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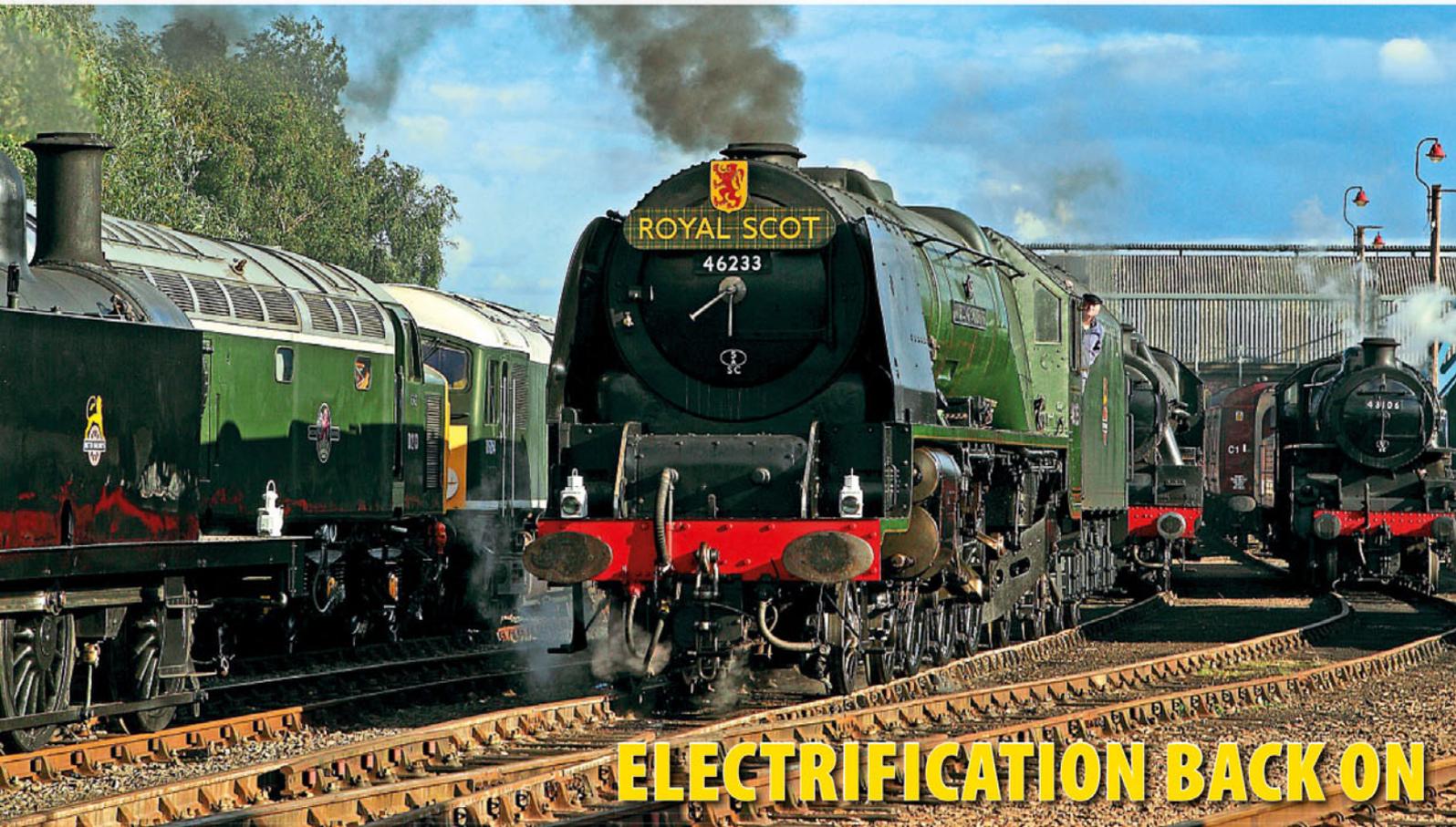
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Magazine

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This issue was published on October 7, 2015.
 The next will be on sale on November 4, 2015.



Dawn of a new era for *The RM*

AFTER my 'apprenticeship' on *The RM* that has spanned 25 years, it is an exciting and proud moment to find myself in the hot seat. Just the ninth editor in 118 years.

Nick Pigott will be a hard act to follow, and delighted as I am to hold the tenure of such an august publication, I am a firm believer of the 'if it's not broken, don't fix it' approach, so you will be pleased to hear that there will be no wholesale changes...but there may be some fine tuning.

I know I speak for our 37,000 readers in wishing Nick a long, happy and successful (semi) retirement, and look forward to his input from the new year, writing features that as editor, time simply did not permit.

Feeling a bit like a prime minister reshuffling the cabinet, I am delighted to extend a very warm welcome to Gary Boyd-Hope - an experienced railway journalist - who has joined the team as news and features writer. More about Gary on p6.



TRAIN OF THOUGHT

Editor's Comment

Congratulations are also due to Nick Brodrick on his promotion to deputy editor.

This is your magazine, and there are some very exciting times ahead, so please stay with us for the ride - we've got a great team bringing you the latest news on all aspects of the railway scene.

Your views, comments, photographs, letters and observations are always welcome, and can be sent via email to the editorial address in the panel to the left, or by conventional post (see also address on panel), should you prefer.

There's still plenty to shout about

DESPITE the suspension of three key electrification projects and problems with others, there is still a lot to shout about when it comes to rail-based transport systems.

On September 6, the biggest domestic project in railway terms in more than a century - the Borders Railway - began public services, followed three days later by a royal opening. The reconstruction and reopening of 30 miles of the line from Newcraighall to Tweedbank, which closed in January 1969, is down to one of the greatest pieces of railway campaigning in history, not to mention overcoming a number of tough engineering challenges. It is the longest conventional line to open in Scotland since the West Highland extension to Mallaig in 1901, and it may not have happened had it not been for the survey undertaken in 1992 by Simon Longland, who used a motorbike to assess the line and prove rebuilding was possible.

The Railway Magazine salutes all of the Borders Railway campaigners from various groups who have worked tirelessly, but particularly founding member Madge Elliott MBE, who delivered an 11,768-signature petition against the closure to Harold Wilson in Downing Street in 1968. But let's

not forget the consultants, politicians, construction teams, railway specialists and everyone who worked to make the project happen - and the fight for vital features like redesigning Tweedbank to take 12-coach charter trains. Time will tell if the decision for a mainly single-track railway was the right one. Somehow, I doubt it. There is new optimism that the opening will act as a catalyst to reopen the remainder of the Waverley line, initially to Hawick, then to Carlisle. While the line was unprofitable 46 years ago, changes in demographics, social inclusion, increased tourism and a greater environmental awareness - all unimagined when the line closed - have helped swell patronage on the railways, and there is no reason why the Borders Railway should not be a resounding success.

The new line is expected to spur on plans to reopen many other lines too as the railway resurgence continues.

It was marvellous to personally witness the scenes on the opening day, but also to ride on Monday with those enthusiastic passengers who will use the line on a regular basis.

A special feature about the project and its completion appears on p16.

Great news for Nottingham

AT THE end of August came the long-awaited opening of two more tram lines in Nottingham, bringing significant improvements to the city's public transport network and integration.

Hailing from the rival East Midlands city of Leicester, I am a little jealous but full of admiration at what has been achieved, yet frustrated at the way my respective local authorities have failed to pursue either their own tram network or even phase two of the Ivanhoe Line with sufficient vigour to realise a successful outcome.

From the East to the West Midlands, where on September 20 the enlarged New Street at Birmingham was completed, along with the Grand Central shopping centre a few days later, next month comes the completion of the transformation at Manchester Victoria and opening of the next phase of Chiltern's Evergreen 3 project with services from Marylebone to Oxford.

So, while some recent news may have been disappointing, there is an awful lot to be proud about.

Charity begins at home

RAISING money for charity and giving something to those less fortunate, for whatever reason, can be extremely rewarding. Since our first charity venture - the non-stop Glasgow to London 'Pendolino' run in September 2006 - *The RM* has continued to work with industry partners in a variety of ways for the benefit of many charities.

During August two more events were concluded - readers' day at the unique Statfold Barn Railway and a sell-out charter from Chester to Bournemouth for the annual air show in which *The RM* worked with Virgin Trains West Coast and DRS.

I've been fortunate enough to work on all of our charity ventures, and it has been a pleasure to see first hand the commitment and professionalism from the industry.

With our respective partners, we've raised more than £140,000, so to everyone who has supported us, take a pat on the back - and a big thank you from *The RM*.

CHRIS MILNER, Editor

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INSET 2: IEP driving car No. 800002 at the opening of Hitachi's Newton Aycliffe factory. See p9. CHRIS MILNER

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New Labour leader Corbyn wants to re-nationalise... but Network Rail may be privatised

THE Labour Party's newly elected leader, Jeremy Corbyn, is due to unveil plans on how the railways would be re-nationalised – if he becomes Prime Minister. However, there are plans that could see the privatisation of Network Rail once a review has been completed.

Unless a snap general election is called, the earliest Mr Corbyn might become Prime Minister is May 2020. However, in the period from 2020, five of the 16 current franchises are due to expire before 2025. This would include the current East Coast, Southern, Chiltern franchises and the next Northern and TransPennine Express franchises, which are about to go out to tender.

Peoples' railway

Mr Corbyn's plans are for franchises to be taken back under Government control as they expire, but with less than a third ending within the five-year period from 2020-25, the result could be a very messy and confused railway system.

Neither is it clear where the rolling stock companies would sit if re-nationalisation goes forward. Under British Rail, it owned the stock and infrastructure, but suffered from lack of innovation and procurement on the cheap.

Now rolling stock is carefully sourced and owned by banks and pension funds, which are unlikely to give up their assets cheaply. There might also be issues under EU legislation.

Speaking about possible privatisation, Mr Corbyn said: "We know there is overwhelming support from the British people for a 'peoples' railway', better and more efficient services, proper integration and fairer fares. On this issue, it won't work to have a nearly-but-not-quite position. Labour will commit to a clear plan for a fully integrated railway in public ownership."

Labour's shadow transport secretary Lilian Greenwood is to head

a taskforce to develop the plans to re-nationalise, and says there will be an inclusive process involving industry, passenger groups and local authorities.

But questions remain whether, 21 years down the line, re-nationalisation is feasible from a financial aspect given the fragmentation, and the myriad of supply companies that have burgeoned as a result of privatisation.

The Rail Delivery Group, which represents the franchised operators and Network Rail, takes a different view. A spokesman said: "While other countries have invested heavily in their railways, none has come close to matching the success of ours because they don't benefit from the winning combination of private sector competition and government funding."

There have also been suggestions that by giving train operators franchise extensions before any future general election, the move would delay the nationalisation plans, but also make it prohibitively expensive for a Labour Government to buy out the franchise contracts.

Complications

Further complications could be on the horizon too. HS1 chief executive Nicola Shaw is undertaking a review of the structure of Network Rail and its financing for the ORR, and fully privatising it is one option that might be considered.

Ms Shaw said: "I am considering Network Rail's relationships with its customers, how its structure works with the government devolution and how the industry works where there is growing demand for the railway. I am looking at all issues and options on the spectrum from where we are now to full privatisation."

RMT leader Mick Cash has vowed that any attempt to privatise Network Rail would be met with "the hardest possible industrial and political response".

Borders Rail

SCOTLAND'S new Borders Railway was officially opened by The Queen on September 9, the day she became Britain's longest-serving monarch.

The new 30½-mile railway had opened to the public three days earlier on September 6, but the royal opening was the crowning glory for Borders Railway campaigners who have fought doggedly for more than 45 years to have the line reopened.

A4 No. 60009 *Union of South Africa* was chosen to haul the special train with Her Majesty on board, who travelled with the Duke of Edinburgh and First Minister Nicola Sturgeon. The royal party was introduced to the locomotive crew and a beaming owner John Cameron as the pristine Pacific simmered in platform 7. The loco had failed with a hot bearing some weeks earlier, and through the good offices of the South Devon Railway, repairs were carried out and the A4 made the long journey to Scotland, part of the way accompanied by standby loco, A1 No. 60163 *Tornado*.

Rolling stock for the train was a rake of Mk 1s provided by SRPS, with the inclusion of Pullman car *Pegasus* – built in 1951 for the 'Golden Arrow', the

extensive and immaculate restoration is a credit to its former owner, Nick Dodson of Railfilms. The carriage is now part of Jeremy Hosking's Locomotive Services Ltd fleet.

Departure of the train was late, The Queen's helicopter flight from Balmoral being held up by bad weather. This in turn delayed departure, and although ScotRail had cancelled some mid-morning services to ease pathing, the unexpected delay led to the train sitting at Newcraighall awaiting a DMU to clear the single-line section.

The Queen alighted at Newtongrange where she unveiled the first of two plaques to mark the opening of the line. Rejoining the train, the special passed crowd-thronged linesides, the Queen waving as the train passed through Galashiels. During the journey, a few individuals who had a historic connection with the line joined the royal party in the coupe. On arrival in Tweedbank, a second plaque was unveiled.

The next day, the first of the sell-out Borders line steam specials promoted by ScotRail ran with the A4. These specials continue every Sunday, Wednesday and



A happy John Cameron on the footplate of *Union of South Africa*. The loco had been repaired at the South Devon Railway before working to Scotland so as to meet the deadline for the royal opening train. JACK BOSKETT

Gary Boyd-Hope joins *The RM*

TOGETHER with a new editor, this issue also welcomes Gary Boyd-Hope as the newest member of *The Railway Magazine* team. Gary joins us as news and features writer and will be working across all areas of the magazine, covering both the modern and heritage railway scenes.

As a lifelong railway enthusiast, Gary spent many years as a Talyllyn Railway volunteer before venturing into full-time transport journalism in 2004. Since then he has edited magazines in both the construction and railway sectors, and most recently worked for model railway manufacturer Bachmann Europe plc.

Gary's interests range from industrial steam and the Great Western Railway to Irish railways and the 'Rail Blue' era, with plenty in between. He remains actively



involved in steam preservation, having recently joined the volunteer ranks at the Chasewater Railway, where he keeps his Peckett 'Yorktown' 0-4-0ST *Teddy* (2012/1941).

HAWICK NEXT STOP?

NO SOONER had the Borders Railway opened, campaigners are rightly calling for an early extension of the line south to Hawick as a first step in reopening through to Carlisle.

With the slogan 'Building on Success', Simon Walton, chairman of the Campaign for Borders Rail (CBR), said: "Hawick is the Borders town which has suffered most from the loss of the Waverley route."

"The key benefits would include social inclusion, economic regeneration and tourism opportunities, and sustainable transport for timber from Kielder the Borders forests, getting log lorries off the roads."

He added: "It's very encouraging that Scottish Borders Council, led by Coun David Parker, is already pushing strongly for a major feasibility study to examine all the opportunities for passenger and freight traffic that an

extended railway would provide."

Mr Walton said CBR would press to ensure mistakes during the feasibility study in 2000 – such as ignoring the benefit of tourism and a fast limited stop service from Tweedbank, coupled with an all stations commuter service from Gorebridge to Waverley – were not repeated.

While extending some 17 miles south from Tweedbank to Hawick is just over half the distance rebuilt so far, there are far fewer obstacles to overcome.

Supporting the extension south is Claudia Beamish MSP, who said: "I am determined to continue to convince those in my own party and the Scottish Government of the importance of getting the line extended through Hawick to Carlisle and will be glad to work on this with CBR."

way gets royal opening

Borders Railway

Edinburgh • Midlothian • Scottish Borders

Thursday until October 15.

So great has been the demand that an additional carriage has been added, and the pressure of campaigners to give Tweedbank a platform capable of handling 12-coach excursion traffic was justified.

During the first month of operation, the new line has suffered a number of well-publicised problems, including overcrowding, passengers standing for the whole journey, and punctuality delays caused by excessive station dwell times.

ScotRail said it had planned for the 'novelty factor' of the new service but the level of interest had been

"remarkable", and would run four-carriage trains all day Sundays and at peak time on Saturdays.

However, rail consultant David Spaven was critical of the problems saying that ScotRail should have foreseen the high levels of demand. He added: "The level of interest in travelling on the railway wasn't at all 'remarkable' – it was highly predictable. ScotRail were warned by campaigners."

In the first 10 days, the line carried 23,000 passengers, and if that trend continues, the line has the potential to exceed the prediction of 650,000 every year by a considerable margin. ScotRail say they will release more figures as



HM The Queen, the Duke of Edinburgh and Scotland's First Minister Nicola Sturgeon at Tweedbank after unveiling the second plaque. JACK BOSKETT

journey patterns settle down.

■ On September 6, *RM* editor Chris Milner attempted to buy a ticket to Tweedbank from several machines at Edinburgh Waverley station, but incredibly, the station was not in the

machine's database. After 'tweeting' the problem, ScotRail said it was "working to add the stations to the database".

■ A feature about the last few months of construction, commissioning and driver training appears on page 16.



A4 No. 60009 *Union of South Africa* approaches Shawfair with the royal opening special on September 9. The Queen travelled in the Pullman car. The double-track section continues to the next station, Eskbank. From there to Tweedbank, there are two dynamic loops. ALEXANDER CROMARTY

Call for other passenger lines to be re-opened across the country

FOLLOWING the re-opening of the Borders Railway, the Campaign for Better Transport (CBT) is calling for other passenger lines to be reopened across the country.

The CBT has identified a further 12 lines it believes should be a priority for reopening

Stephen Joseph, the CBT's chief executive, said: "The reopening of the

Borders Railway is a triumph for rail passengers in Scotland.

"For years they were told it would be impossible to reinstate passenger services on this line, but sense has prevailed and now we want to see more lines and stations reopened across the rest of the UK."

He added: "Filling in the missing links in our rail network offers the

most cost effective way of alleviating congestion, reducing social isolation and improving economic prospects."

The lines identified by the CBT as having a strong economic and social case are:

- Ashington-Blyth-Newcastle
- Portishead-Bristol
- Stourbridge-Walsall-Lichfield

(South Staffordshire Railway)

- Leamside line (Tursdale-Pelaw)
- Lewes-Uckfield
- Skipton-Colne
- Leicester-Burton-upon-Trent
- Fleetwood-Preston
- Wisbech-March
- Totton-Hythe
- East-West Rail Link
- Bere Alston-Tavistock-Okehampton

GRESLEY 2-8-2 IS ONE-THIRD COMPLETE BY WEIGHT AFTER JUST TWO YEARS

P2 project pledges reach £2m milestone



With the newly manufactured footplate angles and brackets now fitted, the distinctive lines of the P2's running plate can be clearly discerned in this September 29 view of *Prince of Wales* at Darlington's Hopetown Locomotive Works. DAVID ELLIOTT/A1SLT

JUST two years since the launch of the project to build the seventh member of Gresley's iconic P2 class of 2-8-2s, the A1 Steam Locomotive Trust has announced that pledges have already reached the £2million mark.

The hugely successful fundraising campaign means that the Trust's subsidiary firm, the P2 Steam Locomotive Company, has 40% of the £5m target already pledged, enabling significant progress to have been made on the construction of No. 2007 *Prince of Wales*.

Almost 700 people have signed up to the 'P2-for-the-price-of-a-pint-of-beer-a-week' scheme in which covenanters pledge £10 per month or more, with an

additional 90 having pledged £2,000 each towards the locomotive's boiler fund (target 300). Add to this the £360,000 raised through the initial, but now closed, Founders Club, £120,000 from supporters and component sponsorship and the Gresley Society's sponsorship of the front end, and the project has made significant financial headway towards the £5m needed to complete the P2 over the next five years.

"Naturally we are delighted with the progress we've made so far," A1 Trust chairman Mark Allatt told *The RM*. "It has really allowed us to get the P2 project off the ground with a bang, with the rolling chassis on target for next winter



The eight proof-machined 6ft 2in driving wheels for the P2 sit neatly stacked at Darlington. The tyres have been delivered and the target is to have a rolling chassis by next winter. A1SLT

and three full-time staff employed at Darlington."

In terms of weight, No. 2007 is already one-third complete with many major, and a large number of smaller, items having been either ordered or delivered.

The frame plates have been cut and assembled, with work currently concentrating on the manufacture and fitting of the footplate sections. All 20 wheels for the locomotive and tender have also been delivered, together with the axle boxes, cast frame stays and front buffer castings.

Work is also underway at the South Devon Railway to press the distinctive P2 smokebox door, in parallel with

the manufacture of the smokebox door frame by Timson Engineering of Kettering. Due to the complicated shape of the door frame, this is being milled from solid steel, rather than being pressed.

"To maintain this rate of progress we need to continue to raise in excess of £700,000 per year," Mr Allatt explained. "Regular monthly income for the P2 is already running at 90% of that of *Tornado*, with only 22% of *Tornado's* covenanters also regular donors to *Prince of Wales*.

"My ultimate aim is for *Prince of Wales* to be finished without any debt. That way we can get on with the next one."

'Norwich in 90' plans outlined

THE Department for Transport has shortlisted three bidders – an Abellio and Stagecoach joint venture, First Group and National Express – for the new East Anglia franchise that begins in October 2016, with the trio being informed of what they must provide.

The winning bidder will have to provide at least two 90-minute services in each direction running between Norwich and London each weekday. The requirement is one of a number that are detailed in the DfT's 'Invitation to Tender'.

With a nine-year franchise from October 2016 up for grabs, the next operator will be required to:

- Introduce 180 additional weekly services to stations, including Cambridge, Norwich, Stansted Airport, Southend and London Liverpool Street.
- Dramatically improve the quality of trains running in East Anglia providing a modern service with state of the art trains.
- Offer free wi-fi for all passengers

- Reduce crowding on the busiest services
- Provide proposals for at least one extra 60-minute service in each direction between Ipswich and London.

In addition, for the first time in a franchise, the Government will directly set challenging customer service targets for the operator and will monitor progress through independent 'mystery shopper' exercises and passenger surveys, with the operator expected to show clear year-on-year improvements. A financial penalty will be imposed if targets are not met.

Bidders must also include a programme of ensuring all trains have controlled-emission toilets, and embark on a programme of improving stations as well as creating a £9.5million Customer and Communities Improvement Fund to benefit passengers and the local community.

The winning bidder will be announced next spring.

Barrington steam's last hurrah



It was a case of 'last chance saloon' for steam at the site of the former Barrington Cement Works on September 25-26 when the site was opened to the public one last time. Friday 25th marked the formal opening of the Barrington Rail & Quarry Restoration Project, which uses the revamped Barrington Light Railway from Foxton to bring landfill spoil in from west London. This spoil is to be used to restore the cement works site and associated quarry. On September 26, Rocks By Rail's visiting Andrew Barclay 0-4-0ST *Sir Thomas Royden*, masquerading as ex-BLR locomotive *Vulcan*, stands alongside DB Schenker Class 66 No. 66058 *Derek Clark* next to some of the cement works' buildings, which themselves will have disappeared in 12 months' time. PHOTO: ANTHONY GUPPY

Investigation after two British passengers die in Shimla Kalka line derailment

A DERAILMENT on the Kalka to Shimla narrow gauge line in northern India on September 12 left two British passengers dead and 13 injured, writes Keith Fender.

