE due to late introduction of new trains.
Alex Thorkildsen



Other sets, Nos. 720501/503, are at Old Dalby for trials, having been moved there by road from Bombardier, Derby last year.

CLASS 745 'FLIRT'

THE first working of a Class 745 in passenger service took place on January 8, when No. 745007 operated the 1P15/07.40 Norwich-Liverpool Street, returning with the 1P18/10.00 Liverpool Street-Norwich before performing another two round trips later that day. It was followed by a second set, No. 745010, on January 24. Further units will be introduced in the coming weeks, enabling the Mk.3 fleet to be withdrawn before its derogation expires on April 1.

Following its arrival from Ripple Lane (East London) earlier that day, having been dragged north by No. 66002, No. 745107 left Norwich Crown Point for the Mid-Norfolk Railway for storage in Kimberley Sidings behind No. 37800 on January 16. Its arrival leaves just three 'Stansted Express' units, Nos. 745108-110, still to appear.

CLASS 755 'FLIRT'

JANUARY 9 saw Nos. 755325/401 delivered to Norwich Crown Point, the pair being moved from Dollands Moor to Ripple Lane by No. 92011 *Handel*, continuing to Norwich behind No. 66001. Their arrival left just one more '755', No. 755403, still to be delivered. Entering revenue-earning service in the early part of 2020 were Nos. 755326/328/329/331/335/337. The full list of units now in traffic (as of late January) reads Nos. 755326-329/331-333/335-337/402/404/409-424.

An early morning test run on January 17 saw No. 755332 traverse the Marks Tey to Sudbury branch. The unit returned to Norwich before commencement of services on the line. Regular passenger workings on the branch began four days later.

CLASS 769 'FLEX'

ANOTHER 'Flex' unit arrived in South Wales on January 8, No. 769008 (ex-319008) being taken from Castle Donington (Leicestershire) to Cardiff Canton by No. 57301 *Goliath*. Two days later, the same '57' was used to move one of Northern's conversions, forming the 5Q42/11.15 Castle Donington-Crewe ETD with No. 769458 in tow.

CLASS 777

THE first of Merseyrail's new units to arrive in the UK, No. 777003, arrived on the Merseyrail network in the early hours on January 16. It had begun its journey north almost 24 hours earlier, No. 66788 *Locomotion 15* hauling the '777' from Dollands Moor to Kirkdale (see also Headline News).

CLASS 800 'AZUMA'

AFTER a lengthy spell at Eastleigh receiving attention, No. 800101 returned north on January 20, 66732 *GBRf The First Decade 1999-2009* departing with the unit as the 5X98/07.45 Eastleigh-Acton Main Line and 5Q98/12.57 Acton Main Line-Craightenny. Subsequently, it ran under its own power to Doncaster Carr on January 27. The unit, which was the only 'Azuma' to gain Virgin livery, arrived in the UK from Kasado in 2015.

CLASS 801 'AZUMA'

ALL 13 of LNER's five-car Class 801 units are now in service, the final set to be put into traffic, No. 801107, appearing for the first time on January 14. Entering service a few days earlier was No. 801217, the seventh nine-car '801' to do so, the other six being Nos. 801203/205/207/209/211/213. It was followed by No. 801219 on January 20.

The first few weeks of 2020 saw two more units emerge from Hitachi's Newton Aycliffe site. January 9 had No. 801222 depart for Eastleigh behind No. 66738 *Huddersfield Town*, while seven days later, No. 66766 collected No. 801225 and departed as the 5Q50/20.08 Merchant Park Sidings-Acton Main Line, continuing to Eastleigh the next morning.

Recent departures from Eastleigh following post production modifications have been Nos. 801219 (which left for Tyne Yard behind No. 66741 *Swanage Railway* on January 7), 801220 (moved to Doncaster by No. 66726 *Sheffield Wednesday* on January 13) and 801221 which returned to Tyne Yard on January 17, being hauled north by No. 66766.

CLASS 802 'PARAGON'

THREE of Hull Trains' Class 802s were in service by late January, with No. 802303 making its debut passenger working on January 10. Two days earlier, No. 802304, which had just arrived in the UK, was moved from Dollands Moor to Eastleigh by No. 66749.

SHED TALK

Correct to January 26, 2020

Allocations

144001-04/06-15/17-21/23 NL-HT
153310/13/26 NM/EMHQ-CF/HLHQ
156402/07/09/12/18/22 NC/EBHQ-NN/EJHQ
156421/41/51/75/88/89/90 NH-HT
156503 DY/EMHQ-CK/HAHQ
158745/47/49/50/60/62/63/65/66/67/69 PM-EX
170201/03/05/08/73 NC/EBHQ-CF/HLHQ
195003/04/09/10/11/12/13/15 HQ-NH
195019/21/22/23/24 newly delivered HQ/EDHQ
195112/20/21 HQ-NH
331002/03/09-15/17-19 HQ-AN
331023/24/25 newly delivered HQ/EDHQ
350404/05/10 AK/EAHQ-NN/EJHQ
397001/03 HQ/EAHQ-MA/TPEC
710128 newly delivered HQ/EKHQ
710272 newly delivered HQ/EKHQ
720503/09 newly delivered HQ/EBHQ
745007 HQ-NC
745106 newly delivered HQ/EBHQ
755325 newly delivered HQ/EBHQ
755327/28/32/33/35 HQ-NC
755401 newly delivered HQ/EBHQ
755402/04 HQ-NC
777003 newly delivered HQ/HEHQ
800202/07/10 HQ-DR
801107/11 HQ-DR
801211/13/17 HQ-DR
801219/20/21/22/25 newly delivered HQ/HBHQ
802301-03 HQ-BN
802304 newly delivered HQ/PFHQ