The accident happened near Taksal station, just minutes after the charter train had left Shimla, about a mile away. The train had been chartered by York-based Great Railway Journeys (GRJ)

and had 36 tourists plus a tour manager on board. The four-carriage train was being diesel-hauled towards Kalka when three carriages derailed.

The two who died were named as Joan Nichols, 71, from South Shields and Lorraine Tonner, 60, from Sheffield.

GRJ acted immediately, by sending a response team, including directors and

a counsellor to Chandigarh, where the rescued passengers were taken to.

Peter Liney, chief executive of GRJ, said: "Our absolute focus is to assist the families of those involved as much as possible."

Services on the Kalka-Shimla line resumed early the next day. Local media reports suggest the most likely cause of

the derailment was excessive speed – the speed limit for the entire line is 25km/h.

Two previous derailments on the route in 2008 and 2010 had resulted in injuries and the death of one passenger. A formal inquiry is now underway by the Indian authorities.

The line opened in 1903, has 864 bridges, 102 tunnels and is 60 miles long.

Prime Minister opens new Hitachi factory

By Nick Pigott

BRITAIN'S newest train-building factory was officially opened by Prime Minister David Cameron on September 3.

Almost half a century after the demise of Darlington Works, Hitachi Rail's £82million assembly plant was christened at nearby Newton Aycliffe... bringing history full circle alongside part of the original Stockton & Darlington Railway.

"The days of the Stephensons are being recalled by Hitachi's confidence in establishing here in the North East and this is one opening ceremony I wouldn't have missed for the world," said Mr Cameron.

Echoing his sentiments, Hitachi chairman Hiroaki Nakanishi told the 500 invited guests: "We have brought train design and manufacturing home to its birthplace in the north-east of England. It is our goal to strengthen the ties between Britain and Japan and I'm delighted to tell you that we are here for the long term."

The plant – built on a site equivalent to 20 football pitches – has been established to assemble all but 12 of the 122 Class 800 and 801 'Super Express Trains' trains for the Government's Intercity Express Programme, along with 70 AT200 EMUs for ScotRail. The first dozen 'SETs' are being built at Kasado



One of the driving cars from five-car bi-mode set No. 800002 that was unveiled to mark the opening of the Newton Aycliffe plant. The artistic red vinyls were purely decorative and for the event only. It takes the number of IEP sets in the country to four. CHRIS MILNER

Works in Japan and one of those, No. 800002, was unveiled at the ceremony, having been transported by road from Asfordby test centre, Leicestershire, a few days earlier.

One of its driving cars had been especially vinylled for the event, bearing the logos of the operating companies that will eventually be using the trains – Great Western and Virgin East Coast.

Japanese ambassador Keiichi Hayashi told the audience that Hitachi's investment returns the kindness shown by Britons to five young Japanese engineers who travelled to the UK in 1863 to learn about railways. One of those men, Masaru Inoue, later became known as the 'Father of Japanese Railways'.

"The United Kingdom inspired our ancestors to build our first lines and locomotives, and today we are returning that compliment and completing the circle," said Mr Hayashi.

Accompanying the Prime Minister were

Two traversers have been installed at the factory. One inside (pictured) and one outside which has a canopy. Both were supplied by Sheffield-based Mechan.

PHIL MARSH



Chancellor George Osborne, Transport Secretary Patrick McLoughlin, Rail Minister Claire Perry and Hitachi Rail Europe managing director Karen Boswell, who said: "Newton Aycliffe will be the engine room driving our growth across the UK and into Europe and I'm incredibly proud to lead a company committed to making the North East a rail manufacturing centre of excellence once again."

More than 95% of contractors employed to build the new works were based within 50 miles of Newton Aycliffe and most of the 730-strong workforce is being recruited locally too. They will be employed to assemble the trains, rather than build them from scratch, as only Kasado Works has the equipment required to manufacture Hitachi's patented aluminium bodysells.

In a separate event on September 3, a time capsule – delivered by a model



Hitachi's site includes a test track; Newton Aycliffe station is in the distance. NICK PIGOTT

suspended from a heliosphere balloon – was buried outside the main entrance. It will be opened in 2040, "by which time we will hopefully be building trains for HS4", predicted Hitachi Rail global chief executive Alistair Dormer.



David Cameron at the opening. PHILIP HUNTON



A view of an interior of the IEP. HITACHI



The driving cab of the IEP. HITACHI

First test trains over Bicester chord



JUST a month before Chiltern launches its new service from Oxford Parkway to London Marylebone, the first test trains ran over the line and up the new Bicester chord on September 28. The trains were in connection with driver training that will continue until the service begins proper on October 26. Unit Nos. 168110 and 165023 are about to pass during training runs. CHRIS BEHAN

STOP PRESS

Trans-Pennine and MML electrification work to restart

NETWORK Rail projects to electrify the trans-Pennine and Midland Main Line routes will be resumed after Secretary of State for Transport, Patrick McLoughlin, gave NR the green light to restart the works. The plans had officially been paused since June when Mr McLoughlin put his red pen through large parts of NR's £38billion upgrade programme due to increasing delays and spiralling costs. As part of chairman Sir Peter Hendy's package to restore the upgrade programme, and NR's public image, the company will now work with the Department for Transport and Rail North to develop a new electrification plan for the trans-Pennine line linking Stalybridge with Leeds, York and Selby.

The revised plan, to be completed by 2022, will

need to deliver faster journey times and increased capacity between Manchester, Leeds and York, allowing for up to six fast or semi-fast trains each hour. The news will be of particular interest to bidders for the Northern and TransPennine franchises, which will be tasked with the delivery of new rolling stock to serve the routes in question, including the replacement of the current 'Pacer' fleet. The new operators are due to be announced before the end of the year.

Sir Peter's recommendations for the Midland Main Line focus on the section of line north of Bedford. His proposals include the full electrification of the Kettering to Corby section by 2019, stretching north to Leicester, Derby (including Nottingham) and Sheffield by 2023.

SIDELINES

Contactless ticketing rise in London

MORE than 180million journeys have been made on public transport in London since the launch of contactless payments 12 months ago.

TfL has revealed that using a contactless credit or debit card accounts for 20% of all pay-as-you-go journeys, adding that the facility was used most of all at Oxford Circus, King's Cross, London Bridge, Liverpool Street and Canary Wharf stations.

Five hurt in buffer stop collision

FIVE passengers were injured when a Govia Class 317 collided with the buffer stops at King's Cross on September 17.

Unit No. 31346 had worked the 10.55 from Cambridge when the incident occurred at platform 11. Five people were treated for minor injuries, and two were taken to hospital as a precautionary measure.

Amey wins £3million Crossrail TPWS contract

A CONTRACT valued at £3million has been won by Amey in respect of TPWS design and installation work for the Crossrail project. The TPWS system will be replaced at a future point by an ERTMS system being developed.

Cheaper Heathrow Express fares

HEATHROW Express has introduced a £6.99 single fare for advanced bookings made between three and six months in advance. The ticket is part of a new range of advanced purchase ticket fares, being trialled. More details at www.heathrowexpress.com

Siemens open day at Old Oak Common

SIEMENS held an open day at its Old Oak Common traincare facility on September 26 in conjunction with the London Transport Museum depot open weekend. Money was being raised for the Macmillan Cancer charity. A fuller report will appear next month.

Camelot runs again

FORMER Southern Region 5MT *Camelot* has steamed for the first time after 12 years on the sidelines. Bluebell Railway-based No. 73082 made its first tentative moves around the yard and station limits at Sheffield Park on September 30. It passed its necessary insurance examination in the process and workshop staff are now focusing efforts to ensure that it is fully finished in time to take its bow at the Giants of Steam event on October 31-November 1.

The 73082 Camelot Locomotive Society 4-6-0 will run in its traditional lined black livery.

C2c stations staffed all day

OPERATOR c2c says all of its stations are now staffed throughout the day, to sell tickets, provide assistance and answer questions in person. C2c is the first franchised operator to make the move, managing director Julian Drury saying they were responding to passenger needs.

New livery and naming marks NRM's 40 years

THE 40th anniversary of the National Railway Museum was marked by the unveiling of a special vinyl train wrap on a Virgin Trains East Coast HST and a naming at York station on September 23.

Established in 1975, using part of the York North steam shed site, it was at the time the first national museum to be established outside London, and its popularity in the tourist city has never been in question.

HST power car No. 43238, which as 43038 carried the name *National Railway Museum First Ten Years 1975-1985*, was chosen and a special vinyl wrap applied depicting silhouettes of key NRM exhibits, including *Rocket*, *Locomotion* No. 1.

The names or classes in words also form part of the livery around the power car's number, which is outlined in red.

The new name unveiled by Virgin Trains East Coast managing director David Horne and NRM director Paul Kirkman is *National Railway Museum 40 Years 1975-2015*. Attending the ceremony were three volunteers – David Eastoe, Peter Brumby and Rob Tibbitts



Power car No. 43238 with its special NRM branding. RICHARD TUPLIN

– who have been involved with the museum since it opened. In addition, Hornby Models are

producing a limited-edition run of 43238 in its new livery. It will be on sale in the spring of 2016.

GB Railfreight marks 40 years of the 'Wizzer'



GB RAILFREIGHT Class 66 No. 66757 was named *West Somerset Railway* during a ceremony at the railway's Bishops Lydeard headquarters on September 26, in recognition of the WSR's four decades of heritage operations.

The naming strengthens the already strong link between GBRf and the

"Wizzer", as the 20-mile railway is affectionately known. The former's locomotives are no strangers to WSR metals having attended a number of the line's annual mixed traction weekends, Class 59 No. 59003 *Yeoman Highlander* even making its first runs over the line in June of this year following its repatriation



Above: GBRf No. 66757 on the Minehead turntable.

Left: With the nameplate are Paul Conibeare, general manager WSR; plc chairman, John Irven; and John Smith, managing director, GB Railfreight. BOTH: ROBIN COOMBS

from Germany in 2014.

WSR general manager Paul Conibeare said: "We are honoured that GBRf has chosen to name one of its locomotives after the West Somerset Railway. The locomotive will be seen across the railway network of Britain and will help to raise the profile of this company far and wide."

RM's longest-serving editor steps down

A CELEBRATORY dinner to mark former editor Nick Pigott's 21-year stint on *The Railway Magazine* was held in York on September 24. A number of Nick's close friends and the current *RM* editorial and design team attended, as well as key section contributors and some of the Mortons' management team (*RM* publishers), including Mortons of Horncastle chairman Philip Sharpe. The event also recognised Chris Milner's 25-year contribution to the magazine and his recent promotion to editor.

Nick receives a specially cast plaque marking his achievement from Mortons Media Group executive chairman Ian Fisher. PAUL BIGLAND



Brunel inspiration as FGW re-brands as GWR

FIRST Great Western has formally started the process to re-brand itself as the Great Western Railway. The re-brand is centred on the company's commitment to putting its people and customers first.

Inspired by the legacy of Isambard Kingdom Brunel, the new and modern identity has seen the adaptation of the much-loved name that dates from 1835.

GWR has put together an improvement package with the Department of Transport that will deliver large benefits to passengers in terms of journey times, capacity and reliability. Alongside the ongoing £7.5billion investment in the rail network, an extensive fleet upgrade will see new or upgraded trains, all with free wi-fi, on every area of the network by December 2018.

As part of the new look, a new GWR green livery has now appeared on a complete HST set, Class 57 No. 57605 and 'Networker' units 166205. It will be in the same style as shown in the generated images released of the Hitachi AT300 trains of which GWR has ordered 29 bi-mode units.

On the HST power cars and locos, the new GWR logo appears prominently in raised steel and aluminium lettering on the bodyside, the power car number having been moved to the luggage compartment door. On the trailer cars, the doors are grey. Inside the HST, a full refurbishment has taken place, with new carpets, tables, new seating in two-tone grey with green headrest surrounds and a circular GWR logo on each seat back. The new livery will be phased in over a three-year period. Staff will get new uniforms as part of the new branding. Earlier this year the franchise was extended to April 2019, to cover the implementation of the new IEP trains.

From December 2018, there will be a major revision to the timetable with journey time from London to Bristol cut by 17 min, and by 14min to Cardiff. There will be more direct trains into Devon and double the number of trains into and out of Cornwall. GWR will be taking on 100 extra customer-facing staff, and the introduction of dedicated customer ambassadors at key stations across the



In the new livery, GWR power car No. 43187 leads the 15.28 Swansea-London Paddington through Briton Ferry on September 22. At the rear is 43188. JAMIE SQUIBBES



The revised standard class interior. DAVID HUNT



Also in the new livery is Type 5 No. 56705, waiting at Paddington with the down sleeper. DR IAIN C SCOTCHMAN

route to assist customers.

GWR managing director Mark Hopwood said: "This investment represents a historic milestone for us and so it was a perfect opportunity to launch the Great Western Railway once again. It's a new dawn for our railway and we're excited to be at the helm."

Local communities will also benefit from financial support. A £2.2m Customer and Communities Improvement Fund will support areas of the railway where there is a real social need, as well as a commitment to redevelop branch lines, offer free travel to jobseekers on their way

to interviews, and introduce a paid work placement programme for the long-term unemployed.

The reliveried HST set's working to Cardiff on launch day, September 21, was cancelled after brake problems with the 07.12 Paddington to Reading at Ealing.

Virgin to offer Sunderland service

VIRGIN Trains East Coast is to add Sunderland to its range of destinations from December 14.

The operator says from that date, it will offer a new 05.40 HST departure, arriving at King's Cross at 09.08. There will be a return service from the capital at 20.00.

At present, direct services from Sunderland to London are operated by open access company Grand Central. Virgin's move is a rare incursion for a franchised operator and offers an arrival in London 72 minutes ahead of its rival, and with faster journey times. Tickets for the first trains are already available.

A second new service for VTEC is the start of a 05.26 Stirling-King's Cross departure, also from December 14. It has been achieved by extending the 06.26 departure from Waverley. Calling at Falkirk Grahamston, the direct service is 46 minutes faster than the current 05.30 departure, which requires a change of train and arrives in London at 11.42.

A direct return service to Stirling is provided by the 15.00 from King's Cross, arriving into Stirling at 20.16.

Tickets for the both new services are on sale.

Network Rail asset management criticised after signal falls on track

THE Rail Accident Investigation Branch (RAIB) has criticised Network Rail's asset management strategy after a colour light signal fell across a main line and was clipped by an HST travelling at 110mph on an adjacent line.

In the incident at Newbury on November 14, 2014, a signal post, which had been fitted with an LED route indicator some weeks previously, fell across the down main line and the head was hit by the HST as it was foul of the up line. The post, which was believed to be 40 years old, had corroded from both the inside and outside. There was some damage to the HST but no derailment. Because the wiring remained connected, it was not apparent to the signalling staff. The RAIB said that the incident could have been far worse had the first train to encounter the signal been on the down line.

Although posts are subject to visual inspection, the examination of this signal did not detect the corrosion as it was hidden by ballast.

RAIB made five recommendations including better identification of



The corroded signal post lying across the down line. RAIB

structures at risk of failure by age, those of hollow section, those that are non-galvanised or in hostile environments. Network Rail was told to develop a specification for a new signal post, or a modification to existing posts, that eliminates or mitigates the risk of internal corrosion.

Chinese urged to bid for HS2 contracts

THE Chancellor of the Exchequer George Osborne has kick-started the bidding process for phase one of the HS2 construction project, telling his audience in Chengdu, China, that they should bid for the first tranche of seven contracts worth £11.8billion. Euston would have up to 11 platforms for HS2.

His comments came during an 'HS2 partnering day' between British and Chinese firms to explore joining up on bids for contracts, as well as launching the Northern Powerhouse pitch book.

The first phase of construction is due to start in 2017, and a skills-swaps programme would allow the UK to benefit from China's expertise as a world leader on high speed rail, and help Chinese investors better understand the UK market.

The contracts are for the main works packages and cover surface routes and tunnels. 'Tranche 2' comprises stations, and 'Tranche 3' comprises railway systems. These will be launched in 2016 and 2017.

Construction of HS2 will begin following Royal Assent of the Phase 1 Hybrid Bill which is currently before Parliament.

Barrow Hill steps into the past

By Nick Brodrick

TARDIS not required...

Visitors to Barrow Hill Roundhouse in late September were treated to a sight that is unlikely to ever be repeated: a busy LMS depot, filled with a potpourri of Midland Region engines.

Soon after the Staveley (near Chesterfield) site closed its doors to the public at 17.00 on September 27, the process of returning the shed to normality began. As the eight visiting locomotives ebbed away over the next few days, Barrow Hill returned to its now customary guise as a depot serving the modern railway industry for the likes of Hitachi, Network Rail and DRS.

Although enthusiast events will never compete with the lifeblood generated by its contemporary status, its site manager Mervyn Allcock was determined to take a big financial risk to ensure that the roundhouse could throw a major steam party to mark 50 years since the traction was totally ousted by diesels.

The Railway Magazine-sponsored 'Ticket to Ride' weekend took the centre back to its roots in more ways than one; an opportunity to step away from the glamour shows involving LNER Pacifics – and to rekindle the spirit of the authentic, everyday, grimy shed scene that has all but disappeared from the United Kingdom.

It lived up to the billing as the biggest preservation gathering of LMS-design locomotives and its constituents for decades.

Such events take an enormous level of input from a small number of individuals, namely Mr Allcock, Alexa Stott, Simon Hartshorne and Martyn Ashworth. This was the last big enthusiast event that will be staged here – for the foreseeable future at least – primarily because the Heritage Lottery Fund-driven restoration and redevelopment of the site from next summer will preclude public events until 2018.

It is fitting therefore that, as Barrow Hill marked the symbolic anniversary, that it should welcome the 100th steam locomotive since cheeky looking "Half Cab" No. 41708 became the first in 1998. The landmark engine was 5MT No. 45305.

The 1880 Johnson 0-6-0T was surrounded by a bevy of newer machines from the Midland, Lancashire & Yorkshire, LMS and BR(M), its humble character juxtaposing with the giant 'Princess Coronation' No. 46233 *Duchess of Sutherland*.

Following two days' of photo charters, the public was invited to the shed, with no fear of being clipped round the ear by the shed foreman, to witness the frequent locomotive changes, involving live turntable demonstrations. Simultaneous switching of motive power on the Springwell branch passenger shuttles ensured that there was always something 'on the move'. One machine that wasn't going anywhere in a hurry however was No. 45551 *The Unknown Warrior*, the part-built 'Patriot' which was visible in an authentic engine shed environment for the first time.

Other event specials included the historic return of an Ivatt "Flying Pig" back on-shed for the first time in 50 years; the renumbering of Stanier tank No. 2500 into its BR guise; and the visit of L&Y '27' 0-6-0 No. 12322, a last-minute surprise stand-in for failed 'Black Five' No. 45337.

In 2011, former NRM director Steve Davies revealed a plan to build a 'theatre of railways', based around a new turntable at York.

The pie-in-the-sky roundhouse idea disintegrated, but on the proof of what was on offer in last month, it would have been a white elephant because, in Barrow Hill, we already have the stage. All that's needed are the actors.

"The spectacle was amazing," Mr Allcock said, post-event. "It was one of the best we've done. The cameo in the corner of the shed was almost exactly how it looked in 1965."

The event's finale was the adornment of wreaths on the smokeboxes of Stanier 8F No. 8274, No. 45305, No. 45690 *Leander* and the 'Duchess' to mark 50 years, to the day, of the death of their designer. A fitting tribute to a true railway figurehead.





4



5

1. Railway roundabout: Nos. 47406, 42500, 1000, 43106 and 41708 rest inside the roundhouse. JOHN TITLOW

2. On September 26, the evening before the 50th anniversary of William Stanier's death, four of his design creations gather in the shed yard: a 'Duchess', 'Black Five', 'Jubilee' and 'Black Eight'. NICK BRODRICK

3. The best ever re-creation of a Midland Region shed yard? 3F No. 47406, 8P No. 46233 *Duchess of Sutherland*, 5XP No. 45690 *Leander*, 4MT No. 43106 and 5MT No. 45305 await their respective calls of duty on September 24. Days later, all the steam locomotives had departed and the yard refilled with modern motive power. PETER ZABEK

4. *Duchess of Sutherland* peers through the gap between Midland Railway "Half Cab" No. 41708 and Compound No. 1000. PETER ZABEK

5. Who'd have thought that 24 years ago, when Barrow Hill was saved from demolition, that it would one day host an LMS Patriot? 'Phoenix' No. 45551 draws admiring glances on September 26. NICK BRODRICK



'AUSTERITY' TAKES TO THE MANCHESTER METROLINK ON TOP-SECRET INFRASTRUCTURE TRAIN

Steam on the 'Met' – Manchester style

'REAL' steam returned to the Bury to Manchester Victoria line in the early hours of September 27 when Hunslet 'Austerity' 0-6-0ST *Swiftsure* (2857/1943) worked a ballast train over the Manchester Metrolink system.

The unusual working was carried out in conjunction with the East Lancashire Railway, which until the spring of this year had supplied its Class 03 No. D2062 for the ballast operations. Unfortunately, a seized piston, suffered during a ballasting job at Besses o' th' Barn in May, put the 03 out of action, leaving the ELR without a suitable diesel locomotive capable of travelling beneath the Metrolink's overhead wires.

"I must admit to having put off the prospect of using one of the 'Austerities' we have at Bury due to the costs involved, so it was a case of asking my ex-colleagues at Metrolink to be patient and wait until the 03 was repaired," ELR general manager Andy Morris told *The RM*. "Unfortunately, sourcing spares for Gardner 8L3 engines is proving increasingly difficult with Egypt now being the only place, seemingly, to get pistons and liners, so the repair took longer than I would have liked."

With no immediate resolution to the 03 repair imminent, and the Metrolink obligation becoming increasingly more pressing, it was agreed that *Swiftsure*



In the early hours of September 27, East Lancashire Railway-based Hunslet 'Austerity' 0-6-0ST No. 75008 *Swiftsure* rolls through Radcliffe Metrolink station with a ballast train as it deputises for the ELR's failed Class 03. CRAIG ELIAS

could deputise for this covert operation. In fact very few people knew that the event even took place, with only a handful of people witnessing the 'Austerity's' movements under the cover of darkness.

Mr Morris added: "There is a prospect of further steam incursions onto Metrolink but it will always have to be on the basis that they fit under the wires."

"*Swiftsure* only had about three inches to spare, but enough for purpose."

STOP PRESS

NNR buys David Shepherd's 9F

DAVID Shepherd has agreed to sell his beloved 9F No. 92203 *Black Prince*, 48 years after he first bought it from British Railways.

The North Norfolk Railway, the locomotive's operational base since 2011, has reached a "mutually beneficial" agreement with the famed railway and wildlife artist to incrementally acquire the 2-10-0 over a nine-year period.