Renumbered

156409-156909
156412-156912
450545-51/54/60/69-450045-51/54/60/69

Formations

Now back in five-car formation
378206/09

Now in seven-car formation
345020

Now in passenger traffic

195003/04/10/11/12/13/15
195112/20/21
331002/03/10-12/14/15/18/19
345020/63, 385002

397011
745007/10
755327/28/32/33/35/37
755402/04
800202/07
801107/11
801203/17/19
802205/08/13/17
802302/03

Sold

Bridgend Police Training Centre:
142033

Preserved

Chasewater Railway: 142027/29/30
NRM Shildon: 142001

Stored/stopped locations

Birkenhead: 508134
Cardiff Canton: 142086
Castle Donington: 769007
Crewe South: 321901/02
Crewe ETD: 769458
Gascoigne Wood: 142003/07/14/28/32/34/46/49/56/60/89
Landore: 142012/79
Long Marston: 319362/73/77/80, 71451 (314202), 71454 (314205), 71463 (314214), 71464 (314215)
Newton Heath: 142024
Shields: 314202
Workshop: 142017/20/84, 710272, 345060
Yoker: 314209/10/16

Disposals

J R Adam & Sons, Glasgow: Arrival date: December 16: 64611/12 (314215); January 14: 64609/10 (314214); January 15: 64591/92 (314205); January 22: 64585/86 (314202).
C F Booth, Rotherham: Cut dates: December 11: 55546; December 12: 55596; December 20: 55585; January 8: 55635
EMR Kingsbury: Arrival dates: December 19: 142016/22/25; December 20: 142037/52/64; January 10: 142031/48/53; January 20: 142024/54/62.
Sims Metals, Newport: Arrival dates: December 16: 315804; January 7: 142015/42/66; January 10: 142039/50/57; January 14: 142021/26/92; January 16: 142040/63/67; January 21: 142034/46.



ROG-liveried No. 57312 crosses the River Avon at Eckington (Worcestershire) on January 23, whilst hauling ex-LNER HST Mk.3 set NL65 from Tyne Yard to Sims, Newport, for scrapping. Rob Higgins

Porterbrook HST disposals begin

First former LNER set heads for the scrapyard.

THE disposal of redundant HST stock for scrap began on January 23, when No. 57312 *Solway Princess* took seven coaches from set NL65 to South Wales.

Running as the 5Q76/05.29 Tyne Yard-Sims, Newport, the run conveyed Nos. 40805, 41068/112, 42194/225/227 and 44027. The eighth coach from the set, No. 42229,

remained at Tyne Yard along with set EC64. Most of the former LNER coaches have now been moved away for either storage/scrap or future use by East Midlands Railway (EMR), leaving just two (Nos. 42205/210) at Craiginenny. The six Angel-owned sets that are being transferred to EMR have

been reduced from nine to eight cars, with the surplus vehicles put into store. Nos. 42215/235 were taken from Neville Hill to Ely by No. 57301 on December 30, while four vehicles (Nos. 42158/226/323/340) were collected from Gascoigne Wood by blue/yellow liveried Nos. 43206/312 on January 21. They were also taken to Ely. The table details the status of all the former LNER coaches as of late January. 

IN BRIEF

ERS STOCK MOVES

MOVED from Ferme Park to Wembley by No. 92006 on January 6, 10 coaches now owned by Eastern Rail Services – Nos. 1210, 6703/04/07, 9802/05/07, 10501/502/600 – were taken to Doncaster the next day, continuing north to the Weardale Railway behind No. 66721 *Harry Beck*. Three more ERS vehicles, Nos. 9804, 6702 and 10699, were hauled from Wembley to Crewe by No 92018 on January 21. Also in the formation were three Mk.3 Sleepers destined for preservation (Nos. 10531/544/689). A move from Crewe to Weardale, which was also expected to convey Nos. 10212/229, was planned for January 28.

DATS ACQUISITIONS

Data Acquisition & Testing Services, owners of Mk.3b FO No. 11074 and DVT No. 82115, recently used on tests in South Wales, has acquired the six former ‘Pretendolino’ coaches that moved to Leicester in December (Nos. 11018/048, 12078/122/133/138). The firm has also purchased Mk.3a SO No. 12092 from the 125 Group, the vehicle having been declared surplus to requirements (see Preservation news).

FORMER LNER HST COACHES

Set	Formation	Status	Note*								
EC51	41120	41150	40748	42215*	42091	42146	42150	42154	44094	For EMR (Neville Hill)	42215 Off lease (Ely Papworth)
EC52	41039	41040	40735	42323*	42189	42057	42058	42059	44019	For EMR (Gascoigne Wood)	42323 Off lease (Ely Papworth)
EC53	41090	41044	40737	42340*	42127	42063	42064	42065	44045	For EMR (Gascoigne Wood)	42340 Off lease (Ely Papworth)
EC54	41087	41088	40706	42104	42161	42171	42172	42219	44056	Off lease (Ely Papworth)	
EC55	41091	41092	40704	42179	42188	42180	42181	42106	44058	Off lease (Ely Papworth)	
EC56	41170	41118	40720	42241	42363	42242	42243	42244	44098	Off lease (Ely Papworth)	
EC57	41151	41152	40740	42226*	42128	42182	42186	42190	44080	For EMR (Gascoigne Wood)	42226 Off lease (Ely Papworth)
EC58	41097	41098	40750	42158*	42238	42191	42192	42193	44061	For EMR (Gascoigne Wood)	42158 Off lease (Ely Papworth)
EC59	41099	41100	40711	42235*	42239	42240	42198	42199	44063	For EMR (Neville Hill)	42235 Off lease (Ely Papworth)
EC60	41066*	41164	40742	42355	42116*	42357	42134	42122	44031	Off lease (Ely Papworth)	41066 & 42116 For EMR (Gascoigne Wood)
EC61	41115	41165	40702	42117*	42159	42160	42109	42110	44057	For EMR (Gascoigne Wood)	42117 Off lease (Gascoigne Wood)
EC62	41185	41095	40701	42306*	42326	42330	42237	42307	44075	For EMR (Gascoigne Wood)	42306 Off lease (Gascoigne Wood)
EC63	41159	41083	40708	42163*	42286	42228	42130	42322	44050	For EMR (Gascoigne Wood)	42163 Off lease (Gascoigne Wood)
EC64	41062*	41154*	40705*	42125	42335	42123	42205*	42210*	44073	Off lease (Tyne Yard)	40705 For EMR (Gascoigne Wood), 41062 & 41154 Locomotive Services (Crewe) 42205 & 42210 Off lease (Craiginenny)
NL65	41112	41068	40805		42194	42229*	42227	42225	44027	Sims, Newport (for scrap)	42229 Off lease (Tyne Yard)
Spare	41190		40732*		42354				44077	For EMR (Gascoigne Wood)	40732 Off lease (Tyne Yard)

More Mk.4 coaches taken off lease

TWO more Mk.4 rakes were taken out of traffic by LNER during the first few weeks of 2020. The first to be stopped was set BN20 on January 13, formed of Nos. 82200, 11420/320/241, 10321, 12326/440/439/477/224. It departed for storage behind No. 66702 *Blue Lightning* seven days later, running as the 5Z91/09.36 Bounds Green-Workshop. Of note is that the DVT from this rake is planned to become part of the National Collection. Also now stopped is set BN21, which was removed from traffic on January 20.

GRAND CENTRAL UPDATE

Following the arrival at Wembley in December of the first rake of Mk.4s for open access Euston and Blackpool services (see last month), the full list of vehicles being transferred has been revealed. The coaches concerned, and their last recorded locations are: Wabtec, Doncaster: Nos. 10317/329, 11329/330, 12204/216/ 317/331/449/462, 82203/231. Wembley: Nos. 10319, 11327, 12227/321/471, 82228. Alstom (Widnes) – 10321/330, 11320/321, 12222/224/323/326/ 461/477, 82200/227.

CAMERA PHONE PHOTOGRAPHY

Think you can do better? If you've taken something newsworthy, artistic or technically interesting on a mobile device, send it in to railexpresseditor@mortons.co.uk and we'll pay our normal rates for any used in the magazine.



SAMSUNG GALAXY A40: The last remaining Caledonian Sleeper coaches at Wembley, Nos. 10551/553/706, were collected by Nos. 50007 *Hercules* and 50049 *Defiance* on January 22, departing initially for Laira, where Nos. 10551/553, which are now part of the GWR fleet, were detached. The next day saw the ‘50s’ form the 5Z50/09.00 Laira-Long Marston with No. 10706, and this move is captured at Worcester Shrub Hill where No. 50007 was restarted. Rod Orr

SHED TALK

Correct to January 26, 2020

Allocations

10212/29 CP/TPEE-HQ/SBXH
10317/19/29 HE/HBHQ-HQ/SAXH
10580 off registration preserved
10706 PO/HAHQ-HQ/SBXH
11007/18/48 CP/TPEE-HQ/SBXH
11237/73 HE/HBHQ-HQ/SAXH
11292/93 off registration scrapped
11327/29/30 HE/HBHQ-HQ/SAXH
11423/24 off registration scrapped
11427/28/29/30 HE/HBHQ-HQ/SAXH
11507/13 HQ/EAHQ-MA/TPEC
11998/99 HE/HBHQ-HQ/SAXH
12011/78 CP/TPEE-HQ/SBXH
12122 CP/EAHQ-HQ/SBXH
12133/38 CP/TPEE-HQ/SBXH
12204/16/27 HE/HBHQ-HQ/SAXH
12317/21/31 HE/HBHQ-HQ/SAXH
12403/25/55/56 off registration scrapped
12438/49/57/58/62/63/66/71/72 HE/HBHQ-HQ/SAXH
12533/34/38 HE/HBHQ-HQ/SAXH
12719/20/21/37/38/39 HQ/EAHQ-MA/TPEC
12807/13 HQ/EAHQ-MA/TPEC
12814 newly delivered HQ/EAHQ
42092 LA/EFHQ-HQ/SBXH
42105 LA/EFHQ-HQ/SBXH
42364 LA/EFHQ-HQ/SBXH
44018/49 SCXH-SCEC