NNR managing director Hugh Harkett told *The RM* that the Poppy Line's board of directors had confidence in taking on the former Bath Green Park engine because of the gradual enhancement of the workshops at Weybourne, following

the purchase of steam engineering firm Chatham Steam Ltd in 2013.

The railway has extended its promise that Mr Shepherd will always be welcome to visit and enjoy his former 'pet' engine, which will run between 80 and 90 times each year.

"It was important to give David the comfort that his engine was somewhere where it would be loved," Mr Harkett said.

Black Prince gives the NNR four permanently based engines that are capable of handling its core timetabled trains (Y14 No. 564, B12 No. 8572 and WD No. 90775), together with long-term 'loanee' 4MT No. 76084.

Franchise extension for EMT

EAST Midlands Trains has secured an extension to its franchise until March 2018 that will see the operator invest £13million.

Under the agreement with the DfT, EMT will provide an extra 22 services to Nottingham and Newark Castle on Saturdays by December 2016. This is in addition to the recent service enhancements.

There will also be faster journey times between Nottingham and Lincoln on Saturdays.

Anytime fares to London will be frozen, until 2017, and 15 more automatic ticket machines will be installed on the EMT network. There will be a new mobile app with better customer information, and more

information screens will also be installed at key stations including London St Pancras, Leicester, Derby and Sheffield.

Wi-fi upgrade

£1 million will be invested in improving accessibility at stations, along with 29 new accessible help points at unstaffed stations, linked to a 24-hour customer contact centre. Passengers needing assistance will need to book in advance 12 hours ahead, and there will be an improved online compensation system for passengers who are delayed.

On trains, the on board wi-fi will be upgraded to 4G standards and free to all from 2018.

OBITUARIES

Bluebell volunteer named as Shoreham victim

BLUEBELL Railway life member, volunteer and retired engineer James Graham Mallinson was sadly confirmed as one of the victims of the Shoreham air show crash on August 22.



Known by his middle name Graham, Mr Mallinson was a talented photographer and well known on photographic charters. In the 1960s he spent many hours photographing and travelling the country, witnessing the end of the steam era.

He also spent nearly 40 years following main line steam too. On the day in question, he had gone to Shoreham to photograph the Vulcan bomber.

Living close to the Bluebell, Graham was very involved with repainting of some of the locomotives, as well as supplying photographs for *Bluebell News*. In recent years he had been helping with the Bluebell museum's photographic

archive, later becoming part of a specialist team with his encyclopaedic knowledge of both the Bluebell and the railways in the South.

A widower for the past eight years, his friends said Graham was a kind, loyal, generous family man. Among his many achievements was his involvement with the author Michael Welch and his assistance in compiling around 35 railway books over a 20 year period, that needed meticulous attention to detail and painstaking proof-reading.

Graham had also had pictures published in the railway press.

In a statement, his family said he was in the right place at the wrong time when this disaster happened, pursuing his love of photography.

A minute's silence was held at the railway on September 5. Mr Mallinson is survived by his son Anthony.

The funeral will be held on November 12 at St Mary's church, Newick at 14.00. *Roger Cruse*

Friends of mainline steam 'voice' dies

JEFF Cogan, the man who was the voice of the Friends of the Main Line Steam Operators telephone timings 'hot line' in the 1980s, died

on September 7. He was 66.

Jeff was an experienced railway photographer, and highly respected on the lineside. His interests included model and garden railways, and he was involved with the Echills Wood Railway at Kingsbury, and the Stafford Railway Circle.

A long time volunteer at the Statfold Barn Railway, Jeff, together with his friend Ken Bull, with whom he travelled to see steam, held photo displays at Statfold open days, but also at the Warley Model Railway show. He was on duty at the recent *RM* readers' day on the ground frame at Oak Tree Halt.

As mark of respect, Statfold's Bagnall 0-4-0T *Isibutu* was trimmed with a black ribbon and 'Jeff Cogan Special' headboard and ran like that for the railway's final open day of the year.

Additionally the number and nameplate from No. 5952 *Cogan Hall* was displayed in the Grain Store at Statfold above his photograph.

Narrow gauge world mourns loss of Tony Hills

TONY Hills, founder and leading light of the Brecon Mountain Railway, near Merthyr Tydfil, died on August 28 aged 78. The funeral was on September 11.

In September 1963, Tony bought Hunslet 0-4-0ST *Sybil* (HE827/1903) from Pen-yr-Orsedd Quarry. By 1968 he had finished completely rebuilding *Sybil* and had started searching for a location to construct a heritage railway of his own. Numerous sites and old trackbeds were investigated until the favoured option of the trackbed of the standard gauge Brecon & Merthyr Tydfil Junction Railway (opened in 1859 and finally closed in 1964) emerged around 1972/73.

Working in partnership with Peter Rampton, by 1978 the necessary planning consents had been obtained and a start was made on construction, the initial 2ft-gauge Brecon Mountain Railway opening to the public in June 1980.

The partnership subsequently bought Vale of Rheidol Railway from BR in April 1989. In 1996, ownership of the railways was separated, Tony Hills retaining the Brecon Mountain line, while VoR ownership was transferred to the Phyllis Rampton Narrow Gauge Railway Trust.

Tony leaves five children, three of whom work on the railway, with his eldest son, Matthew, having been a BMR director for many years.

The family intends to continue running Brecon Mountain Railway. *Cliff Thomas*

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BORDERS REVIVAL

A landmark project in the proud history of Scotland's railways



Contrasting liveries as 'Turbostar' No. 170458 leads the Borders Railway-branded No. 170414 past Heriot on the inaugural day for passenger services, September 6. The train is the 13.45 from Tweedbank to Edinburgh Waverley. CHRIS MILNER



Waiting to join the train were Andrew Whitworth from Harrogate and Miles Glendinning from Edinburgh, the first customers to buy tickets, and who had been waiting since before 06.00! IONA BUTLIN



In connection with the opening of the line, members of the public were nominated as recipients of a 'Golden Ticket' award for services to their community. Among them were Doug and Marian Smith and Helen and Jim Barnett from Greenlaw, who were among 200 who boarded the train at Tweedbank on September 5. IONA BUTLIN

It is more than a century since a domestic line railway longer than 25 miles was opened in the UK. September 6 was a proud day for railways in Scotland when the public were finally able to ride on the new Borders Railway. **Ashley Butlin** has watched the 30-mile section of the Waverley line being rebuilt and reviews the £300million project.

AFTER a break of almost 50 years, the hills of the Scottish Borders once again echoed to the sound of steam as LNER Class A4 No. 60009 *Union of South Africa* worked south from Edinburgh along the newly rebuilt railway to Galashiels and Tweedbank on September 9 bringing Her Majesty The Queen to officially open the newly restored line. At just over 30 miles in length, this is the longest new domestic railway built in Scotland since the West Highland Extension in 1901. Built on time – and at £294million within budget – this was a remarkable moment for all concerned.

The January 2014 issue of *The RM* carried an article outlining the reinstatement of the former Waverley line from Newcraighall to Tweedbank and detailed progress made in the first year of construction. As 2014 progressed, so did the rebuilding of the railway. About

1,000 people were involved at this time as earthworks and infrastructure dominated rebuilding, while many of the former bridges were either refurbished or rebuilt. Equally, new build was essential to accommodate revised roads since the line closed in 1969.

One of the major builds was that of the bridge constructed at Hardengreen to carry the line over the large roundabout on the A7 road. Keeping the road open during the build was essential and it was only closed when absolutely necessary, when four large girders were lifted into place on concrete pillars. Replacing the approach earth banks to the structure and associated support cladding followed, to produce one of the principle new structures.

In former days, level crossings were common place, but new regulations do not allow their use in new builds so two former crossings at Heriot and Fountainhall were



Reliever to promote the opening of the line, Class 170 No. 170414 has been frequently seen during the crew training phases. In this view the unit is leaving Galashiels for Tweedbank on June 7 on a proving run. IONA BUTLIN

both replaced by new road bridges carrying roads over the re-instated line. While that at Fountainhall was very close to the original level crossing, the new road at Heriot was a significant distance south of the village. As this would have involved residents wanting to catch buses on the A7 taking a long walk – no station being built at Heriot – an underpass was constructed at the site of the former level crossing. At both locations, the A7 road was improved to allow for the new road junctions.

New overbridge

The highest point of the new line is at Falahill, where the A7 trunk road crosses the line. In the past a narrow overbridge on a double bend carried the road over the line. Following closure of the Waverley, this structure was removed and the road re-aligned over Falahill, and past the small number of cottages making up the hamlet. Accompanying the re-building of the railway, a new overbridge and re-alignment of the A7 at this location involved considerable works, again with minimal disruption to road users. Also at Falahill, a vast stone quarry was reopened to supply essential materials for the building of the railway. On completion of the line, the quarry was closed and filled in with earth from locations throughout the route. Today, no evidence remains of the vast quarry, and when grass re-grows, it will be just another hillside!

Galashiels is the major town on the line and although the original route was largely preserved through the town, re-instatement still involved considerable work, including the rebuilding of bridges, a new embankment to carry the line over Currie Road and the reopening of the cutting near Winston Road. The works in Galashiels caused considerable disruption, with temporary road closures and one-way systems being implemented at different times. South of Winston Road bridge, the line crosses the River Tweed by way of the impressive Redbridge viaduct, before entering Tweedbank station.

When the Waverley closed in 1969, Tweedbank was a green field site surrounding

Tweedbank Farm. Building started in 1973 and is now a large housing development, along with an industrial area. No station existed there in the past but the availability of land to the east of the line provided the perfect location for the new station and a large car park, while still preserving the original route south towards Melrose should the line be extended in the future. The other very obvious sign of the impending reopening was the construction of the seven new or rebuilt stations at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, Galashiels and Tweedbank. While the major infrastructure work was the most visible sign of the re-instatement of the line, running concurrent were the many less obvious but essential works, including fencing and signalling the entire route.

Bypass diversion

At the beginning of 2014, the new year started with a number of highly visible projects



An artist's impression of the newly built bridge carrying the railway over the A7/B6392 Hardengreen roundabout appeared in *The RM* of January 2014. Today that impression is now a reality, and on September 10, an unidentified Class 158 unit heads south away from Eskbank. IONA BUTLIN

PROTECTING THE ENVIRONMENT – A KEY CONSIDERATION

WE LIVE in an age where protection of wildlife is a key consideration in all construction works.

The wildness of the Gala Water and surrounding areas guarantees the proliferation of wildlife, including otters, various species of bats, and not least the numerous breeding birds.

Throughout the project, every precaution was taken to protect the environment, be it woodland, meadows or rivers and burns. This was particularly the case at the start of the breeding season in spring. Many species of birds return to their traditional breeding sites each year, and where these were in an area facing disruption due to construction work, efforts were taken to dissuade nest building by covering the structures with netting. When work was completed the wildlife was then free to return to its former sites.

Where birds did succeed in breeding, every effort was taken to protect them by creating buffer zones around the site until the young had fledged and left the nest.

In addition, sensitive planting of native species was carried out to enlarge and enhance existing habitats.

taking place. The diversion of the A720 Edinburgh City Bypass to allow construction of an underpass bridge; the initial construction work connected with the building of Hardengreen Bridge; and the building of a new bridge over the A7 at Gore Glen. In addition, north of the A720 underpass, the route was re-routed to bypass mining subsidence problems, rejoining the former route at the north end of Millerhill Yard, close by Newcraighall station. In connection with this work, the A6106 road was closed, with a new route also being constructed along with other roads associated with the building of Shawfair station.

The railway crosses the Gala Water

RAIL REOPENING

numerous times as it heads south to Galashiels. Virtually all the original wrought iron bridges still remain in place, and although more than 150 years old, 12 of these were totally refurbished, the first being unveiled in December 2013. Hidden from view in a polythene tunnel while work was carried out, they were shot blasted and repainted in holly green to blend in with their environment.

There are two tunnels on the line, both north of Galashiels: Torwoodlee at 62m in length and Bowshank (200m). Both received remedial repairs prior to being concrete lined. At the start of 2014, Bowshank Tunnel had its floor lowered by 40cm to allow the installation of a track slab to be laid.

By February, work on Hardengreen Bridge was advanced to the point that over two weekends the A7 was closed to allow the four beams (each weighing 107 tonnes) to be lifted into place using a 1,200-tonne crane. Following this, over the second weekend, the new bridge deck was installed.

Similar bridge work was taking place at the southern end of the line, with the Redbridge viaduct on the approach to Tweedbank being closed to pedestrians to allow the bridge deck to be re-surfaced and waterproofed, along with repairs to the masonry work. Other bridges in the Galashiels area were also receiving attention, notably those over Wheatlands Road, Gala Water and Currie Road, while work began to remove and rebuild the old bridge crossing the line in Winston Road.

Minimal disruption

In March, work started at Falahill on constructing the new overbridge, again this work was carried out with minimal disruption to road users on the A7. The resultant works sees the A7 sweep over the railway line and past the small community at Falahill.

As the project entered its second year in May 2014, work began on the building of the seven stations and associated road works, such as at Shawfair, where a new road was constructed over the new layout close by the former Monktonhall Colliery site. Foundations were laid ready for pre-cast concrete units to be installed.

Also during May, work on the new 90-tonne bridge over Wheatlands Road in Galashiels was completed. Using a large crane, the bridge was lifted into place over two days by a 15-strong team working round the clock so as to minimise disruption to road users.

Early June saw the diverted A720 city bypass revert back to its original alignment



Above: Slowing for the station call at Stow on September 6 are unit Nos. 158718/712/714 arriving with the 14.11 Waverley to Tweedbank. The gabions are a feature at locations along the line to strengthen embankments.
CHRIS MILNER



Right: A view of Tweedbank station on the opening day.
MIKE HADDON

following completion of the new underpass for the railway. Once completed the temporary formation constructed alongside the bypass in September 2013 was removed.

As spring turned to summer, so other key areas of construction neared completion. The new road bridges at Heriot and Fountainhall – built to replace former level crossing sites – along with associated works of widening and realigning the A7, were nearing completion, while in Galashiels a further new bridge was

installed at Plumtreehall Brae, the 30-tonne bridge being lifted in place by a 500-tonne crane.

Further south, between Galashiels and Tweedbank, work on the Redbridge viaduct was completed and the footpath alongside the track over the bridge, closed since February, was reopened to the public.

Due to road changes in the past 40-50 years, several totally new bridges and embankments were required, as at Currie Road in Galashiels. Here, the road was reopened in July following the installation of yet another new bridge. Another bridge completed in July was at Bowland, over the B710 road, where the road had been closed for three months.

July 2014 saw the first sleepers being laid out on the completed and nearly restored track bed, followed in August by the first rails to be laid in Bowshank Tunnel, albeit in the form of concrete slab track, an alternative to traditional ballast.

Significant changes

With a year to go before the line reopened, the summer of 2014 saw significant changes with the continued laying out of more than 90,000 sleepers on the prepared ballast track bed. With the sleepers laid out, track laying began in October with a formal ceremony at



The first public train on September 6 was the 08.45 Tweedbank – Edinburgh Waverley, headed by refurbished Class 158 No. 158701, with driver Stuart McLeod at the controls.
IONA BUTLIN



Working hard up the grade from Tynehead to Falahill LNER Class A4 No. 60009 *Union of South Africa* makes the hills echo to the sound of steam and the iconic chime whistle associated with the class. The royal party was conveyed in Pullman Car *Pegasus* seen behind the support coach. IONA BUTLIN

Shawfair on October 9, attended by Transport Minister Keith Brown and Network Rail CEO Mark Carne.

The track-laying machine was capable of laying up to 1km of track each working day. Operated by BAM it was propelled onto the Borders Railway at Newcraighall by Class 66 locomotives provided by GB Railfreight. The appearance of the track-laying machine and locomotives understandably attracted the attention of the general public, who turned out to watch this exciting phase. For the older generation, it brought back memories of travelling on the Waverley route, while groups of school children were fascinated to see trains running for the first time in their local area. In connection with this schools were visited and children given lessons in rail safety.

Throughout October, the track laying progressed southwards. At the same time work on the new stations continued, including the completion of the platform surfaces, and where appropriate, footbridges. Elsewhere, the remaining road overbridges along the A7 were completed and opened to the public.

Once the tracks were installed, the ballast trains followed to complete the work. Locos for this phase were provided by Freightliner, so the blue 66s were joined by the green machines. With ballast laid, various tamping machines were used to compact the new formation. Following on from the track laying, the installation of signalling and communication equipment was undertaken, and 15 large masts appeared at regular intervals along the route. Traditional signalling methods, involving copper wires, have been replaced by fibre-optic cabling. More reliable and allowing faster communications, fibre-optic cables are of no real value to metal thieves who regularly target copper wires throughout the country, especially in rural areas, where they are less likely to be detected. ►

CAMPAIGNERS 'SAVED GOVERNMENT BLUSHES ON TOURIST TRAFFIC', SAYS BORDERS RAIL GROUP

TOURIST and leisure passengers – originally dismissed as of marginal importance – may now be a crucial factor in the success of the Borders Railway, according to the Campaign for Borders Rail (CBR).

CBR says that without its sustained campaigning to overturn a downbeat verdict on tourist potential in the original railway feasibility study, the new line would not have had enough track and platform capacity at the Tweedbank terminus for this crucial market.

As a result, campaigners have 'saved Scottish Government blushes' over what would have been 'an embarrassingly sub-optimal offer to the tourist market'.

'Downbeat study'

Launching a new web site to welcome the Borders Railway – www.campaignforbordersrail.org – CBR's UK Parliamentary officer, Nick Bethune, commented: "The original Scottish Borders Railway Feasibility Study for the Scottish Executive in 2000 was very downbeat about tourist potential, despite the Borders being renowned for Sir Walter Scott's home at Abbotsford, several historic abbeys and delightful scenery.

"It said that 'existing tourist attractions are not likely to benefit from the proposed rail service' and that 'south of Gorebridge the line runs through moderately attractive scenery and while some tourists will travel out from Edinburgh 'for the ride' on the line, there is no reason to believe that they will spend significant amounts of money in the Borders'.

"CBR and our earlier sister organisation, the Waverley Route Trust, argued long and hard for a bigger role for the railway to be acknowledged, and our research and lobbying – together with

the efforts of Claudia Beamish MSP – eventually led to the then Transport Minister Keith Brown's 11th-hour decision, in late 2012, to authorise extension of the platform and tracks at Tweedbank to accommodate 12-coach tourist charter trains.

"The scenic qualities of the new railway have subsequently been enthusiastically endorsed by Keith Brown and former First Minister Alex Salmond.

'Enormously attractive'

"Our view is that the combination of a half-hourly ScotRail service, plus charter trains from across Britain, will be enormously attractive to the tourist market, and will bring substantial new spend to the Borders economy – and to Midlothian, with its National Mining Museum, adjacent to Newtongrange station."

Bethune also highlighted other tourism-related enhancements to the original rail specification which have been secured by CBR's campaigning.

He added: "Through our efforts, the original 1849 station building at Stow was saved. This will be an attraction in itself, and its potential re-use as a community facility could include facilities for rail-based walking and cycling trips in the surrounding hills.

"Last year we were also successful in persuading the Scottish Government and the new ScotRail franchise operator, Abellio, that the Borders Railway Class 158 trains should be refurbished to provide better window/seat matching and enhanced luggage/cycle space.

"The reality is that if it hadn't been for rail campaigners' efforts this new railway would have provided an embarrassingly sub-optimal offer to the tourist market."

LOCAL RAIL CAMPAIGNERS CELEBRATE PROJECT SUCCESSES

AS WELL as the core strategic achievement of the return of a railway from Edinburgh through Midlothian to Tweedbank, local rail campaigners – notably CBR, Stow Station Supporters Group and the Waverley Route Trust – can take credit for some important supporting successes, a number of them achieved in the face of official resistance:

- First coining the 'Borders Railway' name (in 2003)
- Persuading Parliament to include a station stop at Stow when none was to be provided (the Scottish Parliament passed the Waverley Railway (Scotland) Act in 2006)
- Saving of the original 1849 station building at Stow from demolition (2011), with the potential for beneficial community re-use
- Tweedbank station track layout redesigned to take 12-coach tourist trains, providing the basic infrastructure needed to bring additional tourist spend to the Borders (2012)
- A requirement for the new ScotRail train operator to accommodate 'paths' for tourist charter trains to fit in with the regular service timetable (2013)
- Cutting the maximum waiting time at the A7 pedestrian crossing from bus to rail stations in Gala from 90 to 30 seconds, improving convenience and safety for rail passengers (2013)
- The first train of the day to Edinburgh retimed to provide a robust connection into the 06.25 service to London (2014)
- Persuading Transport Scotland that the Borders Railway Class 158 trains should be refurbished to provide better window/seat matching and enhanced luggage/cycle space (2014).



The new Eskbank station is located a short distance further south than the original, closed in 1969. As with most on the line it is on a single track section so only has a single platform face. Class 158 No. 158727 departs for Edinburgh on September 10. IONA BUTLIN

Further milestone

A further milestone was reached on November 5 when the track-laying machine crossed over the boundary between Midlothian and into the Scottish Borders at Cakemuir Burn.

As 2014 came to a close, so construction of the railway, equally, was coming towards completion. Construction work at the various stations, including the new car parks, was well underway, with Shawfair and Eskbank virtually complete by December, while work at Newtongrange, Gorebridge and Stow saw the platforms complete and car parks well underway. At Galashiels the new transport interchange was progressing. For motorists, the number of construction vehicles on the A7 and other roads had dropped significantly as construction was completed.

Sadly, towards the end of 2014, a worker was seriously injured during sleeper laying and work was halted at Ferniehurst, north of Galashiels, until January 12. In early February,

the track-laying machine entered Galashiels, and was met by large crowds as many in the town turned out to witness the cavalcade proceed through the town. Tweedbank was reached in February, with an official final track clipped into place at a ceremony on February 12 attended by Keith Brown, Cabinet Secretary for Infrastructure.

To promote the new line, ScotRail re-vinylled Class 170 No. 170414 with scenes of Midlothian, Edinburgh and the Scottish Borders, including the National Mining Museum at Newtongrange, the pandas at Edinburgh Zoo, historic Rosslyn chapel, and the scenery associated with the Scottish Borders. Based on Haymarket depot, the unit will be seen at numerous locations around Scotland, and is in effect a mobile advertising board to encourage visitors to the Borders. The unit was unveiled to the public at Edinburgh Waverley on March 17.

During construction of the railway, 95 bridges have been refurbished and 42 new bridges constructed. The final bridge to be installed was a footbridge lifted into place in April at Harelaw, providing a connection from Newton Village to the new station at Shawfair.

During May and June, the final earthworks took place with the large stockpile at Ferniehurst, south of Stow, moved by road to Falahill, where it was used to landscape the quarry following extraction of the last stone needed for the project.

Driver training

A significant event on June 7 saw Class 170 No. 170414 undertake a proving run from Newcraighall to Tweedbank to measure stepping distances from the train to the platform at all stations along the line. The following day driver training started using Class 158 No. 158741. This training continued on a regular basis through to the end of August and the opening of the line



Station signs are in Gaelic too!