44076/81 LA/EFHQ-HQ/SBXH
82203/28/31 HE/HBHQ-HQ/SAXH

Renumbered

41103-40610
42203-48125
42349-48127
42251-48135
44003-49109

Sold

Data Acquisition & Testing Services:

11074, 12092, 82115

Eastern Rail Services, Weardale Railway:

1210/22, 6702/04/06/07, 9801-10,
10212/29, 10501/02, 10600, 96371
Locomotive Services Ltd: 6705/08

Formations

GW93: 48106+48126+49107
(temporary)
HA17: 40610+42360+42551+42252
HA18: 40624+42265+42553+42293
HA04 disbanded
LA22 disbanded
LA23 disbanded
LA26 disbanded
LA72 disbanded

Stored/stopped locations

Carnforth: 975681/88
Crewe HS: 6702, 9804, 10531/44,
10689/99

Derby Loram: 9810

Doncaster Wabtec: 10317, 11429/30,
12204, 12317, 12462, 12533, 82231

Eastleigh Works: 5952, 6176

Ely: 40720, 41118/30/70, 42012/24/
26, 42158, 42209/15/26/35/41/42/
43/44/67, 42323/25/40/47/63, 42506,
44002/34/98, EC54/55/60

Gascoigne Wood: EC53/57/61/62/63

Kimberley Park (MNR): 11093,
12015/21/37/42/84, 12170

Laira: 10551/53, 42005/15/16, 44005

Leicester: 10202, 11018/48/74,
12078/92, 12122/33/38, 82115

Long Marston: 10706

Neville Hill: EC51/59

Tyne Yard: 42229

Wembley: 10319, 10531/44, 11327,
12227, 12321, 12471, 82228

Workshop: 10321, 11241, 11320, 11420,
12224, 12326, 12439/40/77. 82200

Disposals

C.F.Booth, Rotherham: Arrival dates:

December 9: 12538; December 10:
11429, 12438; December 18: 11998,
12457/58. Cut dates: December 10:
11425; January 10: 12466, 12538

Sims Metals, Newport: Arrival date:

January 23: 40805, 41068, 41112,
42194, 42225/27, 44027

Wards, Ilkeston: Arrival date: December
20: 40119

LSL acquires Greater Anglia Mk.3 stock

LOCOMOTIVE Services Ltd continues to expand, its latest acquisitions being a number of Mk.3b coaches from the Greater Anglia fleet.

Six First Open (FO) vehicles, Nos. 11075-077/087/091/098, have been purchased from Porterbrook, along with a pair of Driving Van Trailers (DVT), Nos. 82127/139. At present, most remain in service with Greater Anglia, which has a derogation to use them until April 1 following delays to the introduction of Class 745 EMUs on the Norwich to Liverpool Street route.

The addition of these coaches provides a rake of coaches to complement the AC electric locos that have recently been acquired by LSL, Nos. 86101 *Sir William A. Stanier FRS*, 87002 *Royal Sovereign* and 90001/002. Locomotive Services already has a Mk.3a RFM, No. 10224, which could be overhauled for use with the rake.

SHUNTERS & INDUSTRIALS

Alistair Grieve

Uncertain future for RMS shunters

QUITE what the future holds for RMS Locotech is currently unclear, as the business has been put up for sale by its owners British American Rail Services, along with the Weardale and Dartmoor Railways, each as a separate entity.

Operating a fleet of ex-BR Class 08s,

plus a mix of other industrial shunters, its main base is at Wolsingham on the Weardale Railway but has locomotives spread across the country – including Inverness, Ketton and Ilford.

The closing date for purchases was January 30, so we should have

some idea of what will happen to the business, and the locomotives, by the next issue of *Rail Express*. In the meantime, Locomotive Services' No. 08631 is due to depart Wolsingham soon for a return to work, its repairs held up waiting on outside contractors. 

Ed Murray shunters on the move

GECT No. 261 has been moved from Port Talbot to the workshops at the Chasewater Railway for engine repairs.

Due to a change in requirements, the overhaul of Rolls Royce Sentinel No. 10220 has been stopped and the part-refurbished loco now stands outside under a tarpaulin at the Chasewater Railway facing an uncertain future.

No. 01560 (Rolls Royce Sentinel No. 10229) was moved from Skinningrove to Hartlepool Pipe Mill on December 9. This had moved from Hartlepool to Skinningrove in September 2014, but is believed to have been primarily a standby engine that saw little use.



'GRONK' AWAITS: Long out of use shunter No. 004 BOMBARDIER (the former No. 08602) is pictured languishing at the Bombardier plant in Derby on January 12. Will it and the adjacent classmate No. 08682 ever see use here again? Greg Hartle

NEWS ROUND-UP

AGGREGATE INDUSTRIES

AI has placed both its shunters up for sale. The two are No. 01562 (an RMS Locotech rebuild of Thomas Hill Steelman No. 257v) and No. 01572 (Rolls Royce Sentinel No. 10256).