Prior to the start of driver training, on June 7 'Border' Class 170 No. 170414 was used for a proving run with the train stopping at each station to allow gap clearances between the train and the platform to be measured, as here at Tweedbank. IONA BUTLIN



About to crest the summit of the current line at Falahill is the Borders Railway unit No. 170414 with 170458 with the 15.11 Edinburgh Waverley-Tweedbank service. The ruling gradient from mid-way between Eskbank and Gorebridge to this point has been 1-in-70. CHRIS MILNER

in early September, with 64 drivers and 64 conductors trained for the route, of which 36 were recruited especially for the Borders Railway from more than 2,200 applicants. It also led to the decision by ScotRail to establish a small depot for locally recruited staff at Tweedbank.

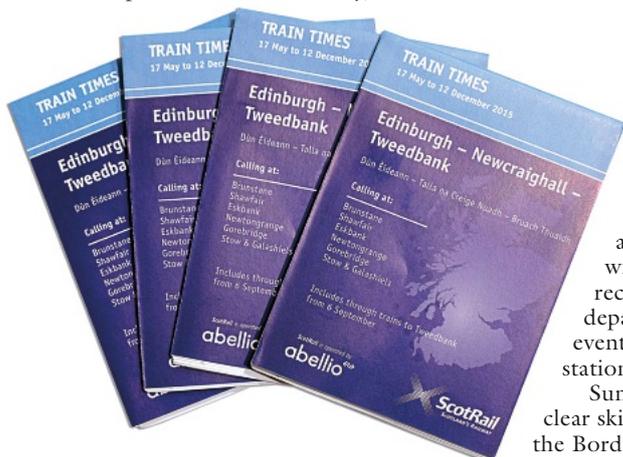
Yet another milestone was reached on June 14 when BAM officially completed their contract and the railway transferred to the ScotRail Alliance.

Within the Borders, excitement grew during the summer in advance of the opening over the first weekend of September, with events taking place at numerous locations. Chief among these was the Golden Ticket Winners, people nominated for many reasons to travel on special trains on Saturday,

Right: Next stop Hawick? Looking south from the Tweedbank terminus. There are already calls for the line to be extended.
CHRIS MILNER



Below: Pocket timetables for the new service.



September 5 in advance of the public opening the following day. On the Saturday morning, 200 people gathered at Tweedbank, where the party atmosphere increased as the winners were conveyed from a reception to the train and their departure to Edinburgh. Similar events took place at the other stations along the route.

Sunday, September 6 dawned with clear skies and bright sunshine across the Borders. The very first train into

traffic was the 08.45 from Tweedbank to Waverley. Once again, passengers gathered early for the departure and the excitement was palpable as they were allowed onto the platform to board their train. Throughout the first day all of the six-car trains observed were filled to near capacity with more than 1,100 people reported to have sampled the new service.

Half-hourly services began on Monday, September 7 to entice commuters away from the bus, with a royal opening by Her Majesty The Queen following on the Wednesday, the day she became the longest-serving British monarch. ■

HEADING TOWARDS HALTWHISTLE

Thanks to a £4.2million Heritage Lottery Fund (HLF) award, South Tynedale Railway (STR) is undergoing a transformation as work on a £5.6million development project gathers pace. The package includes an extension to Slaggyford, but as **Cliff Thomas** reports, this expansion may be the springboard which sets the STR on the way to achieving its ultimate goal... a total rebirth of the line.

There are branch lines preserved in their entirety, today's West Somerset Railway and Keighley & Worth Valley Railway being notable examples, and several narrow gauge lines constructed on one-time standard gauge trackbeds. The ultimate ambition of the South Tynedale Railway almost brings a new definition to the 'Lazarus Lines' concept – complete revival of what was originally a standard gauge branch as a 2ft-gauge line.

That, surely, would be a unique accolade for the Alston branch?

The Newcastle and Carlisle Railway's Haltwhistle to Alston branch opened in 1851/52 to serve what was then an important lead mining district. Closure of the last colliery at Lambley in 1958 led inevitably towards

progressive reductions in railway usage. Freight trains stopped running to Alston in 1965 and passenger services, by then operated by DMUs, were withdrawn on May 1, 1976 after road improvements had made a replacement bus service possible.

Foreseeing closure, the South Tynedale Railway Preservation Society (STRPS) had been formed in 1973 and negotiations to buy the intact track continued after closure. When BR lifted the track between Haltwhistle and Lambley, the society – still envisaging a standard gauge preservation project – looked at a more modest Alston to Gilderdale scheme.

Raising finance to buy the track proved a problem and a significant re-think resulted in the society's July 2, 1977 annual general meeting

deciding to change tack and opt for building a narrow gauge line instead. With the support of local councils, which had bought the branch trackbed from BR, an agreement to lease the Alston to Gilderdale section was concluded in June 1980. A one-mile 2ft-gauge railway from Alston to a temporary Halt opened on July 30, 1983 and, following extensive repairs to a viaduct over the River South Tyne, services to Gilderdale Halt began in 1987.

Same aim, different tactics

While there had been a change of approach and a scaling back of immediate objectives, the long-term ambition of a much longer line was retained. Indeed, two Light Railway Orders had been obtained (approved jointly

Henschel 0-4-0T Helen Kathryn leads a train away from Lintley Halt on April 1, 2012, the opening day of the extension to Lintley. At the rear is another Henschel – 0-4-0T Thomas Edmondson. DAVE HEWITT



with the two Local Authorities through which the trackbed ran) covering the 1½ miles from Alston to Gilderdale (within Cumbria) and 3½ miles between Gilderdale and Slaggyford (Northumberland).

The plan was to undertake the extension in two stages, initially to Kirkhaugh, then onwards to Slaggyford. Work on the Kirkhaugh extension started, but getting it completed and open proved horribly protracted. In simple terms, legislative changes between getting the LROs and building the track, compounded by all manner of paperwork issues, caused the project to take far longer than anticipated. Passenger trains finally started running to Kirkhaugh in September 1999, bringing the line to a length of two and a half miles.

Undaunted, the STR set about progressing the next extension, the two and a half miles from Kirkhaugh to Slaggyford, covered by the second LRO and planning permission granted in 1996. Every STR extension has involved expensive bridge and viaduct repairs; a survey of these structures undertaken in 1998 confirmed significant work was required on at least one bridge (42). Preparations gathered pace in 2000 as tasks and key issues requiring decisions were identified. Aside from bridges and other construction, the trackbed on the approach to Kirkhaugh from Lintley/Slaggyford features a mile of 1-in-56 climbing, a factor influencing future locomotive requirements.

One step at a time

A key question, should the project be tackled in 'one jump' or divided utilising a temporary halt, was resolved by opting for a two-stage approach, the initial target being a location known as Lintley Halt, about a mile from Kirkhaugh. The northward extension adopted physical form in mid-2007 when a new headshunt was laid beyond station limits at Kirkhaugh to assist the gathering of materials. Thanks to a £100,000 grant from Groundwork UK's Community Spaces programme, covering around 70% of the cost, repairs to bridges 46 (northern end of Kirkhaugh station) 42 and 40 (Lintley viaduct) was completed by contractors in early 2010. Although the new railhead stopped short of Lintley viaduct this structure had been included in the same contract as the other bridges. Other grants helped the purchase of track materials and the extension to Lintley opened on April 1, 2012. The 'official' opening (performed by Lord Inglewood) on May 12 also saw the property deeds for the STR's land in Cumbria handed over to the railway under a Community Asset Transfer, with talks progressing with Northumberland County Council, aimed at achieving a similar outcome.

More than 'just' an extension

The focus now switched to Slaggyford, but underlying issues concerning the very future of the railway had to be addressed.

For some 30 years, STR had been a wholly volunteer-run and operated railway, other than a few summer months when a couple of the volunteers worked daily on a paid basis to ensure services were maintained.

Extending to Lintley was cause for celebration, but in reality passenger numbers (thus revenue) had been falling short of expenditure requirements, while the railway was struggling to attract sufficient volunteers. STR passenger numbers totalled 25,500



The stunning view passengers will eventually get when crossing the 16-arch Grade 1 listed Lambley viaduct that spans the South Tyne river. DAVE HEWITT

in 2006/2007. Severe weather curtailed December 2010 'Santa' services causing a £10,000 loss on the event, then the economic downturn meant day visitors to the North Pennines Area of Outstanding Natural Beauty collapsed by 30% in a single year. For the 2011 season numbers barely reached 11,000 – a completely unsustainable level.

STRPS Trustees, facing a serious risk the railway could close, commissioned a comprehensive business review aimed at addressing the crisis. The report identified significant deficiencies in critical areas. Put succinctly, these were money, manpower, management, marketing and (reliable) machines. A three-year investment programme was developed to tackle these issues and provide a basis for long-term STR stability.

Extending to Slaggyford was viable, but carried a big price tag – even early estimates projected figures around £1.3m, about double the cost of the Kirkhaugh to Lintley extension. This was only going to be achieved with the help of significant grant funding.

Unsurprisingly, the STR looked towards the HLF. However, thinking 'big picture' for reasons just outlined, an application was assembled encompassing far more than extending its tracks. The package incorporated developments at Alston, future motive power requirements and much more, summarised by the title 'STRPS Heritage and the Environment - Broad Horizons for the Narrow Gauge', applied to the first submission to the HLF in 2011 seeking £4,128,900 (including a £93,000 development grant).

Securing money on this scale is rarely going to be easy. HLF agreed the project was a medium priority for support, but rejected the application on budgetary grounds. A revised application was rejected in May 2012 on similar grounds, but determination won through – late January 2014 saw the award of a £4.2m grant towards a £5.6m development project, which represents, by a massive margin, the biggest investment in the future of the STR.

In addition to construction of the 1½-mile Lintley to Slaggyford extension the award encompassed employment of staff, expansion of skills training and a visitor education programme. Overall, it aimed to establish the long-term sustainability – economically and environmentally – of the railway.

Securing the HLF grant launched a process which is transforming the railway. The forecast for passenger numbers on opening to Slaggyford at Easter 2017 is 26,000 – a quantum leap – and much had to change if this was to be achieved.

Full-time employees to take on management and administration work needed to boost income and get the books balanced, not to mention the planning and ensuring delivery of the development project, were included in the award package. By summer 2014 a general manager, railway manager (technical), development leader, marketing and sales associate and an accounts technician/administrator had been recruited. With these basic building blocks in place the tempo stepped up as specifications and tender documents were prepared and myriad other essential planning tasks were tackled.

Overhaul of organisation

The effort to get the railway on an even keel financially included recognition that the previous management model had not worked. An overhaul of the organisation completed around spring 2015 saw all trading placed in the hands of South Tynedale Railway Ltd (previously South Tynedale Railway Sales Ltd, the commercial arm of the society). All departments, and all income and expenditure, are managed by the company and its professional manager, replacing a somewhat fragmented structure. The company is wholly owned by the society, which thus retains ultimate control over the railway's destiny, but the previous degree of direct control by volunteers has necessarily reduced.

Inevitably, the last year has seen a few staffing adjustments, the general manager (Heather Palmer) now having in place a full time railway manager (handling all operational matters), a professional engineer, three administration officers, marketing and business development and a business services apprentice. Still to be recruited in summer 2015 were workshop, sales/marketing and finance apprentices. The professional management team, with revised method of working in place, has a straightforward target to focus on – deliver the HLF package by March 2017, by which time the railway must be trading sufficiently strongly to be able to afford to continue employing them from its own resources.

The signs are promising. Significant work on promotion during 2014 was rewarded with a ▶

noticeable increase in 2015 passenger numbers, particularly from coach party traffic. Hitting the target of a 100% increase in traffic in three years is crucial, there are jobs at stake! Meanwhile, working in concert with the full-time professional staff, STRPS deputy chairman Brian Craven is managing major capital construction aspects of the HLF project with Richard Graham (STRPS chairman), Paul Austen (trustee) and Heather Palmer, forming an HLF project team.

Alston makeover

Makeover hardly does justice to the plans for Alston station. The most spectacular visual element is the planned new free-standing overall roof. Creation of a train shed will not replicate the original standard gauge-era overall roof (bracketed from the listed station building) demolished by BR in the 1960s, but recapture the atmosphere of the original station.

The prepared plans envisage construction of a brand new platform 2 on the car park side of the site, with a double-arch canopy (designed to reflect the end profile of the station structure) supported on columns on the reconstructed platform 1, new platform 2 and between the run-round loop tracks. Initial schedules envisaged a start on construction around May this year, but the need was felt to look again at costs and budgets, hence work on the new platform was placed on hold.

As this feature was under preparation a decision on whether to retain the full scheme, truncate the roof to a single arch covering platform 1 and its line, or potentially accept the canopy in its entirety could not be afforded, was expected to be made imminently. This review could possibly affect other planned elements of the package, pending raising further money.

Meanwhile, the other enhancements at Alston are moving ahead, with the station and yard due to be significantly different by early next year.

Currently, at platform level the (original) station building accommodates a passenger waiting room, toilets, the old booking hall (now simply access to the street), shop (originally the booking office) and refreshment rooms. Close by is a row of small industrial units, three of which are occupied by the railway. Until recently these served as offices and staff facilities, the offices being relocated into the upstairs of the station (which had been in domestic occupation) early in 2015.

Beyond the station and ex-Ainderby (former NER branch to Redmire) signalbox (containing a lever frame from the Northallerton line), which controls lifting barriers over the road into the car park, is the yard area. The latter has three modern-era sheds currently serving as carriage shed (shed 1), locomotive shed (shed 2) and a p/way and storage building (shed 3).

Work just starting covers construction of a new cafe with associated outside seating behind the station retaining wall at the road crossing end of the station, and conversion of the largest of the industrial units into a discovery centre. The latter aims to enhance the visitor experience by telling the story of the railway, its locality and the society's revival of the line serving Alston. The new cafe will release the current refreshment space to enable enlargement of the shop.

Almost concurrent with this work is stage one of a significant re-arrangement of the shed uses. This encompasses major refurbishment of shed 1 to develop an engineering training workshop, complete with public viewing gallery,



The old station at Slaggyford looking towards Alston. The extension trackbed, awaiting clearance in this July 2014 picture, is amid the trees in the distance. A level crossing will need to be installed over the road.

CLIFF THOMAS

and reconstruction of shed 2, which will be significantly enlarged and become a three-road locomotive running shed. The transformed shed 1, together with the discovery centre and new cafe, will be operational for the 2016 season. Following the aforementioned decision concerning final form of the canopy/overall roof and second platform, this work will also be undertaken through next winter to be ready for 2016.

Free motive power

In accordance with the sustainable future concept behind the transformation of STR the shed building roofs will be fitted with solar panel arrays, producing electricity projected to be worth £12-15,000 per year. This should cover the railway's electricity requirements and produce income by selling power into the national grid.

There will also be production of 'free' electricity links with reconstruction (including conversion to 2ft gauge) of two standard gauge four-wheel Clayton battery-electric locomotives. The locos (actually four, of which two are being converted and one is considered a parts donor) were given to STR by Transport for London, along with batteries and chargers, two years ago. Believed to be Europe's first solar-powered railway locos, they will be employed during extension construction and be powerful enough to work passenger trains, and effectively cost-free to operate. The first (B4427B) was delivered in July following conversion by Alan Keef Ltd and has been named *Carlisle*. At the time of writing the contract for conversion of the second battery-electric, *Newcastle*, had not been placed. The names reflect the railway which originally built the Alston branch.

Carriage capacity

Doubling STR's passenger numbers and running over an extended railway necessitates increasing the means of carrying people. South Tynedale's carriage fleet has historically comprised wooden-bodied and all-steel bogie coaches, together with two wood-bodied passenger brakevans, purpose built for the railway many years ago. This fleet was subsequently enhanced by ex-Sierra Leone Railway carriage No. 1048 (acquired from Welshpool & Llanfair Light Railway), which was converted into a buffet car (and re-gauged from 2ft 6ins to 2ft) by

CFI in Romania. In addition, a CFR Romania 'PostVagon' was converted (also in Romania) into a saloon coach.

The HLF-backed project includes provision of new passenger stock, comprising two saloons, two semi-opens and two passenger brake carriages. Conversion of the vehicles, originally metre gauge Baden Vienna tram cars, including new 2ft-gauge bogies, is being undertaken by CFI in Criscior, Romania. The first two (both saloons) were delivered in July 2015, with the remaining four following at intervals over the next 18 months.

Notwithstanding the 'free' battery-electrics, steam certainly figures in the future STR, with the work package including rainwater collection for use by the steam locomotives. Hunslet 0-4-2T 1859/1937 (formerly UVE No. 1 of Umtwaluni Valley Sugar Estate in Natal, South Africa) – bought in January 1998 and subsequently stored – is now being overhauled thanks to the HLF cash.

Environmental sustainability

The environmental sustainability theme will see 1859/1937 burn processed waste wood briquettes (necessitating the addition of a tender to carry the bulkier fuel) and employment of a gas producer system. With the chassis being overhauled by Scarborough North Bay Railway Engineering, the boiler with Adam Dalgleish, and STR constructing new tanks and a cab better suited to North Pennine weather than was needed in South Africa, the locomotive could be steaming at Alston in November. The name to be carried by what is probably Britain's first carbon neutral steam locomotive awaits confirmation, but *Green Dragon* is a definite possibility.

Thomas Green & Company 0-6-2ST *Barber* (441/1908) is now the front line steam loco, having been launched into STR traffic during a May 2015 celebratory gala, following a lengthy overhaul culminating in its return to steam after a 65 year absence. Operation of *Barber* has taken the pressure off STR's steam stalwart – Henschel 0-4-0T *Thomas Edmonson* – now approaching the end of its boiler ticket.

In the queue for overhaul at Alston are Henschel 0-4-0T *Helen Kathryn*, Polish 0-6-0TT *Naklo* (a loco converted to tender form many years ago) and ex-Matheran Light Railway 0-6-0T No. 740 (OK2343/1907).

Helen Kathryn and *Naklo* have previously run at STR, while No. 740 last steamed at Leighton Buzzard Railway in July 2008 and was subsequently dismantled at the behest of its then-owners, Peterborough-based organisation Railworld. The components, bought by a group of members on behalf of STRPS, arrived at Alston in January 2015 and grant applications towards the potentially costly overhaul of No. 740 (which is not part of the HLF-funded package) are likely.

STR also has two passenger-capable diesels, Hudswell, Clarke 0-6-0DM No. 4 *Naworth* (currently out of action after a major engine failure) and Hunslet 0-4-0DM No. 9.

Extending the track

Preparing the trackbed and laying new sleepers and rail on the mile-and-a-half extension from Lintley to Slaggyford starts to look pretty straightforward in the context of the massive package of enhancements being undertaken at STR!

By early summer 2015 the first 500 yards of trackbed from Lintley Halt had been cleared. Further ground preparation and the start of track laying will progress through the coming winter. Slaggyford is not a large village, but as a terminus will mean that for the first time in its 2ft-gauge form, STR will link one identifiable population centre with another.

Slaggyford's original wooden station building remains in situ (the old station house opposite survives, but in private ownership) patiently awaiting the time when rails would return and bring trains into its (currently) grass-covered platform. The building needs refurbishment, with other plans for enhancing the station to fulfil its role as a terminus, including construction of a replica NER signalbox (using lever frames salvaged from Battersby), public conveniences, and reinstatement of the level crossing over the adjacent road.

Stock and equipment to boost work on the extension includes a 2ft-gauge tamping machine (utilised in the late 1990s during reconstruction of the Welsh Highland Railway), bought last year and being refurbished at Scarborough North Bay Railway Engineering.

A project envisaged under the original plans – laying a fibre-optic cable to handle signalling and communication requirements – has now been dropped. Instead, STR is looking at introducing radio signalling along lines adopted by some other narrow gauge lines (notably Ravenglass & Eskdale Railway), with the eventual possibility of employing on-line signalling using traditional equipment with internet communications.

Also on the agenda are permanent repairs to the wall above the Nent and South Tyne rivers, adjacent to the railway at Alston, which suffered damage amid heavy late 2012 rainfall and consequent very high river water levels. The Quarry Pond area at Alston (behind the current running shed) has also been acquired and will be enhanced as an added visitor attraction.

Ultimate ambition - Haltwhistle

While the HLF grant covers extending to Slaggyford, the aim of STR's founders – returning trains over the full line to Haltwhistle – remains an aspiration. STR not only believes it can be done, but says 2022 is an achievable target.

The crucial merit of reinstating the one-time standard gauge branch in its entirety is meeting the national network at Haltwhistle, opening the prospect of visitors arriving by train to continue



Kerr Stuart 0-6-0WTT No. 2045 *Joffre*, visiting from the West Lancashire Railway, pauses during the run-round at Alston on July 27, 2014. A new platform is being constructed and in time the station will have an overall train shed roof. CLIFF THOMAS



Henschel 0-4-0T *Thomas Edmondson* (16047/1918) runs over the barrier level crossing at Alston station. The road leads to the railway's car park and beyond the crossing to the right is the locomotive and carriage sheds. CLIFF THOMAS

their journey on the narrow gauge. Moreover, while Alston is a comparatively remote location, Haltwhistle as a terminus would create a 20% increase in population numbers residing within 60 minutes of the railway and a 26% increase in the population within a 90-minute catchment area – an improvement in accessibility, which should in itself boost passenger numbers.

Concerns that the all-important cross-platform aspiration at Haltwhistle could be thwarted arose in 2013 when it emerged that the old south goods yard and two-thirds of the old Alston branch platform was to be sold for housing development. STR had long understood the old trackbed to be reserved for future railway use, but it transpired the goods yard had been omitted from planning policy documents and then, despite contamination and poor sub-structure, been designated for housing development.

Lengthy negotiations with BRB (Residuary) Ltd resulted in removal of a seven-metre strip on the south side of the main line station parallel

to the old platform edge from the main land sale. The land was transferred to the Homes and Communities Agency in 2014 and continued talks resulted in acquisition of the five-acre former south goods yard site by STRPS being completed in July 2015, clearing the way for construction of a new STR terminus at Haltwhistle.

What of the rest of the trackbed, including the significant matter of crossing the A69 Haltwhistle by-pass, a road opened in 1996 which bisected the Alston Arches (Haltwhistle) embankment? STRPS says it has negotiated 'agreements in principle' to transfer almost all of the trackbed not yet in its possession, with completion of the acquisitions anticipated later this year. The Haltwhistle bypass issue remains, although society officers in years past secured a commitment from the (then) Department of Transport that a viaduct could be built, 'when the STR gets there'. Clearly a new Transport and Works Order would be needed to cover the route from Slaggyford to Haltwhistle. ▶

LAZARUS LINES

A huge potential stumbling block was cleared some years ago by restoration of the 16-arch Lambley viaduct, which carried the branch a giddy 110ft above the South Tyne river. After closure of the standard gauge line the viaduct's condition deteriorated to the point demolition was considered. Mercifully, the impressive quality of the structure was recognised by English Heritage, which upgraded its status to Grade II* listing, in turn opening the way to grant assistance. Work started in May 1995 and was completed the following year thanks to a funding package involving BR Property Board, European Regional Development Fund, English Heritage and the Railway Heritage Trust. This restoration work made the viaduct accessible to pedestrians and available for potential STR use.