AV DAWSON

AV Dawson's No. 08598 has been at Tyseley since September 2019 for tyre turning and repairs. With these now completed, the loco was returned to Middlesbrough on January 17.

GREAT WESTERN RAILWAY

GWR has put Nos. 08410 (Penzance Long Rock) and 08483 (Laira) up for sale. Both have 90V electrical systems, and GWR has been ridding itself of these to concentrate on their remaining 110V examples. The company now has just five '08s' on its books: Nos. 08641 and 08644 at Laira, 08645 at Long Rock, 08836 at Reading and 08822 at St Philip's Marsh, Bristol.

CORRECTION

IN relation to the story last month about Alstom's 0-4-0 DH undergoing repair work at Darley Dale, industrial railway specialist Pete Briddon has asked us to clarify that the work was entirely done by him at his base there, and not by his son Andrew. We apologise for any confusion.

DC Rail leases 100 JNAs

The Ealnos box wagon fleet continues to expand in both overall quantity and the number of individual operators, with DC Rail and Touax/Mendip Rail now on board and more than 700 wagons delivered since January 2016.

THE mystery of the aquamarine shade of blue on VTG's recent JNA deliveries appears to have been solved with the news that DC Rail, the rail freight arm of the Cappagh Group of Companies, will be leasing 100 of the ubiquitous box wagons from VTG Rail UK.

These will be used for the movement of construction spoil,

with the operator's Westbury to Southampton flow a typical working. DC Rail is also developing a new aggregates terminal near Wembley in North London for this traffic.

New arrivals for DCR are JNAs Nos. 81 70 5500 669-703, which were delivered to Acton Lane Reception Sidings, Willesden, on January 8.

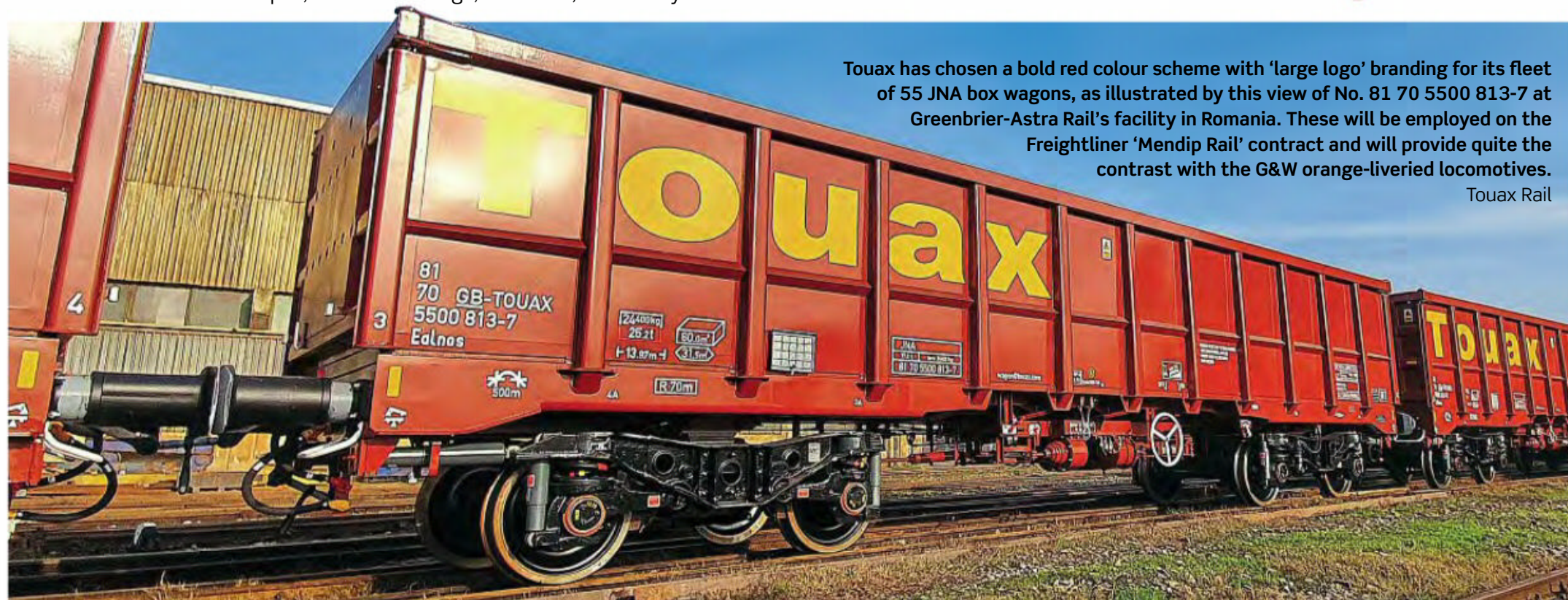
Notably, they all wear the aquamarine blue with VTG branding. DC Rail dispatched No. 60055 from Toton to collect 11 of the wagons on January 17, which worked back north as a 6Z60/11.20 to Chaddesden.

TOUAX GOES RED

Touax Rail has shown off the first

pictures of its new JNA box wagons, 55 of which have been ordered for its Mendip Rail contract, bringing the number of owners of the by now almost ubiquitous UIC code Ealnos up to five (DB Cargo, GBRf, Ermewa, VTG and Touax).