Care of the structure was vested in the North Pennines Heritage Trust (NPHT), which was to maintain it in perpetuity with the benefit of an endowment fund. NPHT entered administration in 2012 and the administrators transferred both listed viaducts, which had been in NPHT care (Lambley and Alston Arches) to STRPS, together with their respective endowments.

Heritage assets

Duly inspired, in 2013 STRPS secured a £1m award from the Heritage Lottery Fund Catalyst Endowment Programme. To access the full amount of the award STR needs to raise a matching £1m – the £2m then creating a permanent South Tynedale Endowment from January 2018 to provide annual income covering planned preventive maintenance and repairs to more than 90 STRPS heritage assets.

It can be said that problems are simply solutions waiting to be found. Combine sufficient finance with a hefty dose of perseverance and commitment and virtually any problem can be overcome.

Years ago, before the STR had reached Kirkhaugh, a pre-feasibility study in conjunction with Tynedale Council established that extending the railway to Haltwhistle was possible, but neither party had the funds to commission a full report on the work involved. Such a report was commissioned in June 2014. The conclusions, delivered last December by JMP Consultants Ltd, which incorporated the findings of an engineering feasibility study prepared by Blackett-Ord Conservation Engineering, estimated the cost of opening through to Haltwhistle at £17.63m. This total covered expensive bridge works, including five new structures – the most costly being that over the A69 priced at £2.04m – and attention to five others.

These are daunting sums, but if such capital investment could be found JMP concluded that combining an enhanced heritage offer with development of a community rail service would attract more than 100,000 visitors a year and that it would be possible for the railway to cover its operating costs. Moreover, the study believed the railway would generate between £2.2m and £4.1m of benefits to the local economy every year – a good return relative to the capital costs of developing the railway and the kind of story to attract favourable attention from funding sources. Buoyed by this finding, STR is already working on means by which the money can be raised.

'Eye-catching' potential

Identifying the potential for a year-round community rail service is particularly eye-catching, especially for a British narrow



Henschel Thomas Edmondson runs round at Lintley Halt on July 28, 2013. The line back to Alston includes a length climb, providing great exhaust sounds amid the scenery. CLIFF THOMAS

A substantial section of the old trackbed is shared by the STR and the Pennine Way footpath. Henschel 0-4-0T Thomas Edmondson approaches Alston on July 27, 2014. CLIFF THOMAS



gauge line. The limited potential for commuting is acknowledged (journey times to Carlisle and Newcastle would be much longer than by car), but the consultants believe Alston would generate around 8,000 trips every year from local residents. Utilising two paid staff (driver and conductor) and operated by electric railcars (with on-site electricity generation) the conclusion is that sufficient revenue to cover operating costs is achievable.

The report identifies the need to significantly increase the number of days the railway is operated to realise its potential and deliver the traffic forecasts. This, it argues, could start on opening to Slaggyford as a means of increasing current levels of demand, and would require paid staff to work around half of the envisaged heritage services.

The ultimate vision outlined suggests heritage services based at Haltwhistle with a 70-minute each-way journey time at an average speed of around 10mph, while the community operation would centre on Alston with a 40-minute each-way journey time at an average 20mph, allowing for stops. It assumes intermediate stations would be at Kirkhaugh,

Lintley, Slaggyford, Lambley, Coanwood and Park Village, with passing places (at minimum) located at Park Village and Slaggyford.

What, at first sight, appears a breathtaking degree of ambition is backed by the reality that heritage railways are not just good for enthusiasts (and the visitors constituting the overwhelming majority of their passengers), but are very good indeed for local economies.

Research presented to the All Party Parliamentary Group on the Value of Heritage Railways suggested that heritage railways on the whole bring a benefit to the economy of around £2.70 for every £1 of turnover. Research undertaken for South Tynedale found that the railway brings benefits of between £2.90 and £4.62 for every £1 spent, with the central estimate being £3.69 for every £1 spent, the vast majority of this benefit coming from additional spend in the local economy. On this basis alone the project offers what could be a very sound investment in the Tyne Valley area, with potential community and social benefit for Alston residents.

Perhaps extending to the 'promised land' of Haltwhistle is not an impossible dream! ■



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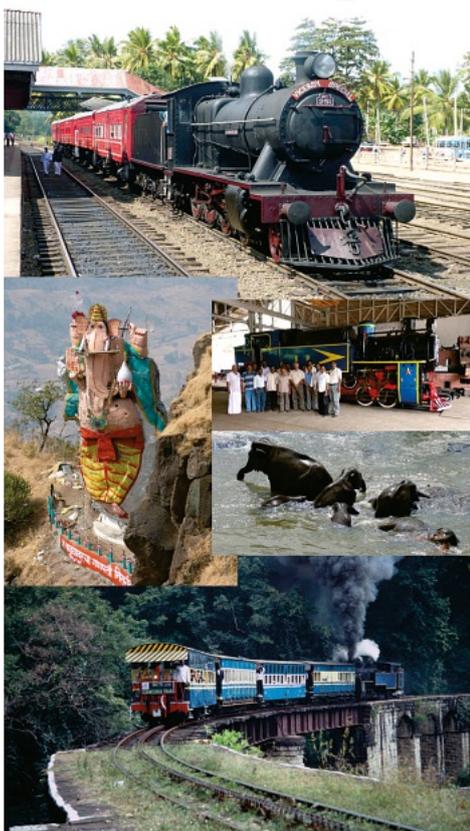
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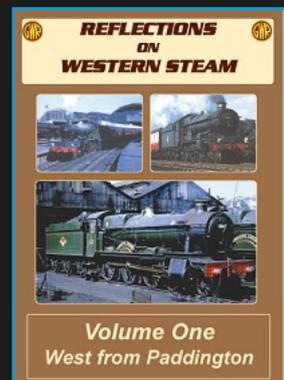
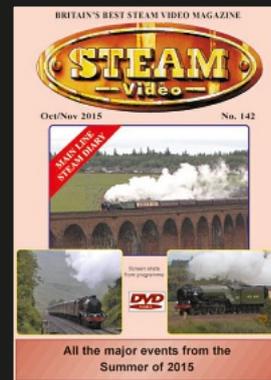
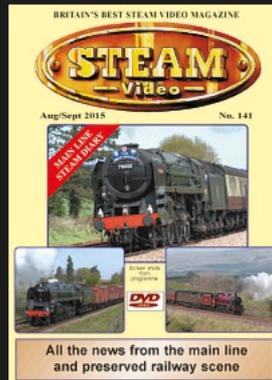
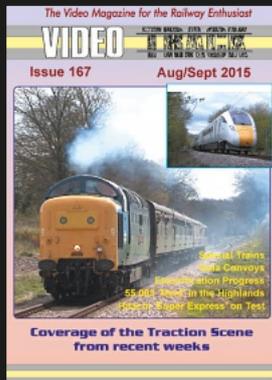
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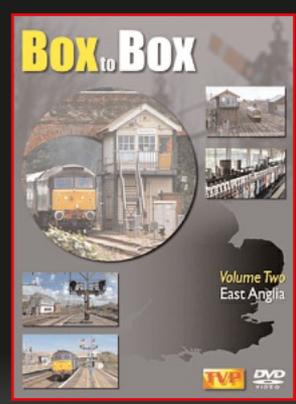
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The Midland Main Line Past & Present Scenes from the late 1980s to 2015 with freight and passenger workings and a wide variety of veteran traction.

Box to Box Vol 2
The lines East from Peterborough to Norwich, Ipswich plus the Wherry Lines. Archive film from the 1980s. Cambridge Power Box and the signal boxes in the area - Bury St Edmunds, Clacton on Sea, and the Great Eastern Main Line plus the East Suffolk past and present - Ely in the 1980s with North Junction and Dock Junction boxes and freight and passenger workings - the line from Ely to Norwich via Thetford prior to the end of mechanical signalling - Preservation in Norfolk - A detailed look at the signalling on the Wherry lines from Norwich to Great Yarmouth and Lowestoft past and present including loco hauled passenger trains in the 1980s with Class 31, Class 37 and Class 47 haulage. Includes the boxes at Brundall, Great Yarmouth, Acle, Reedham, Lowestoft, Cantley and Oulton Broad past and present - the line from Ely to Kings Lynn - Signalling on the line from Ely to Peterborough with a range of traction and a look back to the 1980s.



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Ticket barriers actually help ticketless travel

FOLLOWING on from the article about ticket barriers last month, my own experience is that in many cases, rather than preventing ticketless travel it enables it.

I am often travelling with luggage and use the wide barriers in place for the disabled and those with luggage or pushchairs.

I first noticed it a few years ago at Heathrow Piccadilly line when I went to catch the first train of the day. There was only me and one other person on the whole station. The other person appeared to be reading notices or suchlike, but as soon as I opened the gates, he suddenly rushed through. This has happened so many times over the years that I now try and be obstructive. In Paris, just last week, entering the RER at Gare de Lyon, I managed to stop someone pushing through by using my wheelie bags side by side and pretending not to realise what they were doing. All that the offender then did was force the single gate open.

However, on exiting at Gare du Nord, RATP appear to have come up with a solution. It is an entry and exit system rather like an air lock. Once inside, one inserts the ticket and it counts down to when the exit gate is opened. It would be very hard for anyone to innocently get away with it in that situation.

So, unless gates are manned, people will get away without paying. While on the subject of ticketless travel, so often passengers are either not checked at all, or perhaps the guard will ask for honesty – “passengers who joined at such and such station”. If you keep quiet you go unchecked.

The absurdity of this situation is that it relies on honesty. Evaders are hardly going to be honest are they?

PETER MIDDLETON
Ascot

Lack of staff encourages ‘cheats’

THE feature on ticket barriers and the lack of on-train ticket checks echoed a recent conversation that I had with a ticket inspector during which he bemoaned the infrequency of inspections, the reaction of people challenged, and the lack of powers to do something about it.

Reactions were different if he was accompanied by a police officer.

Many lines feature unstaffed stations, so there are too many opportunities for those so inclined not to buy a ticket and to travel without a ticket for all or part of the journey.

Not only does fraudulent travel cost revenue it also has a detrimental effect on official passenger count and there is a clear link between fraudulent travel and other crime, much of it rail related.

My personal preference is for on-train ticket inspections, as these provide a reassuring staff presence, pick up on fraudulent use of first class, and collect fares/issue tickets from those joining at unstaffed stations.

In non-compulsory ticket areas this may be the only way forward.

M W DRAKE
Brightlingsea, Essex

Barriers are not the answer

ONCE again we see the figure of £240million ‘lost’ revenue quoted in defence of barriers. This figure was conjured up by ATOC in a press release, which has been banded about every news outlet since.

How is it calculated? Does it include just deliberate ticketless travel or

passengers with the ‘wrong’ tickets? It’s a meaningless figure. The idea that 35% of journeys are made by ‘evaders’ defies belief!

We should not condone deliberate fare evasion; it’s theft. But barriers are not the answer.

As the Select Committee on Transport reports: “Passengers with tickets that do not, for whatever reason, work the barriers correctly, have bulky items of luggage or are in wheelchairs

cannot pass the regular gates.

They require prompt assistance.

“Meeters and greeters” are effectively barred from platforms and general passenger movement is restricted or delayed. Gates can take up valuable space and isolate station trading facilities, while detracting from the appearance and customer environment of many historic or listed stations. When no staff are available



to supervise them they must be left open, which rather defeats their purpose.

“Gates introduce new drawbacks, including delays and obstructions for passengers; they are not in keeping with historic stations; and they are not always the best method of protecting rail revenue.”

Ticket gates can also be dangerous when badly sited, for example the positioning of those on the platform at Finsbury Park.

When the station redevelopment was under way at King’s Cross, a small exhibition was arranged on the station concourse.

As a regular commuter I went to ask the staff why one of the great public buildings in London was going to be ‘barriered off’, and received a reply that the reason was “security” – the catch-all of the 21st century.

Gates are perfect for getting everyone to pass by CCTV cameras with facial recognition. In an idle moment I once counted the CCTV cameras solely watching the gates at King’s Cross suburban – there were 19 of them!

What’s the answer, if not gates?

Firstly, you should never have to arrive at a station where you can’t buy a ticket, unless they’re sold on trains.

Secondly, a fares system should be introduced that is understandable and not based on what sometimes look suspiciously like deliberate pricing confusion.

Thirdly, and most importantly, we need good, well-trained people and plenty of them, motivated by customer service not revenue maximisation and empowered to use discretion.

PHIL GILBERT
Meppershall, Beds

Credit where credit is due – well done Nick!

A large number of readers have written to the magazine or personally to former editor Nick Pigott following the announcement of his retirement. This is a selection.

THE Locomotive Club of Great Britain (LCGB) would like to add its name to the chorus of congratulations on Nick’s retirement after a record-breaking period as editor of *The Railway Magazine*.

Through a period during much of which the printed word has been in decline against the electronic word, Nick and his team have kept the longest-established magazine for our hobby consistently at the top of the sales charts.

The *RM* is always fresh in style and content – a tremendous achievement. Congratulations!

BOB BREAKWELL
Hon Chairman

Locomotive Club of Great Britain.

I WAS very sorry to hear that Nick Pigott was retiring as editor of *The Railway Magazine*, a publication I have enjoyed reading for many years.

The fact that he has made sure it comprehensively covers the whole railway scene is, to me, its main attraction.

His editorials have always been thought provoking and avidly

read over the years.

And Nick’s greatest achievement? *Pendennis Castle’s* repatriation of course!

I am sure he is handing over the reins to a very competent crew, who will continue to inform and educate us all.

Good luck and thanks.

ROGER G DAVID
By email

SO, AFTER all this time in command at *The Railway Magazine* Nick is stepping to one side, but still retaining some connection and input to the title.

I must say that the magazine has significantly improved in recent times and he should duly take credit for that.

Enjoy your pseudo retirement.

I found that when I retired – 20 years ago – life became if anything even more hectic than it was before.

DR LES NIXON
Hathersage.

JUST back from a break to read the editorial and find that Nick Pigott has retired!

Not entirely surprising given some of his recent hints, but still a shock to find

the day has arrived.

Although I have read the odd copy of *The Railway Magazine* for many years, I have only been a subscriber in more recent times...following my own retirement...so I cannot begrudge him the same!

The Railway Magazine is an excellent publication, brilliantly edited, so no pressure there then!

Perhaps you could pass on my thanks, along with countless others, no doubt, for the great enjoyment the magazine gives to so many enthusiasts, and a job very well done.

Best wishes for your retirement.
ANDREW GARLAND, by email.

CONGRATULATIONS on your retirement!

I have been a reader of *The Railway Magazine* for about 68 years and a subscriber for the past few years.

I firmly feel that you have moulded it into the best railway publication on the market and would thank you for all your efforts in getting to that lofty position. Well done!

TONY SPARKS
By email

The Gresley Statue – a possible solution?

THOSE who take an interest in early structures might be aware that some of the statues to be found within them are depicted holding a model of a building that they either designed or had some influence over during its construction. Bear this in mind and consider the recently published photograph of the naming ceremony of No. 4498 *Sir Nigel Gresley* at Marylebone station on November 26, 1937. Here is depicted a significant selection of LNER ‘people’, centre stage being taken by Sir Nigel holding a silver model of the locomotive.

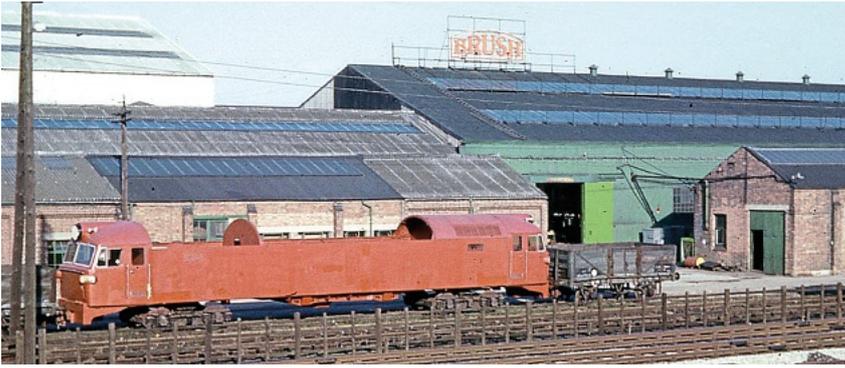
In an attempt to satisfy those who, like me, are somewhat disappointed by the rejection of the mallard duck from the planned statue of Sir Nigel, they might consider seeing his likeness cast holding a model of his greatest creation – the A4.

TONY BEARD by email

Nick Pigott – a man who knows a good photo when he sees one!

That’s why he visits the **Colour-Rail website** the home of 60,000 transport images.
Best wishes on your retirement Nick

www.colour-rail.com



More on the Brush Cuban contract

THE article on Clayton (*RM* September, p34) stated that diesel-electric locos for Cuba – based on Brush Type 4s – could not be built at Loughborough for political reasons.

Some body shells were in fact produced at Loughborough and the photograph shows one

outside the works on March 28, 1965.

The word Cuba was never mentioned – they were always referred to as ‘the Clayton contract’.

BRIAN TUNNARD
Whitley Bay, Tyne & Wear

Metro-Vickers diesels in Europe and Australia

THE article by Gary Boyd-Hope on the early dieselisation plans of CIE was interesting because, of course, Eire was not the only country dieselising in the difficult post-war years (though the Netherlands also pushed forward with electrification).

As stated, it is unclear why Metropolitan-Vickers was chosen over EMD.

At the same time the newly formed Israel Railways (IR) imported

three Bo-Bos, constructed by SAFB in Belgium in 1951, but fitted with GM-EMD 1125hp engines, constructed under license. Then, from 1954, IR began importing GM G12 1425hp Bo-Bos direct. (GM also sent demonstrators around Europe at this period).

Of course the financial incentive to avoid importing fuel oil is irrelevant to a country's economy when coal would

have to be imported as well!

These early but robust diesels remained active in Israel until very recently, a couple still being operated on freights and shunting.

So, the choice to go for British and, as it turned out, unsatisfactory power units against Bulleid's advice is indeed mysterious.

RABBI DR WALTER ROTHSCCHILD
Berlin

WAGR persevered...and locos lived a long life

FURTHER to the article in the September issue on the CIE A-class and C-class Metropolitan-Vickers diesel-electric locomotives, these were not the first such locomotives to be built.

The Western Australian Government Railways (WAGR) had previously ordered 48 Metropolitan-Vickers diesel electric locomotives, and these entered service between 1954 and 1956, mostly before the Irish locos.

The WAGR locomotives were built by Beyer-Peacock and, like the CIE locos, they were fitted with Crossley HST two-stroke diesel engines and Metropolitan-Vickers electrical equipment. However, unlike the CIE locos, they were of the 2-Do-2 (4-8-4) wheel arrangement, with the driven axles rigidly mounted on the main frame, possibly some of the last diesels to be built to this obsolete layout.

They were of 3ft 6in (1067mm) gauge and designed with a light-axle loading of 10.5 tonnes within their 79-tonne weight, to suit working on lightly laid country branch lines.

There were 32 X-class (1001-



Metro-Vick No. X1005 Meananger approaching Rivervale with a morning Armadale to Perth peak-hour train in November 1984, by which time this 30-year-old locomotive's original green livery had been replaced by Westrail orange. Note the similarity of the cab windows, bodyside grilles and circular porthole windows to the CIE locomotives, even though the bodies of the latter locos were built by Metro-Cammell. **BASIL HANCOCK**

1032), with no multiple-unit (MU) equipment, and 16 XA-class (1401-1416) with MU equipment.

Subsequently, 10 X-class were fitted with MU equipment and became the XB-class. All were given Aboriginal names.

In common with the CIE and BR locos they suffered with major problems with the diesel engines, but unlike those companies, WAGR persevered and the locomotives lived a full

life, with withdrawals taking place between 1973 and 1988.

In later years they mainly worked grain trains on rural branches and peak-hour suburban services in the Perth metropolitan area.

Six examples (one X and five XA) are preserved.

BASIL HANCOCK
Faulconbridge,
New South Wales
Australia



A full and varied programme of meetings for 2015/16

IF you became a member of the RCTS – Britain's leading railway society – now, you could enjoy 15 months of membership. This would give you not only access to the *Railway Observer* but access to a wide variety of indoor and outdoor meetings across the country.

These could include *The Last Decade of Steam 1958-1968* by Gavin Morrison, a well-known photographer whose images feature regularly in *The RM* (Ipswich branch) and a collection of images by another well-known photographer – Alan Jarvis, sadly no longer with us (South Wales).

Later BR developments are featured in *The Regional Railways Story* by Gordon Pettitt (Windsor & Maidenhead) and Chris Green's presentation on the Network SouthEast story. The SouthEast branch features several up-to-the-minute presentations on current developments in Network Rail and South Eastern Railways. So you can see there is no better way of both keeping up-to-date – as well as looking back in time – than joining Britain's leading railway society.

Please go to www.rcts.org.uk for full details of our meetings.



Our image this month is by member Keith Sykes showing DBS 60020 in Hull Paragon at the head of the UK Railtours 'Road to Hull' tour on December 28, 2013. Our Humber-side branch is very active with photographic presentations about Railways in the Yorkshire Landscape and Scottish Steam in the 1950s and 1960s.

A number of branches also arrange outdoor meetings and observations, for example in Newport (Gwent), Stafford & Nuneaton.

You would also be able to attend our ever-popular members' weekend which this year is in Cheltenham (October 23-25). There are visits scheduled to the Gloucester-Warwickshire and Dean Forest Railways as well as presentations and an opportunity to meet fellow enthusiasts.

Full information on how to join the society can be found at www.rcts.org.uk, by visiting your local branch, which will be listed on the website, or contacting sales@rcts.org.uk. New members can join for £15. Our website also includes information about all our activities and publications.

Train companies should be innovative

READING that Virgin has closed the peak/off-peak railcard loophole, I was astounded by the VT spokesman saying:

“This brings us in line with the rest of the industry.”

Being naive I thought Privatisation was supposed to make the companies try

to be different in order to attract business.

BILL MASON
Chorley, Lancs

‘Peak’ times vary for all train operators, and along with ticketing anomalies, it is something we hope to look at in the future - Ed

PUTTING THE RECORD STRAIGHT

■ The ‘Waltamstow’ picture on p8 was taken by Dr Dan Browne.

■ On p46, the website address for the Cobb Railway Atlas was misspelt. It should be: www.railwaysofgreatbritain.com

■ Page 87: Ex-London Transport 0-6-0PT No. L92 is owned by the Worcester Locomotive Society not the South Devon Railway

■ Page 91: The shunters bought by Harry Needle should have said Class 09006 and 09201.

■ The image of the Class 700

Thameslink train on p91 last month was of the first class, not standard class.

■ On p96 of last month's issue, the Class 37 at Reedham had originated at Lowestoft, not Yarmouth.

■ Our ‘Big Four Locomotives in Colour’ was subject to a couple of gremlins. The image of Clifton on p11 first appeared in our December 1938 issue.

Also, the correct issue of the page 4 picture of ‘Remembrance’ No. 2327 should be January 1936.

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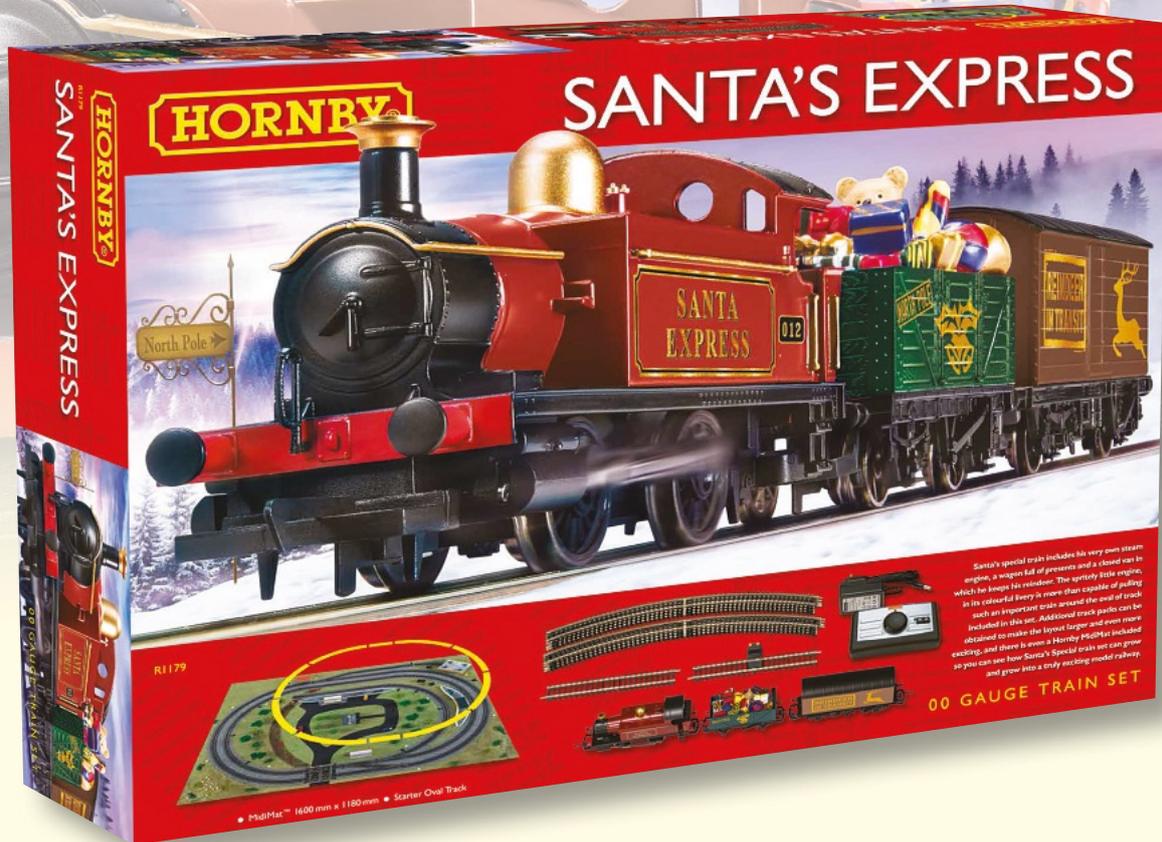


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How "Big Boy" 4-8-8-4 No. 4014 should look at the end of its restoration. The loco was on display on August 17, 2013, for a night photography session at the Rail Giants Train Museum in Pomona, California. The steam was created using special effects smoke generators. KEN SZOK

Rebirth of a Legend

Restoring Union Pacific "Big Boy" No. 4014 is an ambitious project that will take around five years to complete. **Chris Milner** looks at the class history and visits Cheyenne 554 to meet UP's senior manager of heritage operations Ed Dickens Jr, who is masterminding the complex and challenging task.

TO have seen one of Union Pacific's "Big Boy" 4-8-8-4 locomotives at work you need to be in your mid-50s or older, considering the last revenue working of the class was on July 21, 1959.

Enthusiasts have always marvelled at their gargantuan size engine and tender weighing in at a staggering 554 tons. The tender alone – with a capacity of 25,000 US gallons of water and 28 tons of coal – weighs nearly 153 tons, more than a BR 9F engine and tender together! The 132ft 9¼in length of a "Big Boy" is the equivalent of two 9Fs double headed.

Yet, despite their size, according to Ed Dickens Jr, the 4-8-8-4 locomotives were to have been called 'Wasatch', after the mountain range between Utah and Idaho, which UP's east-to-west route climbs through. But during the construction of the locos, an unknown worker had scrawled "Big Boy" in chalk on its front. The name stuck and has become legendary in railway terminology.

The rapid growth of freight on UP's key coast-to-coast artery, led to the introduction in 1936 of the 'Challenger', a capable 4-6-6-4, but trailing loads of 3,300 tons often needed double heading or helper locos (bankers) at

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the rear. Attaching or detaching the additional loco took time and slowed trains.

Hence a decision was made to design a new locomotive to banish the need for double-heading and banking, but in the design criteria included the need for more power and a consistent speed of 60mph away from the mountain gradients.

UP's Otto Jabelmann led the design

team that worked with American Locomotive Company (ALCO) to review the 'Challengers' and the team discovered that the desired specification for a more powerful loco was possible through a larger firebox, a longer boiler, a reduction of one inch in driving wheel diameter, but with the addition of two extra driving wheel axles.

Designed to be articulated like a 'Mallet' loco, another key design factor was the ability of the locos to run on low-quality coal from mines in Wyoming, owned by UP.

Heating problems

The first of an initial batch of 10 locos emerged from Alco's Schenectady Works in 1941, with a second batch, also for 10, following before the end of the year. The last five were built in 1944. All were based in UP's Wyoming division.

No. 4005 was unsuccessfully converted to run on oil, suffering uneven heating problems.

At the time of the introduction to service of the "Big Boy", the use of diesel power in the USA was beginning to gather momentum. Diesel 'switcher' locos had been used in freight yards since the mid-1920s, and UP had been using General Motors 'E' series diesel units



In wonderful countryside, "Big Boy" No. 4018 sets out from Green River in September 1957 with an eastbound freight towards Cheyenne. It was the last year the class operated west of Laramie. JAMES L. EHERNBERGER

on passenger services. However, it was the introduction by GM of its 'FT' series in 1939 that many industry observers believed would be the catalyst major railroads required to displace steam power from heavy mainline freight services.

As it happened, the observers were right, with the manufacture of just under 1,100 'A' (driving) and 'B' (booster) units in just six years. All were sold to rival railroads, UP not being interested at the time.

UP laid down a challenge to GM's electro motive division (EMD). It told them when it had a diesel locomotive that could match the 6,900hp performance of the "Big Boy" on the Wasatch grade in Utah, it would think about talking business. Until that day dawned, UP stuck with the "Big Boys".

By 1945, a year after the last "Big Boy" had been built, UP was allowed to test the General Motors F3, a replacement for the FT.

Four of the 1,500hp locos in an A+B+B+A formation were tested between Los Angeles and Salt Lake City, and later east from Ogden over the mountains towards Cheyenne, to compare performance with the "Big Boys".

A year later, the UP board approved the idea of buying diesel locomotives in quantity. The writing was on the wall for the "Big Boys" and all other steam, and by 1947 the dieselisation process had begun within UP. In fact the construction of F3 diesels, along with the successor F7 and F9 models, between 1946 and 1960, numbered 5,911, cementing their place as one of US railroad's most numerous and most successful diesel classes.

Rising coal and labour costs were no match for the efficiency of diesels, even though towards the end of their days "Big Boys" were hauling trains of just under 8,000 tons over the Wasatch range. After that last run in July 1959, most "Big Boy's" were stored in operational condition though to 1961, and four remained so at Green River, Wyoming until 1962.

Of the 25 built, eight survived, going on static display at various locations in the USA, some in better condition than others.

The sheer size of a "Big Boy" made it a total non-starter in respect of being owned and operated by a railfan group, and that, everyone thought in the 60s, was that.

Golden Spike

Fast forward 50 years to 2012, when news emerged that UP was looking to acquire one of the remaining locos with a view to returning it to steam in 2019 for the 150th anniversary of the Golden Spike – a celebration to mark the connection on May 10, 1869, of the Central Pacific and Union Pacific railroads at Promontory Summit, Utah.

Internet forums went into overdrive. Enthusiasts around the world have always seen a "Big Boy" as the 'Holy Grail' of steam, and the thought that such a powerful steam loco might once again be seen on Sherman and Archer Hills was stuff dreams are made of.

UP examined all of the survivors, but



"BIG BOY": TECHNICAL DETAILS

Built by American Locomotive Company

| | |
|-------------------------|---------------------------|
| Build dates | 1941 (20), 1944 (5) |
| Total built | 25 |
| Wheel arrangement | 4-8-8-4 |
| Pony wheel diameter | 3ft |
| Driving wheel diameter | 6ft 6in |
| Trailing wheel diameter | 3ft 6in |
| Weight | 554tons |
| Wheelbase | 2ft 5½in |
| Loco length | 85ft 3½in |
| Overall length | 132ft 9¼in |
| Width | 11ft |
| Height | 16ft 2½in |
| Coal capacity | 25 tons |
| Water capacity | 21,000 gal (imperial) |
| Boiler pressure | 300lb/in2 |
| Firegrate area | 150sq ft |
| Cylinders | 4, size 23.75in × 32in |
| Max speed | 80mph |
| Power output | 6,920hp |
| Tractive effort | 135,375lb |

found that No. 4014, which had been at the Southern California Chapter of the Railway & Locomotive Historical Society, had the most realistic chance of being put back into steam, and a purchase proposal was made.

No. 4014 had been well conserved: a 2001 report comments on how the boiler lagging had been removed to prevent moisture being trapped and rusting the boiler barrel from the outside. The loco had been protective coated too, and all of the bearings and motions parts kept lubricated. In service, it had covered 1,031,205 miles before being donated by UP to the chapter in 1962.

As an aside, the loco has appeared in a TV commercial for fizzy pop and once had 32 schoolchildren crammed in the firebox during a TV stunt! With sale negotiations concluded in July 2013, Dickens and his Heritage Fleet Operations team made plans to extract the loco and haul it by rail back to their base at Cheyenne, Wyoming.

At the time, Ed Dickens said: "Our steam locomotive programme is a source

**"Think about a zoo
having the opportunity
to bring back a
Tyrannosaurus rex.
How popular would that
be? This is the railroad
equivalent of that"**

Union Pacific's senior manager of heritage operations, Ed Dickens Jr, in the cab of No. 4014. CHRIS MILNER

SURVIVING "BIG BOY" LOCATIONS

- 4004 - Holliday Park, Cheyenne, Wyoming
- 4005 - Forney Transportation Museum, Denver
- 4006 - Museum of Transportation, St Louis, Missouri
- 4012 - Steamtown National Historic Site, Scranton, Pennsylvania
- 4014 - Union Pacific Workshops, Cheyenne, Wyoming
- 4017 - National Railroad Museum, Green Bay, Wisconsin
- 4018 - Museum of the American Railroad, Frisco, Texas
- 4023 - Kenefick Park, Omaha, Nebraska



"Big Boy" No. 4000 in 1941: The location is thought to be outside the Alco works. PHIL MARSH COLLECTION

of great pride to Union Pacific employees past and present. We are very excited about the opportunity to bring history to life by restoring No. 4014."

In spite of the news, there were mixed views from chapter members about the sale and return to steam plan, some taking the view that its loss would reduce museum attendances. However, in exchange, they received a former Missouri Pacific SD40-2 diesel – No. 3105 – and a Rock Island bay window caboose, plus they will get the proceeds of an excursion No. 4014 will run at some future time in Southern California.

Multi-phase operation

A ceremony to unveil a plaque on the tender is also planned to mark the "Big Boy's" time in at Pomona, the museum's base.

Extracting the loco from the museum was a multi-phase operation. By the time of the move proper, on November 14, 2013, the loco

had been moved from the display area. Ahead of the move, Dickens and his crew re-created the chalk inscription on the smokebox of No. 4014.

The 1,260-mile journey to Cheyenne began with the laying of temporary track across a former drive-in movie car park at Fairplex, home of the LA County Fairgrounds. No mean feat, and hard work.

Sections of 40ft long track were moved from the back to the front of the loco leapfrog style, which allowed the loco to move forward, haulage provided by a bucket shovel. To reach the tracks of MetroLink was a distance of around 5,000ft (¾mile), to bridge with the temporary track. Progress was slow due to the track panel movement and the uneven car park.

As the loco moved, it was kept oiled, and a compressed air tank installed to provide some braking in the event the loco moved too fast.

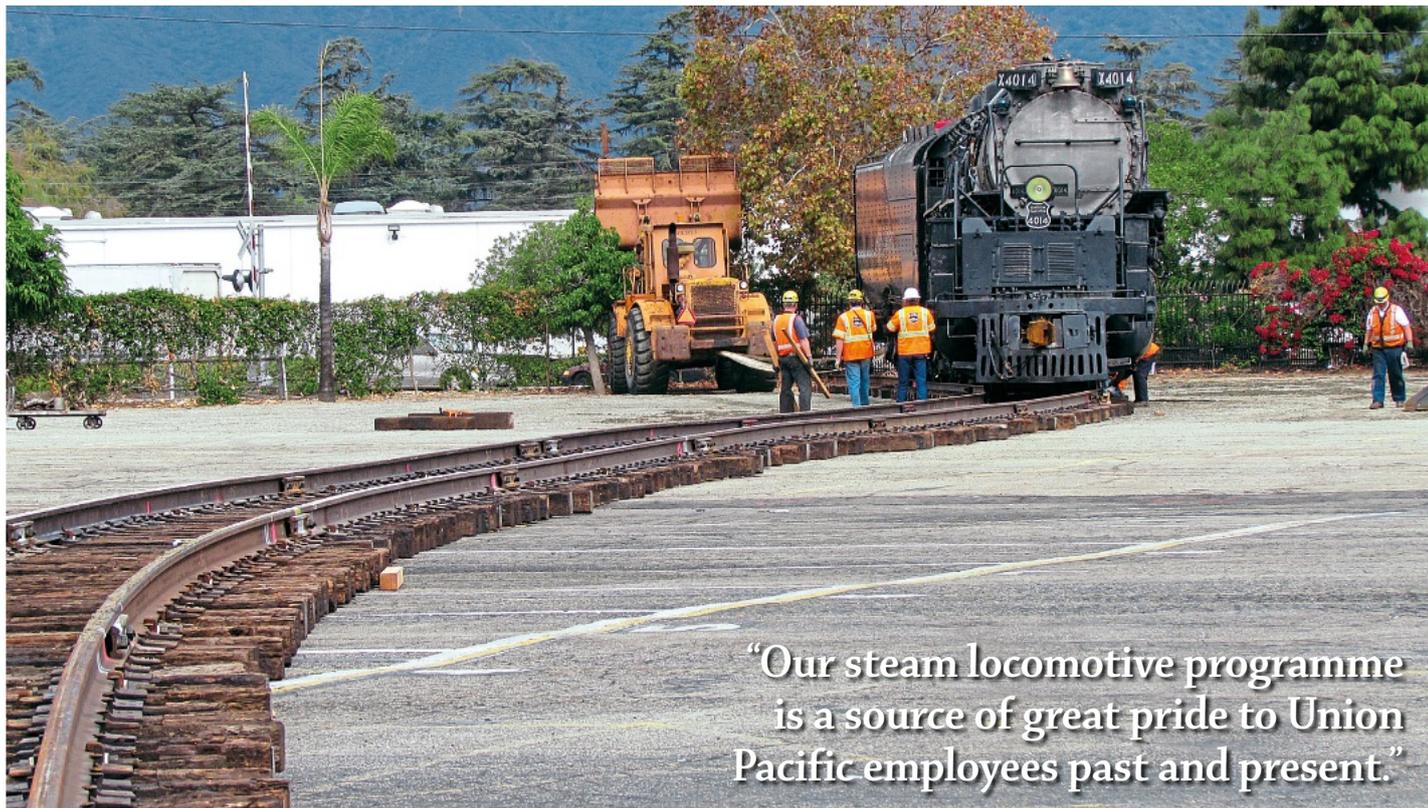
As if the movement wasn't complex

enough, an additional requirement was to turn the loco through almost 90° on its temporary track. This would allow the loco to be extracted onto the main line tender first to allow it to be moved to the UP yard at West Colton. This initial move from the car park to within spitting distance of the main line had taken the UP team around 10 days.

There was a break two months before 4014 was to be reunited with the main line. There were several reasons for this, one was so that the SD40 and caboose being donated could be brought to California and use the same temporary main line connection as the "Big Boy". It also allowed the UP guys to have a good rest and Christmas and New Year with families, returning to the warmth of the Californian sunshine later.

'Like clockwork'

The big day came on January 26, 2014, when the MetroLink line was severed and



"Our steam locomotive programme is a source of great pride to Union Pacific employees past and present."

Panel by panel, track was laid in front of No. 4014 to move it across a car park on November 22, 2013, and to the main line where a temporary connection would be made. UP RAILROAD



skewed, more temporary track laid to where 4014 was resting. With planning like a military exercise, all went like clockwork, and 4014 eased onto the main line. It was later sandwiched between SD70M No. 4884 and SD70AC No. 1996, followed by some hopper wagons as brake force, with SD40 Nos. 1596 and 1739 at the rear as the ensemble headed to Colton yard.

The “Big Boy” remained in Colton Yard two more months, before beginning a journey to Cheyenne on April 22. With a 1,200-mile journey ahead, UP sent its ‘hospital train’ from Wyoming, which are merely vehicles that act as mobile workshops and accommodation, plus a couple of vans with stores in.

Like the move to Colton, the “Big Boy” was top-and-tailed, this time by SD70M No. 4014, the same number as the steam loco, and by 4884, the “Big Boy’s” wheel arrangement. The significance was not lost on railfans.

Moving the loco at a sedate 25mph, the trip east included stops in multiple locations and public displays in Las Vegas, Salt Lake City and Ogden, Utah.

All along the route, thousands flocked to see this steam-age leviathan as the train picked its way through city and suburb, canyon and desert, taking in its old stomping ground through Utah and over Sherman Hill.

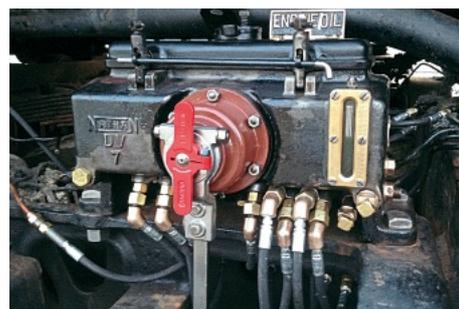
As the “Big Boy” finally arrived in Cheyenne on May 8, right to the minute and without incident, it sounded its whistle that emitted a deep, rich tone many had never heard before. Beaming at the new arrival in town, Ed Dickens said: “This is going to serve as the best public relations ambassador a railroad could envisage. Think about a zoo having the opportunity to bring back a Tyrannosaurus rex. How popular would that be? This is the railroad equivalent of that.”

Above:
Putting out
tremendous
exhaust,
4-8-8-4
No. 4007 works
away from
Green River
in September
1957. JAMES L.
EHERNBERGER



**The hard
working crew
that extracted
No. 4014 ready
for the 1,200
mile journey
east.**
▶ UP RAILROAD

RESTORING A GIANT



Ready for the journey to Cheyenne, a lubricator was refurbished and fitted to 4014.
UP RAILROAD

Even before the arrival of the “Big Boy”, preparations were beginning at the UP heritage workshops. For many years, ‘Northern’ type 4-8-4 No. 844 and ‘Challenger’ 4-6-6-4 No. 3985 were housed in the steam shop, which had a false ceiling. It was not until my visit last year that it was possible to appreciate (compared to a visit in 2008) the amount of space the ceiling had hidden. Here was a vast workshop that once housed travelling cranes and gave the restoration team the vital headroom they needed to lift the boiler and cab.

Health hazard

Ed Dickens explained that in order to lift 4014’s boiler, the plan was to install a new travelling crane, but removal of the ceiling had revealed 30 years of pigeon droppings, several skeletal carcasses and a mass of feathers, access for the birds being provided via a couple of broken windows. As a health hazard, the mess needed specialist cleaners, and the upside was that the place was certainly more fragrant! New windows and heating is to be installed too.

Other requirements, once the ceiling was removed, was the need to install addition power and air lines.

However, a year on from its homecoming, while a few individual components have been removed – air pumps, dynamos, steam and sand domes, as well as turret casings – progress is not as advanced as Ed may have wished.

More recently, the fire grates and some smokebox components have been removed. Piping in the cab has also been removed to allow the cab to be lifted from the frames. However, the heritage team’s priority has been to complete the compulsory 1,472-day overhaul (our 10-year equivalent) and other outstanding repairs to No. 844, which has been promised for the UP president’s retirement train, so must be in A1 condition for that event in 2016.

In tandem, the installation of the crane is progressing, and at a future point, once the boiler has been lifted and placed on a flat wagon, refurbishment of the front of the loco will begin. By drawing the chassis outside the shops, work can begin on both sides of the loco simultaneously.

Next, an oil tank will be fabricated in the tender coal space, and experimental work undertaken to find how best to make the firebox arrangements for oil firing.

Ed Dickens and his team have spent time documenting the condition of the loco, and working out which parts must be manufactured new and which can be refurbished – and there’s a lot of parts in a “Big Boy”.

Many parts will be made in-house, using



Above: No. 4014 inside the UP heritage workshop at Cheyenne in September 2014. A false ceiling that was the height of the small girder above the tender has been removed to allow a 250-ton travelling crane to be installed.

CHRIS MILNER

Left: Some of the corroded components that have been removed from No. 4014’s smokebox since its arrival in Cheyenne. UP RAILROAD

TRIBUTE TO ED GERLITS: A RAILWAYMAN, GENTLEMAN, MENTOR AND FRIEND TO RAILFANS

ED GERLITS (“Big Ed”) was very much the mentor for Ed Dickens, and had encouraged him throughout his railroad career.

Big Ed served his own railroad apprenticeship back in the 1940s and 1950s when steam was still very much king of the railroads, and the Colorado narrow-gauge systems were largely complete. As a result of this, he knew pretty much everything that was to be known about railroading in Colorado, and, more importantly, who was who. He helped many British railfans who had arrived in Colorado with introductions that have magically opened previously closed doors into locomotive depots and onto footplates.

Big Ed accompanied Ed Dickens to California to handle the railfan press and enthusiasts, so that the team could get on with the serious job of moving 4014.