These JNAs are expected to complete their journey from Astra Rail-Greenbrier's Drobeta-Turnu Severin factory in Romania to the UK within the next month or so. They are expected to be numbered Nos. 81 70 5500 804-859. 



DEVELOPMENTS

■ **DB CARGO:** An interesting arrival at DBC's Stoke-on-Trent workshops on January 10 were YVA cable drum carriers Nos. 950034/179/400, previously stored at Warrington and Eastleigh.

The yard is also continuing to fill up with Multifret wagons, which have been arriving by road. FIAs Nos. 31 70 4938 732-5 and 31 70 4938 720-0 were reported being unloaded at the Potteries site on January 8 and 13 respectively, both ex-Scunthorpe. In the opposite direction, long-stored FIA No. 31 70 4938 331-6 has returned to service after rectification work, the Multifret leaving Stoke for Arpley on January 24.

Former MHA Coalfish wagons Nos. 394300/408, 396139 are now recoded MPA.

■ **ERMEWA:** Six Ermewa IFA (UIC code Uaffkss) translator/barrier wagons have moved to DBC at Stoke for brake and running gear overhauls as follows: Nos. 83 87 9980 000/003/004/005 (14th) and Nos. 83 87 9980 001/002 (15th).

■ **GROUPE CAT:** Having acquired STVA from SNCF in 2017, Groupe CAT's first car carrier in corporate grey livery has been outshopped by Arlington Fleet Services at Eastleigh

Works, the four-unit IFA No. 23 87 4376 012-2 (TDT 898) pictured outside the paintshop in mid-January. Meanwhile, IPA two-unit TAL 489 car carrier No. 23 87 4392 692-1 has been noted receiving new side screens inside the workshops during an overhaul.

■ **PLASMOR:** Having arrived at DBC's facility at Stoke for overhaul in November, PNA No. PLAS 4669 was finally on the way back into service on January 24, departing on the Arpley tripper for eventual movement back to its normal sphere of operation along the southern section of the ECML.

■ **RAILCARE:** A new Railvac has arrived in the UK in the form of No. 99 70 9515 006-3 (formerly Tiphook Rail KIA bogie curtain-sided van No. 33 70 4666 033-4). This boosts the fleet back up to five vehicles, Nos. 99 70 9515 002-006, with the first two members of the type Nos. 99 70 9909 001-8 and 99 70 9515 001-4 having departed the country (the latter at the end of 2017).

Railvac 6 was notably included in a convoy from Leicester to Doncaster Up Decoy on January 20 behind recently outshopped 'Tug' No. 60055 with

Nos. 20118, 20132 and 50008. The Class 20s, previously on hire to DC Rail, were returned to HNRC at Barrow Hill, while the Railvac made the whole journey tagged on the rear.

■ **TOUAX RAIL:** UIC registered JRA Nos. 33 70 6790 004/036/071 received an overhaul at Eastleigh Works in December that included a partial repaint. In an unusual move, they have been re-lettered with TOPS data panels, complete with squashed 12-digit numbers, replacing their ERA compliant markings.

■ **VTG RAIL:** In a similar fashion to the cut-down HYA fleet, the HHA hoppers being reduced in length by WH Davis will be retaining their original TOPS codes and running numbers. The only change will be the TOPS design code, which is HH003A for the converted wagons.

■ **WH DAVIS:** Updating the main story on this page last month, the Ecofret 2 wagons being acquired by VTG Rail for GB Railfreight will be built from scratch at WH Davis' Langwith Junction workshops, although the new LN20.5 bogies will be provided by

Wabtec. It has also been indicated that VTG is likely to take up a follow-on order for a further 32 sets, which is a huge vote of confidence by GB Railfreight in future business. The prototype set is currently under construction and will debut in the spring.

WHD is still working on HYA conversions, with Nos. 37 70 6955 200/202/ 205/206/210/215/220/221 being moved to Shirebrook by No. 66771 from Doncaster Decoy Yard on December 4.

■ **DISPOSALS:** BNFL FNA nuclear flask carriers Nos. 550027/30/5/6/4 0/1/2/6/50/5/7/60 have been sent for cutting at Workington, while the early days of the new year saw the following DB Cargo HTA coal hoppers arrive at Sims, Newport Docks, for their appointment with the gas axe: Nos. 31 0084/131/64/226/305/30/453/546/640/740/88/837.

Two other vehicles were confirmed as scrapped during the period under review: Touax TIA bogie tank wagons Nos. 33 70 7899 050-0 and 33 70 7899 058-3, which were processed by Raxstar at Eastleigh Works at the end of January.

Winter storm strikes NI services

Trampoline causes disruption among routes in Northern Ireland badly affected by the weather in mid-January.

STORM Brendan struck Northern Ireland on January 13 with winds of 80mph, heavy rain and high tides being reported.

The Belfast Lanyon Place to Bangor line was closed after a tree fell on to the line at Carnalea. Two more trees fell at Seahill and blocked the line. Rail tickets were valid on parallel Translink bus services, and bustitution

was also in operation for the remainder of the day.