Unfortunately, towards the end of the move in California, Big Ed contracted pneumonia and passed away. He was cremated in California, and his ashes were brought back to Cheyenne in the cab of 4014.

His favourite train-watching spot was Tabernash, on the Rio Grande’s Moffatt line, and a quarter of his ashes were scattered there. Another quarter went into the firebox on the

Durango Silverton line, and the third quarter were scattered at Boston Lodge on his favourite British line, the Ffestiniog. The fourth quarter is being kept safely and part will be used in the casting of the 4014’s new regulator, while the remainder will go into the firebox on the “Big Boy’s” first run.

To the last he thought of his friends, and had stipulated that beer must be involved in any celebration of his life. Apparently, the Ffestiniog celebration certainly did him justice!

With his passing, the international railfan community and the rail industry lost one of its best ambassadors. *Peter Jordan*



Ed Dickens Jr (left) with Ed Gerlits and the “Big Boy” at Pomosa in November 2013.



Union Pacific SD70M No. 4014 hauls the numerically identical 'Big Boy' out of the twin Hermosa tunnels on the move from California to Wyoming. At the rear is loco No. 4884, the wheel arrangement of the 554 ton steam loco. JIM WRINN

the well-facilitated workshops.

While the overhaul may have stuttered initially, once No. 844 is up and running, work on the "Big Boy" can be cranked up.

Having seen the loco and stood on the footplate, and spoken to some of the team, it has to rank as the biggest locomotive restoration project ever undertaken, and one the enthusiast fraternity will take to their hearts the more its progresses.

Initially, projections for the overhaul timescale was three to five years but that may now slip into the five-to-seven-year time span. It's just too early to call, the team simply has no idea what horrors it might find as the big stripdown begins.

UP will not be drawn on costs either, Ed Dickens told *The RM* that it will be a quality job and not rushed, so that the restoration will last years, and the loco can seen by as many people as possible. Knowing how much care UP's heritage team lavish on their locos, it will be a job very well done.

While no one can argue with the sentiment of a first class job, the hope is that those of us who have been lucky to see the loco in the flesh and witness the start of work, are still around in five years' time at the end of the project to witness this steam beast doing what it does best.



At rest in the heritage workshops in September 2014. At this stage, only a few components had been removed. CHRIS MILNER

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Carnforth-based 'Jubilee' No. 45699 *Galatea* is seen at Birkett Common with the return 'Dalesman' excursion from Carlisle to York on May 26. STEVEN CROZIER

SETTLE AND CARLISLE SUMMER



The 73-mile line from Settle to Carlisle is often called the 'backbone' of England. **John Heaton FCILT** reviews current and past steam loco performance with an eye to the prospects for this popular scenic line.

TABLE 1: HELLIFIELD TO BLEA MOOR TUNNEL

| | | 46115 <i>Scots Guardsman</i> | | | 45699 <i>Galatea</i> | | |
|-------|-----------------|------------------------------|-------|-------|----------------------|-------|------------|
| | | 8/287/297 | | | 11/400/420 | | |
| | | 08.33 York-Carlisle | | | 08.33 York-Carlisle | | |
| | | June 9, 2015 | | | August 6, 2015 | | |
| | | J Heaton 3rd of 9 | | | J Heaton 4th of 12 | | |
| Miles | Timing Point | Sch | M S | MPH | Sch | M S | MPH |
| 0.00 | Hellifield d | 0 | 0 0 | 9½E | 0 | 0 00 | 2E |
| 1.23 | Long Preston | | 4 10 | 35 | | 3 24 | 39 |
| 1.98 | MP 233.20c | | 5 16 | 47 | | 4 25 | 48/signs20 |
| 3.25 | Settle Jct | 9 | 6 38 | 62 | 9 | 7 14 | 26 |
| 5.21 | Settle | | 8 40 | 53 | | 11 16 | 32 |
| 7.40 | Stainforth TSP | | 11 16 | 47 | | 15 37 | 29 |
| 8.73 | MP 240 | | 12 58 | 46 | | 18 27 | 28 |
| 9.73 | MP 241 | | 14 14 | 49 | | 20 31 | 31 |
| 10.73 | MP 242 | | 15 27 | 49 | | 22 27 | 30 |
| 11.26 | Horton in R | 25 | 16 07 | 48 | 26 | 23 32 | 26 |
| 11.73 | MP 243 | | 16 41 | 47 | | 24 37 | 25 |
| 12.73 | MP 244 | | 17 56 | 49 | | 26 49 | 29 |
| 13.73 | MP 245 | | 19 12 | 45 | | 29 01 | 26 |
| 14.73 | MP 246 | | 20 34 | 43 | | 31 23 | 25 |
| 15.98 | Ribblehead | 36 | 23 48 | 14tsr | 36 | 34 05 | 30/21tsr |
| 17.21 | Blea Moor | 40 | 28 52 | 16 | 41 | 37 23 | 23 |
| 19.54 | Blea Moor TNP p | | 33 37 | 51 | | 42 11 | 45 |

Timed to 1/100th of a second at each quarter-mile post and edited.

The roar from the exhaust of *Scots Guardsman*, as it flung itself up the 1-in 100 gradient towards Settle and came to grips with England's wildest stretch of railway, could be heard distinctly even from the very rear of its train.

A crowd had gathered on the station's up platform to watch the train pass and it was clear from the look of amazement on their faces that many of them had never seen a Class 7 steam locomotive in full cry. This was the West Coast Railways 'Dalesman', that ran twice-weekly for most of the summer, starting from York and steam-hauled from Hellifield to Carlisle and back.

It had been a torrid 12 months for the charter company, falling out with Network Rail's York management over the fire risk on last summer's Scarborough train and then ravaged by its own fire-storm following the 'signal passed at danger' at Wootton Bassett Jct. The company's operating credentials and customer credibility could be seen as resting on a successful 'Dalesman' season. Indeed, with the vultures circling, it is not unreasonable to suggest that main line steam

might not have survived another immediate crisis. The choice of WCR's 2015 route was fortunately a wise one; it was nearer its Carnforth base, not reliant on York NR's steam traction tolerance, and arguably well away from swathes of precious arable farmland. Then it proved to be a damp summer, favourable to incident-free steam running.

Secret hope

Holiday visits to Yorkshire this year enabled me to sample two round trips plus an 'up' leg. Having missed out on the 1967 summer of Settle and Carlisle steam when the 'Jubilee' crews had a final opportunity to test the Holbeck survivors on express passenger trains with the 06.40 Birmingham-Carlisle relief, my secret hope was for a 'Dalesman Jubilee'. So it was slightly disappointing to find 'Royal Scot' 7P 4-6-0 No. 46115 *Scots Guardsman* waiting at Hellfield, behind which loco I have suffered successive failures at Preston and Eccles. Would this be three in a row?

There was no need to worry, as the 'Scot' edged out of the loop and quickly found its stride. The load was a lightweight, early-season eight coaches. Settle Jct was reached 12min early in 6min 38sec, a smidgen over the 60mph limit, the loco maintaining 53mph through Settle station and falling to only 48mph at Stainforth tunnel with a minimum of 44mph at MP 240 after five miles of 1-in-100. See Table 1.

Speed rallied to 51mph on the slightly easier 1-in-200/Level at Helwith Bridge, taking Horton-in-Ribblesdale at 48mph and dropping just 2mph over the next three miles, again at 1-in-100, before the locomotive was eased early for the Ribblesdale restrictions. The 60mph maximum permissible speed of the line between Settle Jct and Carlisle prevents any fireworks along the plateau from Blea Moor to Ais Gill, let alone over the downhill stretch to Appleby, where my colleague for the day, Noel Proudlock, recorded 93mph, appropriately with No. 45593 *Kolhapur* in that summer of '67. See Table 2. The log is in the RPS electronic archive, as is one two weeks later again with No. 45593, timed by Mr C G Foss, which failed to achieve anything over a paltry 88mph!

Grumpiness

Against such exploits, discussion of whether the Settle and Carlisle (S&C) could support a maximum permissible speed in excess of 60mph tend to cause an outbreak of grumpiness in observers of a certain age, who see such arguments as having been entirely avoidable if the railway had not been shamefully neglected in the latter years of British Rail and even during privatisation.

Noel Proudlock reminded me of a run he had timed in 1954 behind No. 60096 *Papyrus* on loan from the Scottish Region to undertake trials on through working from St Pancras. Disappointment had surrounded some unenterprising initial runs with No. 60087 *Blenheim*.

One Saturday, Noel found *Papyrus* on the 10-coach, 341tons tare, 09.05 from St Pancras to Edinburgh in the hands of a Holbeck driver, Walker, who made a steady start in charge of his unfamiliar steed, taking 33min 28sec to Skipton with a maximum of 72mph at Cononley. It was a wild and



With its decorative promotional panels, Northern Rail DMU No. 158861 leads a four-car formation past the UK's most remote signalbox on Blea Moor with the 14.21 Carlisle-Leeds service on July 2, 2011. JULIEN KING

TABLE 2: LEEDS TO CARLISLE

| Loco | 46113 <i>Cameronian</i> | 45593 <i>Kolhapur</i> | | | | | |
|--------------------------|----------------------------------|--------------------------|---------------|-------------|-----------|---------------------|-------------|
| Vehicles/tare/gross tons | 10/306/320 | 8/249/- | | | | | |
| Train | 'Thames-Clyde' 2.37pm from Leeds | 06.40 Birmingham-Glasgow | | | | | |
| Date | May 5, 1952 | July 15, 1967 | | | | | |
| Recorder | K Barlow | J N D Proudlock | | | | | |
| Miles | Timing Point | Sch | M S | MPH | Sch | M S | MPH |
| 0.00 | LEEDS d | 0 | 0 00 | -/56 | 0 | 0 00 | 5½L -/53 |
| 7.56 | <i>Apperley Bridge</i> | | 10 42 | 54 | | 12 12 | 51 |
| 10.66 | <i>Shipley Leeds Jct</i> | 15 | 14 27 | 25 | 16 | 16 31 | 25 |
| 13.71 | Bingley | | 18 28 | 55/62 | | 21 09 | 52/53/tsr25 |
| 16.95 | KEIGHLEY a | | | | 25 | 26 28 | |
| | d/p | 23 | 21 44 | 61/tsr22 | 26 | 28 20 | |
| 23.10 | Cononley | | 30 30 | 64/67 | [2] | 7 41 | 66 |
| 26.13 | SKIPTON a | | | | 13 | 13 15 | |
| | d/p | 33 | 33 38 | 37 | 29 | 23 35 | note -/47 |
| 29.88 | Gargrave | | 38 15 | 54/51 | | 9 16 | 45/sigs15 |
| 32.73 | <i>Bell Busk</i> | | 41 31 | 54 | | 14 30 | 45 |
| 34.63 | <i>MP 229m60c</i> | | 43 44 | 51 | | 17 10 | 40 |
| 36.15 | HELLIFIELD | 47 | 45 24 | 59 | 14 | 19 20 | 47 |
| 39.40 | <i>Settle Jct</i> | 51 | 48 23 | 69 | 18 | 23 11 | 60 |
| 41.38 | Settle | | 50 16 | 58 | | sig stop | |
| 43.10 | <i>Stainforth Sidings</i> | | 52 10 | 51 | [3] | 32 35 | 27/25 |
| 45.78 | <i>Helwith Bridge</i> | | 55 30 | 46 | | 38 45 | 29 |
| 47.40 | Horton-in-R | | 57 36 | 48 | | stop to raise steam | |
| 49.73 | <i>Selside</i> | | 60 50 | 40 | | 56 14 | 35 |
| 52.13 | Ribblehead | | 64 40 | 36 | | 60 30 | 33 |
| 53.36 | <i>Blea Moor</i> | 73 | 66 45 | 35/31 | 43 | 62 52 | 27 |
| 58.28 | Dent | | 73 26 | 57 | | 70 42 | 53/57 |
| 61.55 | Garsdale | | 76 38 | 63 | | 74 25 | 45 |
| 64.55 | <i>Ais Gill</i> | 86 | 79 30 | 65 | 56 | 78 34 | 42/60tsr |
| 68.14 | <i>Mallerstang</i> | | 82 47 | 71 | | 82 57 | 53 |
| 71.46 | Kirkby Stephen | | 85 32 | 77 | [2] | 86 51 | 50 |
| 79.66 | <i>Ormside</i> | | 92 31 | 68/75 | | 93 28 | 82 |
| 82.15 | Appleby a | | | | 75 | 96 10 | |
| | d/p | 103 | 94 36 | 69 | 78 | 96 50 | -/63 |
| 85.08 | <i>Long Marton</i> | | 96 58 | 77/tsr50 | | 4 15 | tsr48 |
| 93.00 | <i>Langwathby SB</i> | | 104 21 | 69 | | 11 26 | 84 |
| 95.66 | Long Meg | | - | - | | 13 16 | 93 |
| 97.49 | Lazonby | | 108 00 | 77/64 | | 14 30 | 88 |
| 103.06 | Armthwaite SB | | 112 50 | 74/77/tsr36 | | 18 42 | 75/57 |
| 109.01 | <i>Cumwhinton</i> | | 119 00 | 51/56 | | 24 06 | 66 |
| 112.05 | <i>Petteril Bridge Jct</i> | 145 | sig stops | | 31 | 27 15 | 32 |
| 112.91 | CARLISLE a | 147 | 129 11 | | 33 | 29 30 | |

Currently open stations not shown in italics. This does not reflect the historical position.

The different distances used have caused some minor adjustments to be made to the original logs

Note: to allow 10.25 Leeds-Glasgow to pass as booked causing a signal check on starting and subsequently.



Hauling a northbound 'Dalesman' excursion, 'Jubilee' No. 45699 *Galatea* works without diesel assistance past Langcliffe, north of Settle on August 18. COLIN IRWIN

windy autumnal afternoon so there was some slipping on the re-start, but the 1-in-132 above Bell Busk was crested at 47mph.

After a Hellfield call, No. 60096 recorded minima of 37mph before Horton-in-Ribblesdale and 36mph at Ribbleshead. An official report on the running, co-signed by legendary Holbeck shedmaster Ted Geeson, declared that 'the drivers were well-pleased with its performance. The steaming

qualities were good and the engine was on top of its work with ample in reserve'. However, it was concluded that widespread use of A3s from Holbeck should not be pursued as they could not be turned without using the congested Whitehall triangle and could not be stabled under cover.

'Thames-Clyde Express'

The S&C therefore remained the

prerogative of LMS power for the remainder of the decade with the rebuilt 'Royal Scots' performing some sterling work. In 1952 the relatively recent 'rebuild' No. 46113 *Cameronian* was in charge of the Thames-Clyde Express, booked non-stop to Carlisle with 10 bogies, 306 tons tare, 320 tons gross. Table 2 shows skeleton timings to Skipton and then the full log from the RPS archive, timed by former Derby deputy chief controller, the late Ken Barlow. Whether the train made a late start from Leeds is not recorded, but it is likely that it did because the 113mile, 147 min schedule was completed in just 129min 11sec despite three temporary speed restrictions and two dead stands. Minimum speeds were 45mph near Horton-in-Ribblesdale and 36mph at Ribbleshead, with 18min 22 sec taken from Settle Jct (69mph) to Blea Moor compared to the 22min allowed. Maxima of 77mph were recorded from Mallerstang to Kirkby Stephen, then at Long Marton, Lazonby and Cotchill. The net time was a mere 119½min – one which the Friends of the Settle and Carlisle would dearly like to see achieved with 'Sprinters' in 2015.

The group's support provides a powerful focus on developing the line. The last time the line saw a dip in traffic, it was perilously close to closure before opposition was mobilised. The fortunes of the S&C had rallied when opencast and imported coal traffic from Scotland to the Aire and Trent Valley power stations began to boom. Intermediate block posts and 24-hour opening of signalboxes provided a huge boost in capacity, but the



A classic view of 'Royal Scot' No. 46113 *Scots Guardsman* pounding its way south at Wharton between Kirkby Stephen and Birkett Common on March 8, 2014. The 'Scot' is one of a nucleus of Carnforth-based 4-6-0s used on the 'Dalesman'. STEVE ARMITAGE



Just to the south of the 2,629-yard Blea Moor Tunnel, unit No. 158790 crosses Little Dale Beck with the 08.53 Carlisle-Leeds service on May 31, 2013. JULIEN KING



Even with the loss of most coal traffic, the S&C remains an important freight artery, and is used by timber and gypsum trains. Here, Colas Rail Type 5 No. 66843 passes Newbiggin on April 14, 2010 with a loaded timber train from Carlisle to Chirk. Timber is also occasionally loaded at Ribblesdale, and preparations are being made for new aggregate flow from Arcow quarry near Horton-in-Ribblesdale. JOHN LONGDEN

60mph speed ceiling remained, despite some coal trains and empties being capable of 75mph. The wider the band in maximum speeds, the fewer paths remain.

Reasons or excuses?

It has been suggested that even such a modest speed increase has been opposed by Network Rail on successive grounds of destroying freight paths, loaded maintenance costs on the 'low rail' of curves, a dislike of differential speeds, and now an alleged £3million bill for a survey of structures including all culverts. Now that coal trains have been reduced from a peak of around 15 pairs per day to as few as three per week, freight paths are no longer at a premium, wear and tear on the low rail is tolerated at more extreme locations such as Penrith, where heavy coal trains use curves canted for 'Pendolinos' at 95mph, differentials are commonplace throughout the railway... and £3m for establishing an asset base that should already be known? 'Reasons' start to sound like excuses. A lack of resources and a relatively low priority sound more convincing.

It should be remembered that the Midland built the S&C as a through route. Although the gradients are steep and the loading

gauge tight there is very little restrictive curvature. However, it has been suggested that some of the distant signals to the new intermediate block signals might not have been sited for 75mph running, although interested parties were assured that they had been. See Table 3 for a Class 158 run on the short-lived through Leeds-Glasgow Central sprinter, the curtailment of which now sees the unit sitting at Carlisle for the duration of its former Scottish foray.

David Ward, former British Rail special trains and main line steam guru, has examined the possibility of improving the line's productivity. Running at 75mph does not save much time with an all-stations service (a little over 5min), but with a reduced number of calls it starts to look attractive. It is believed the current level of services accelerated to 2hr 15min would use only five units. There are objections from some Friends of the S&C that even the least used stations should be served by all trains, but such arguments are illogical if a service expansion can be secured. If *Cameronian* was within reach of 2hrs with a 10-coach steam-hauled train some 63 years ago without exceeding 77mph, progress is overdue.

It remains to be seen whether the new

franchise tenders will dare to offer an enhanced timetable at their own risk. It is unlikely to be fertile ground for an open access operator, but untapped potential could be released by an incumbent franchise holder if linked to other groups such as Nottingham-Leeds. As an aside, it is encouraging to note that Leeds-Lancaster services are to be increased from five to seven per day in the re-tendering arrangements. The S&C would certainly benefit from a down train from Leeds between 14.49 (too early to return from shopping in Leeds) and 18.06 (too late and too crowded).

Shipley connections

The Aire Valley timetable is dominated by the local EMU service which prevents flexible responses to S&C timetable development. For instance, it is understood that there is a requirement for Leeds-Bradford Forster Square passengers to have the facility to connect with out of Leeds-Skipton trains into Ilkley-Forster Square trains at Shipley, but there does not seem to be much use made of this option. It can be a long, potentially wet, walk between the platforms and one that felt unsafe when I recently used it at dusk.

Returning to summer steam 2015, my second run north was in August, this time with

TABLE 3: LEEDS TO CARLISLE SPRINTER

| Unit | | 158772 | | |
|--------------------------|---------------------|-----------------------|--------------|----------------|
| Vehicles/tare/gross tons | | 2/74/90 | | |
| Train | | 09.47 Leeds-Glasgow C | | |
| Date | | December 10, 1999 | | |
| Recorder/Position | | J Heaton 2nd of 2 | | |
| Miles | Timing Point | Sch | Min | MPH |
| 0.00 | LEEDS d | 0 | 0 00 | ½L |
| 6.88 | Apperley Jct | 9½ | 9 23 | 76 |
| 10.66 | SHIPLEY a | 13½ | 13 30 | |
| 0.00 | d | 14½ | 14 26 | -/64 |
| 3.05 | Bingley a | 4 | 4 04 | |
| 0.00 | d | 5 | 4 43 | -/63 |
| 3.24 | KEIGHLEY a | (½)4½ | 4 24 | |
| 0.00 | d | 5½ | 5 14 | |
| 6.15 | Cononley | [2](1) | 5 45 | 80 |
| 9.18 | SKIPTON a | 12 | 9 15 | |
| 0.00 | d/p | 14 | 12 34 | -/66 |
| 3.75 | Gargrave | | 4 24 | 62 |
| 6.60 | Bell Busk | | 7 08 | 64 |
| 8.50 | MP 229m60c | | 8 56 | 59 |
| 10.03 | Hellfield | 11 | 10 27 | 60/64 |
| 13.28 | Settle Jct | | 13 40 | 58 |
| 15.25 | Settle a | 17 | 16 30 | |
| 0.00 | d | 19 | 18 07 | |
| 2.18 | Stainforth TSP | (1) | 3 09 | 58 |
| 4.40 | Helwith Bridge | | 5 25 | 64 |
| 6.03 | Horton-in-R | | 7 00 | 60/62 |
| 8.35 | Selside | | 9 16 | 58/61 |
| 10.75 | Ribblehead | | 12 10 | 31/29 |
| 11.99 | Blea Moor | 16 | 14 36 | 32/60 |
| 16.90 | Dent | | 20 06 | 30tsr |
| 20.18 | Garsdale | | 23 37 | 58/64 |
| 23.18 | Ais Gill | | 26 40 | 58 |
| 26.76 | Mallerstang | | 30 10 | 65 |
| 30.09 | Kirkby Stephen a | 36 | 34 19 | |
| 0.00 | d | 37 | 37 36 | -/68 |
| 8.20 | Ormside | | 8 41 | 66 |
| 10.69 | Appleby a | 11½ | 11 48 | |
| 0.00 | d/p | 13½ | 12 38 | |
| 2.93 | Long Marton | [2] | 3 32 | 64/30tsr |
| 11.00 | Langwathby | | 12 55 | 59 |
| 13.51 | Long Meg | | 15 20 | 64 |
| 15.34 | Lazonby | | 17 08 | 60/63/57 |
| 20.84 | Armathwaite | | 22 27 | 58 |
| 26.88 | Cumwhinton | | 28 31 | 60 |
| 29.91 | Petteril Bridge Jct | 34 | 32 45 | 16/sigs10/18 |
| 30.78 | CARLISLE a. | 36½ | 36 03 | adv.39½ |

[2]=min recovery time (x)=min pathng

TABLE 4: APPLEBY TO AIS GILL

| Loco | | 46115 <i>Scots Guardsman</i> | | | 45699 <i>Galatea</i> | | | 45699 <i>Galatea</i> | | |
|----------------------------|----------------------|------------------------------|-------|-----|----------------------|-------|-----|----------------------|-----|--|
| Vehicles/tare/gross tonnes | | 8/287/297 | | | 11/400/420 | | | 11/400/420 | | |
| All Trains | | 16.36 Carlisle to York | | | | | | | | |
| Date | | June 9, 2015 | | | August 6, 2015 | | | August 20, 2015 | | |
| Recorder/ Position | | J Heaton 7th of 9 | | | J Heaton 10th of 12 | | | J Heaton 8th of 12 | | |
| Miles | Timing Point | Sch | M S | MPH | Sch | M S | MPH | M S | MPH | |
| 0.00 | Appleby d | 0pass | 0 00 | 9½E | 0 | 0 00 | ½E | 0 00 | 1E | |
| 1.28 | MP | | 3 32 | 47 | | 3 32 | 47 | 3 39 | 45 | |
| 2.48 | Ormside | 3 | 4 51 | 56 | 5 | 4 54 | 54 | 5 02 | 53 | |
| 3.28 | MP | | 5 43 | 54 | | 5 49 | 50 | 5 59 | 48 | |
| 5.28 | MP | | 8 04 | 48 | | 8 38 | 36 | 8 55 | 34 | |
| 6.28 | MP | | 9 17 | 51 | | 10 14 | 39 | 10 34 | 38 | |
| 7.53 | Crosby Garrett | 10 | 10 44 | 52 | 13 | 12 06 | 42 | 12 24 | 43 | |
| 10.69 | Kirkby Stephen | 16 | 14 35 | 44 | 18 | 16 52 | 32 | 17 05 | 32 | |
| 11.28 | MP | | 15 23 | 45 | | 17 57 | 33 | 18 07 | 34 | |
| 12.75 | Birkett TNP | | 17 26 | 40 | | 20 48 | 30 | 21 03 | 27 | |
| 13.28 | MP | | 18 14 | 39 | | 21 54 | 29 | 22 14 | 27 | |
| 14.03 | Mallerstang 22 | | 19 20 | 45 | 24 | 23 19 | 37 | 23 45 | 34 | |
| 14.53 | MP | | 20 00 | 45 | | 24 05 | 39 | 24 36 | 36 | |
| 15.28 | MP | | 21 02 | 42 | | 25 17 | 36 | 25 55 | 31 | |
| 15.53 | MP | | 21 24 | 41 | | 25 42 | 35 | 26 25 | 30 | |
| 15.78 | MP | | 21 47 | 40 | | 26 08 | 34 | 26 56 | 29 | |
| 16.03 | MP | | 22 10 | 39 | | 26 35 | 33 | 27 27 | 29 | |
| 16.28 | MP | | 22 33 | 39 | | 27 02 | 33 | 28 00 | 28 | |
| 16.53 | MP | | 22 56 | 38 | | 27 30 | 32 | 28 32 | 28 | |
| 16.78 | MP | | 23 20 | 37 | | 27 59 | 31 | 29 04 | 28 | |
| 17.03 | MP | | 23 45 | 36 | | 28 27 | 31 | 29 35 | 29 | |
| 17.28 | MP | | 24 10 | 36 | | 28 56 | 31 | 30 06 | 29 | |
| 17.53 | Ais Gill Summit sign | 27 | 24 34 | 38 | 29 | 29 23 | 36 | 30 37 | 33 | |

Timed to 1/100th of a second but rounded in sec column. Most quarter mileposts recorded but edited.
No. 46115 was scheduled to take water at Langwathby due to Appleby Horse Fair.