The Belfast to Portadown/Newry line also saw disruption to services, with a trampoline on the tracks at Dunmurry, a bridge strike between Lisburn and Moira, plus an 'incident' at Lambeg.

Bustitution was in operation on this route too, with normal rail

services, with some delays, resuming around 18.30.

The Belfast to Londonderry line was also affected by the weather, with delays reported in the Ballymena/Ballymoney area. Services on the Belfast to Larne Harbour line were also disrupted because of high tides on the coastal section between Downshire and Whitehead stations.

The Bangor line reopened before the start of service on January 14, but operating problems continued during the morning, with some cancellations and delays being experienced across the system.

■ Storm Brendan also led to some weather-related delays on the Dublin to Maynooth/Sligo line and Dublin Area Rapid Transit (DART) services. ■



LONDONDERRY REBUILD: The last remnants of the 1980-built terminus are being cleared in preparation for the site to be a car park and bus turning circle. This January 26 view shows a 3000 Class DMU at the refurbished Waterside station in the background. Chris Playfair



GREY START TO THE YEAR: GM No. 081 is pictured approaching Islandbridge Junction at the approach to Dublin Heuston station on January 6, with the 10.05 Portlaoise to Dublin North Wall empty rail train. Jay Monaghan

NORTHERN IRELAND RAILWAYS (NIR)

■ **TRAFFIC AND TRACTION:** GM locomotive No. 112 has been renumbered No. 8112. The alteration was carried out during the loco's recent repaint at York Road Works (see January issue).

CAF-built three-car DMU No. 3006 was withdrawn from service after leading car No. 3406 sustained damage to its cab after colliding with a fallen tree.

Nos. 3006+3002 were working the 18.38 Londonderry to Belfast Great Victoria Street (GVS) on December 18 when the collision occurred near Templepatrick Loop, between Antrim and Mossley West stations. The driver, other traincrew and passengers were uninjured. The train was returned to Antrim where unit No. 3002 ran round No. 3006.

It is reported that passengers were transferred to buses to continue their journey and No. 3006 was hauled empty by No. 3002 to Belfast. It was withdrawn and subsequently stabled

at Fortwilliam Traincare Depot for damage assessment on No. 1 shed road, the 'Wet Road', which extends beyond the building at the Whiteabbey end. The unit was stabled in the open air on this road with the cab front of driving car No. 3406 positioned inside to shelter it from the elements. The unit was moved from this position by January 13 and was noted working the 13.15 Belfast GVS to Whitehead on the 23rd.

The Cross-Border 'Enterprise' service continues to experience reliability issues. On January 4, three-car unit No. 3004 worked the 12.35 Belfast Lanyon Place to Dublin Connolly and 15.20 return after the booked De Dietrich/Mk.3 train powered by GM No. 8209 was failed at Lanyon Place before departure. The problem was subsequently fixed and the De Dietrich/Mk.3 train+No. 8209 worked the 18.05 to Connolly.

Unit No. 3001 worked the 14.00 Connolly to Belfast service on Sunday,

January 5. Also on this day, signalling problems on the Coleraine to Antrim section of the Londonderry line saw bustitution in operation until the problem was fixed later the same day.

The latest 3000 series three-car unit to be released from York Road Works following completion of its mid-life refurbishment was No. 3005. The unit, the seventh to be treated in the programme, was noted on test between Belfast and Portadown on January 7. Also on this day, MPV No. 11 was stabled at Londonderry and was in use on a series of traincrew training trips in the area.

On January 8, signalling problems in the Moira to Lurgan section saw cancellation of services on the Belfast-Portadown line. Because of the disruption, the 06.50 Belfast to Connolly service started from Portadown and was worked by a 3000 series DMU. The problem was fixed later that day.

Signalling problems connected

with a level crossing near Templepatrick loop between Mossley West and Antrim on January 14 saw delays on the Londonderry Line. The 05.50 Coleraine to Belfast Lanyon Place service was cancelled because of a 'train fault', so the 06.05 Portrush to Belfast GVS service was scheduled to call additionally at Whiteabbey.

The 16.05 Belfast to Connolly on January 17 was worked by IR four-car unit No. 29x23, while the 13.20 ex-Connolly on the 23rd was worked by sister unit No. 29x04.

■ **PRESERVATION:** The restoration of the RPSI's ex-CIE/IR 121 Class locomotive No. 134 to full working order continued at Inchicore Works. Recent attention has included renewal of the pillar sections of the cab with new parts welded in. Corroded sections of the cab floor have been replaced with new metal. Replacement/repairs of sections of bodywork, grilles and bonnet doors have also been undertaken.



RARE RESCUE: DBG No. 4003 was failed on January 17 at Cork and the decision was made to attach GM No. 220 to it and the train of Mk.4s. No. 220 then worked the 16.25 Cork to Heuston service, with the doors of the coaching stock controlled from the locomotive (and no other locomotive attached at the rear). It is believed this was the first time a Mk.4 push-pull train had been hauled throughout between Cork and Heuston, the working pictured soon after departure at Blarney, between Cork and Mallow. Finbarr O'Neill

IRISH RAIL / IARNROD EIREANN

■ **TRAFFIC AND TRACTION:** The North Tipperary Rail Partnership (NTRP) is a community group that continues to have a close relationship with Irish Rail.

Every winter for the past 16 years, the group has organised a series of day return trips from stations on the Nenagh branch to Limerick for the 'Limerick on Ice' show. With anticipated heavy demand, the parties of spectators travelled on service trains, worked by three-car ICR DMUs instead of the usual two-car 2800 Class units. No. 22x09 worked the branch service on December 30, No. 22x63 on January 3 and No. 22x46 on January 4. The Nenagh branch (Killonan Junction-Ballybrophy) had fully reopened to traffic on December 20 after the relaying of some sections.

Services on the Dublin to Cork main line were disrupted on January 2 after a HGV struck, and was wedged under, bridge UBC 146 at Portlaoise. Five trains were delayed as engineers inspected the bridge for damage: the 11.25 and 12.25 Cork-Heuston, 13.00 Heuston-Cork, and the 13.25 and 14.25 Portlaoise-Heuston. A bridge strike by a lorry in central Dublin on the evening of January 14 saw services temporarily suspended between Pearse and Grand

Canal Dock stations. Normal services resumed later the same day, but with some knock-on delays.

Additional information has come to hand in regard to the visit by the Sperry train to the Cork area on November 12, 2019 (see January 2020 issue). No. 083 worked the train from Cork to Cobh and No. 219 (the Cork standby loco) returned it to Cork and hauled it to Midleton. No. 083 then worked the Sperry train from Midleton to Mallow. Such arrangements for the working of loco-hauled trains on the East Cork lines are well established and are necessary because of the lack of run-round facilities at both Cobh and Midleton. The demountable tanks that are part of the equipment of the weedspray train have been removed from the flat wagons and stored at Portlaoise PW Depot.

On January 15, the 09.13 Portlaoise to Heuston worked by unit No. 22x63 started from Ballybrophy at 09.00 to provide a connection out of the 06.30 Limerick to Ballybrophy via Nenagh service, which was late because of ongoing trackwork between Ballybrophy and Roscrea. GM No. 081 was active on ballasting duties in this area of the branch during mid-January.

Services on the Howth branch were subject to severe delays on January 17 after a lorry damaged the level crossing at Sutton. Also on the 17th, the 11.00 Heuston to Cork was late arriving at its destination because of a 'mechanical issue' near Mallow. This had a knock-on effect on the subsequent services.

No. 223 was failed at Kildare on January 18 while working a Dublin Port to Ballina IWT container train. No. 218 removed No. 223 and it was stabled in the down yard.

No. 218 then hauled the train from Kildare to Ballina. The 13.40 Heuston to Westport service on January 19 was terminated at Castlebar after the unit was failed. Passengers were transferred to Westport by bus.

Retro-liveried GM No. 073 failed to start at Westport on January 20 and the Waterford-bound laden timber train that it was to work was cancelled.

The next day, No. 072 arrived at Claremorris at the head of an empty Waterford to Westport timber train. After recessing its train there it ran light engine to Westport, where it was used to start No. 073. After No. 073 had departed with its train, No. 072 returned to Claremorris and hauled its train to Westport.

Bulk freight flows remain buoyant

THE project to upgrade the infrastructure of the freight yard at Ballina was progressing during the period under review.

However, the yard continued to handle IWT container traffic, and all the timber from the area destined for Waterford was dispatched from Westport.

An increase in the number of 201 Class locomotives used on the IWT flow to and from Dublin Port included Nos. 218, 223, 224, 225, 227 and 229. Representatives of the GM 071 Class on IWT duties included Nos. 075, 080, 081, and 083.

Timber traffic from Westport to Waterford was buoyant, with Nos. 072, 073 and 084 noted in use.

GM 071 Class locomotives employed on the Tara Mines (Navan) to Dublin, Alexandra Road, North Wall bulk ore flow included Nos. 072, 074, 075, 078, 084 and 085.



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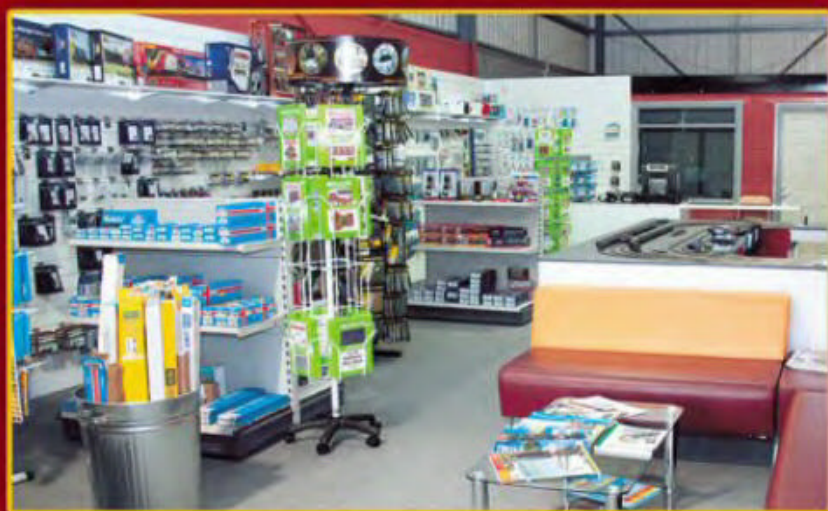
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