11 coaches weighing 400 tonnes tare, around 420 tonnes gross. As we ran into Hellifield a youthful but clearly untrained voice shouted out that it was a ‘Black Five’, but it was actually crimson No. 45699 *Galatea*. This former Bath Road locomotive is no stranger to Yorkshire as two of the West Country specimens used to work through to Leeds most days in the 1950s. *Galatea* has recently suffered a poor press, photographed making heavy weather of a Shap climb with the following *Britannia* steam charter within sight (*RM* July).

Any such fears were soon dispelled. A signal check approaching Settle Jct meant that the signalbox was passed at only 26mph, but the ‘Jubilee’ fought its way to 32mph at Settle station with a momentary 26½mph at Stainforth tunnel. The subsequent maximum was 32½mph and the minimum was a throaty 25mph before Ribbleshead. The advantage to a passenger (rather than the crew) of having a lower speed run is, of course, the fact that the hard work lasts longer. In this case, Settle Jct to Ribbleshead took nearly 27min compared to the ‘Royal Scot’s’ 17min. See Table 1.

It is the up direction that is arguably the more testing on a steam locomotive. Instead of the short, sharp shock from Settle Jct to Blea Moor, a southbound crew is faced with 15 miles at 1-in-100, alleviated only briefly by easier stretches. Details of my three up ‘Dalesman’ trains from Appleby to Ais Gill last summer are shown in Table 4.

Rousing affair

The run with No. 46115 was a rousing affair, taking only 24min 34sec start to pass with minima of 39mph after Birkett tunnel and 36mph approaching the summit. It is normal for these two figures to be similar,

and even identical, punctuated by a rallying of the locomotive on the easier 1-in-330 through Mallerstang. *Galatea* also put in a fine performance with 420 tons in 29min 23sec with respective minima of 29 and 31mph.

I was hoping for a ‘Black Five’ on my third run, to compare the three classes, but far from disappointed to encounter ‘Jubilee’ *Galatea* again on the same load. The run from Appleby to Ais Gill was the slowest of the three runs, still managing 30½min, but this fact masks a faster run from Carlisle to Appleby, which took 73sec less than the earlier one.

My impression of the locomotive work with these three trains was one of admiration, not only for West Coast Railway and its modern-day crews for providing this spectacle, and beating the stiff timing of the LMS through this spartan countryside, but also for the LMS steam crews who performed like this day in and day out of their careers.

Scampered for home

Noel Proudlock also referred me to another exploit of *Cameronian* shown in Table 5 with the 10.05 Edinburgh-St Pancras ‘Waverley’ in 1961 with ‘load 9’ equal to 314 tons net. The maximum speed before Appleby was 71mph at Lazonby, arriving at Appleby in 36min 59sec on a 37min timing. Leaving 2min late, the crew set about recouping time, taking just 21min 20sec to Ais Gill, reaching 64mph before dropping to an excellent 49mph before Mallerstang, recovering to 55mph and suffering nothing below 49mph on the final climb. The Hellifield men then scampered for home at up to 75mph.

Mentioning the ‘Jubilees’ performances to my P&P colleague Keith Farr, I was quickly referred to O S Nock’s 1946 account of a sun-

dappled spring footplate trip from Glasgow St Enoch to Hellifield on ‘Jubilee’ No. 5565 *Victoria*. By coincidence, the loco was in the charge of driver Walker, whom we met at the controls of *Papyrus* earlier in this article.

With a 13-coach train weighing 364 tons gross and 410 tons gross, and with full regulator and 42% cut-off through Cotehill at 45mph, Nock calculated a drawbar horsepower at around 1,500. Fireman Hudson maintained pressure in excess of 200lb/sq in and the scene was set for a red-blooded ascent to Ais Gill. No doubt driver Walker was as ‘well-pleased’ with *Victoria* as he was to be with his A3 a few years later. After reaching 52½mph at Ormside viaduct and with cut-off at 37% the loco settled down to a steady slog at 38mph on the 1-in-100 to Kirkby Stephen. The loco was eased nearer the summit, as it was running early and gaining further time, taking 30½min from the Appleby start to passing Ais Gill box – but a full minute longer than *Galatea* some 70 years later, which had two coaches fewer but a similar gross tonnage.

However, the S&C’s future cannot be predicated on its suitability for running superannuated steam locomotives for its predominantly superannuated clientele. The long-term salvation of the line might well lie in freight traffic generated on line of route. The important Kirkby Thore gypsum traffic from the coal-burning power stations, that justified the erection of a new signalbox, might suffer consequential damage from the reduction in coal burning. Outbound plasterboard ended with the recession, and the opening of a new manufacturing facility at Sherburn-in-Elmet, but could reappear. Clitheroe cement also uses the S&C, as does engineering traffic and slower trains that



TABLE 5: CARLISLE TO HELLIFIELD

| | | | |
|---------------------------|------------------------------|--------------|----------------|
| Loco | 46113 <i>Cameronian</i> | | |
| Vehicles/tare tons | 9/314 | | |
| Train | 10.05 Edinburgh-St Pancras | | |
| Date | June 26, 1961 | | |
| Recorder | J N D Proudlock | | |
| Miles | Timing Point | Sch . | M S MPH |
| 0.00 | CARLISLE a | 0 | 0 00 2L |
| 0.86 | <i>Petteril Bridge Jct</i> | | 3 25 33 |
| 2.70 | <i>Scotby</i> | | 6 30 38 |
| 5.09 | <i>Howe & Co. SB</i> | | 9 55 52/44 |
| 9.85 | <i>Armathwaite SB</i> | | 15 34 60/53 |
| 15.44 | <i>Lazonby</i> | 19 | 21 10 71 |
| 19.93 | <i>Langwathby SB</i> | | 25 31 60 |
| 23.38 | <i>Culgaith SB</i> | | 29 03 57 |
| 27.85 | <i>Long Marton</i> | | 33 34 66 |
| 30.78 | <i>Appleby a</i> | 37 | 36 59 |
| 0.00 | <i>d</i> | 42 | 42 00 |
| 2.49 | <i>Ormside</i> | | 4 16 62 |
| 5.36 | <i>Griseburn Ballast Sdg</i> | | 7 23 51 |
| 7.35 | <i>Crosby Garrett SB</i> | | 9 40 53/64 |
| 10.69 | <i>Kirkby Stephen</i> | | 13 08 53/49 |
| 14.01 | <i>Mallerstang</i> | | 17 05 55 |
| 17.60 | <i>Ais Gill</i> | 24 | 21 20 49/65 |
| 20.60 | <i>Garsdale</i> | | 24 15 63 |
| 23.88 | <i>Dent</i> | | 27 17 68/70 |
| 28.79 | <i>Blea Moor</i> | 35 | 31 35 63 |
| 30.03 | <i>Ribblehead</i> | | 32 44 70 |
| 32.43 | <i>Selside</i> | | 34 40 75 |
| 34.75 | <i>Horton-in-R</i> | | 36 36 71 |
| 36.38 | <i>Helwith Bridge</i> | | 38 00 65 |
| 39.05 | <i>Stainforth Sidings</i> | | 40 20 72 |
| 40.78 | <i>Settle</i> | | 41 44 75 |
| 42.75 | <i>Settle Jct</i> | 47 | 43 20 74 |
| 46.00 | HELLIFIELD a | 51 | 47 25 |

Currently open stations not shown in italics. This does not trectle the historical position.

cannot be squeezed through on the West Coast Main Line - so do not be surprised to see a Class 68 on a train that might have warranted no more than a Class 25 in the 1970s.

Next addition

Rylstone Quarry contributes to freight carryings east of Skipton and similar developments on the S&C are planned. The next addition to the infrastructure should be sidings at Helwith Bridge that will take lorries off country roads in trains weighing up to 2,000 tonnes. Full marks then to the Dry Rigg and Arcow Quarries' owner, Lafarge Tarmac. However, the biggest road-served quarry, at Hartley (Kirkby Stephen), is owned by HeidelbergCement which also controls the Clitheroe cement plant. Transfer of the stone traffic to rail would make a difference to the economics of the S&C, the lives of villagers and even the planet.

The S&C also lays claim to being a West Coast diversionary route but there seems a reluctance to use it as such. Journey times over the 60mph line are usually extended to far longer than the running time of a direct road replacement coach from Preston to Carlisle, route knowledge retention is expensive and many potential diversions are booked for electric traction. Replacement diesel haulage is expensive, attachment and detachment of the locomotives is often inordinately extended, and paths are not always available - destined to become even less so if the Leeds-Carlisle DMU service is enhanced. Where there is no will there is never a way.

Freight diversions sound more likely, but many of the trains displaced by engineering work are Anglo-Scottish container trains unsuited to the tight Midland loading gauge

and offered better times by being switched to the East Coast Main Line. Rail freight operators also seem to handle diversionary route knowledge more flexibly. And in the end, how many routes have earned a reprieve on their value as a diversion? Certainly not the Okehampton route round Dartmoor.

Critics contend that local traffic could not even fill a daily minibus to most intermediate stations and neither is it a strategic through route. Nevertheless, the quickest journeys from Glasgow to Leeds are often via the S&C. For instance, the 10.40 changing at

Carlisle for the 11.55, marginally beats the circuitous 11.00 CrossCountry 'Voyager' on journey times at half the walk-up fare and losing out on comfort in standard class by 'a small (even disputable) margin'.

It is too early to fear for the future of the S&C in the same way as during the last close call, but the situation needs its group of vigilant 'Friends' as the route's advantages need publicity and exploitation. Otherwise, the next major infrastructure crisis caused by a frail embankment, or (heaven forbid) viaduct, could conceivably be fatal.



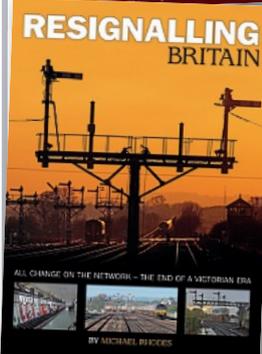
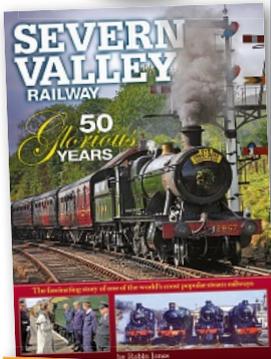
How it used to be: On August 12, 1967, a down relief 'Thames-Clyde' Express approaches Ribbleshead station behind 'Jubilee' No. 45593 *Kolhapur*. GAVIN MORRISON

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Multiple Aspects with Lord Berkeley

Whether it's renationalisation or restructure UK rail needs more people and investment

WE are in interesting times, with Network Rail subject to at least three different independent inquiries and HS1 boss Nicola Shaw stating that privatisation of NR was not off the cards. Perhaps further away, is Jeremy Corbyn's call for renationalisation of the railways.

All this was probably inevitable since things have gone so badly wrong at NR, but the Office of Rail and Road must share at least some of the blame, as should DfT, which was keen to avoid admitting any problems before a general election.

BR was 'privatised' 20 years ago to deliver on John Major's wish to return to the chocolate & cream livery of the GWR. Ironically, FGW has achieved this today with paint. But the privatisation of the infrastructure manager did not work, partly because Railtrack seemed to think it could trust its contractors.

Bonuses have stopped

So Railtrack became Network Rail, a company limited by guarantee, which could not go bust and could not distribute any profits outside the company. It received some £4billion from the Government to help maintain the infrastructure, but the NR board seemed to think that this risk-free environment justified bonuses and salaries more akin to City high-flying companies.

NR has now fallen into hard times; the bonuses have at last stopped, and most of those who caused the problems have now left, some to repeat the process at HS2.

So what is the problem?

It comes down to some poor estimating of costs and delivery of projects and a failure to specify and check contractors' costs and plans, all on the assumption that, if things went wrong, they could add the cost to the Regulatory Asset Base.

Why was the ORR not onto this some years ago? Probably because neither NR, ORR, the consultants or contractors understood the need for proper costing, and for NR to employ people who knew how to hold contractors to account.

'Cost-plus' mentality

In summary, it was industry moving towards a 'cost-plus' mentality, with minimum oversight from ORR, and ministers and officials not only redesigning the railway, but refusing to accept the cost consequences.

So will renationalisation help solve these problems? NR is already nationalised, so what can be changed? Some passenger TOCs are already state-owned, albeit by German, French or Dutch railways. How would UK ownership change things? Other TOCs are owned by bus companies – would buses be nationalised as well?

As for freight, DB Schenker is already state-owned, but competition between the six operators has enabled a 60% growth in rail freight in the UK, whereas the state-owned SNCF Freight Company has lost half its traffic in the same time, while doing its best to stifle any competition. So if rail freight is to compete with road freight, perhaps Labour should privatise that too!

A further option being floated is for a passenger TOC and a

contractor to take over a group of lines and maintain them, along with the signalling, possession planning and train operation. A nice cosy monopoly, and woe betide any other operator who wanted to run their trains over these tracks.

Disruption and delays

The one common theme in all the restructuring of the railways in the last 30 years has been that it causes disruption; delays to projects and maintenance; may put safety at risk; and adds to costs, at least in the short-term, with many good people leaving the industry.

We are in the same position now. People are leaving Network Rail.

We actually need the opposite – more people, and more investment to meet the growing demand.

So there is a simple solution to all this: restructure Network Rail to ensure that its internal processes are fit for purpose, and tackle waste in a real effort to deliver projects more cheaply and quickly. If the Government decides to split NR into zones or regions to make it more 'manageable', then there must be one system operator responsible for UK-wide issues such as timetabling, possession planning, charging, and standards to ensure that operators wishing to cross 'boundaries' are not disadvantaged by six or eight little empires with technical, legal or commercial frontiers.

berkeleyafg@parliament.uk

■ (The independent views expressed do not necessarily reflect those of The RM or the Rail Freight Group, of which Tony Berkeley is chairman).



Railways in Parliament

Women in Rail

LORD Taylor of Warwick asked Her Majesty's Government what plans they have to support Women in Rail and to promote the rail industry as an attractive career choice for women.

Transport Minister Lord Ahmad of Wimbledon replied: "The Department for Transport works closely with Women in Rail. Most recently I invited them to take part in a celebration of the National Women in Engineering Day on June 23.

"The Rail Supply Group, which is supported by both the Department for Transport and the Department for Business, Innovation and Skills, is developing a strategy this year for strengthening the UK rail supply chain, including by ensuring it attracts the very best UK talent.

"To inform this work, Women in Rail is running a survey to establish the rail industry's male to female ratio, with a view to promoting the rail industry as the home of many fantastic career opportunities for both men and women." He added: "Recent rail franchise

competitions have encouraged bidders to set out plans for promoting diversity and equality across the workforce and attracting and recruiting people who are new to the rail industry, particularly from under-represented groups."

Heathrow Connect

LORD Moonie asked the Government what plans they have to transfer more surface railways to Transport for London.

Lord Ahmad said: "As demonstrated by the various routes and services devolved to Transport for London (TfL) since 2007, the Department for Transport is committed to transferring services to local control, where there is a business case for doing so.

"In May 2018, Heathrow Connect services are due to be transferred to TfL control in preparation for full operation of Crossrail."

Freight grants

LORD Berkeley asked the Government – further to the announcement that it intends to channel part of the network

grant through passenger franchise operators – whether they intend to do the same for freight operating companies and open access passenger companies.

Lord Ahmad replied: "We currently have no plans to re-route Government support for rail infrastructure through freight or open access operators."

Network Rail board

LORD SNAPE asked the Government what plans they have to make further changes at board level at Network Rail.

Lord Ahmad said: "The Secretary of State for Transport's direct powers in relation to Network Rail's board are the rights to appoint or remove the chair and the special director. Decisions on both of these posts were announced on June 25 and have taken effect.

"Other changes to Network Rail's board are a matter for Network Rail in consultation with the Secretary of State. As it said in its annual report, Network Rail is currently in the process of recruiting a new non-executive director with railway experience."



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'New' Street: Birmingham's beating heart

Birmingham New Street has now fully reopened boasting an enlarged concourse and incorporating an all-new shopping centre. **Gary Boyd-Hope** paid a visit both before and after the opening to get a feel of what this new facility has to offer.

SIX years and £750million after redevelopment work began, the 'new' Birmingham New Street station was officially opened to the public early on the morning of Sunday, September 20.

Four days later, Network Rail's much-anticipated Grand Central Birmingham shopping centre also threw open its doors, attracting around 500,000 people over the first weekend alone.

The flagship project is a key component of Birmingham City Council's 'Big City Plan' to regenerate the east and south sides of the city, with Grand Central (no connection to the open access operator) as its beating heart. The result has seen the complete transformation from the old dark and cramped concourse of the 1970s New Street, into a larger, brighter and better-equipped facility fit for the UK's second city, the busiest station outside London.

To achieve this, Network Rail (NR) and Mace Construction have redefined the face of central Birmingham. Gone is the unwelcoming concrete box that housed the Pallasades shopping centre, and in its place we have a curving sweep of mirrored panels, designed to reflect the movement of the trains below and the sky above. On each face of the new building sits what are being termed 'media eyes' – giant eye-shaped information screens that combine rolling advertising with travel information. Yet perhaps most crucially to the desire for

economic growth, the new station offers a permanent north-south link to both sides of the city, 24 hours a day, seven days a week.

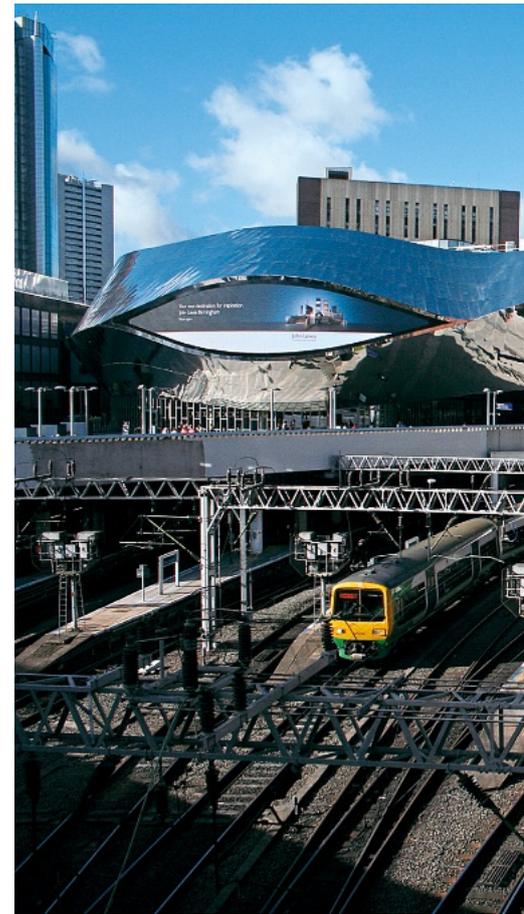
Dramatic changes

For the 170,000 people who use New Street each day, the changes inside are even more dramatic.

Instead of the old artificially lit 'corridor' that served as the concourse there is a vast new football field-sized atrium, built on the site of the former NCP car park, capped by a self-cleaning ETFE polymer dome (think Eden Project) that floods the area with natural light. The ground floor area leads off to a newer, wider concourse, where 15 new lifts and 30 new escalators access the 12 platforms below.

To provide the additional space and capacity, part of the old car park was acquired, giving the new atrium and concourse an area five times larger than its predecessor. In fact, the new area is so large that the concourse at Euston could fit in to New Street's about five times. At 450,000sq ft it has been designed with future growth in mind, being able to cope with up to 300,000 passengers and visitors per day. This is almost double the current footfall of 170,000, which has risen from 140,000 since the project began.

New Street already serves 275 direct destinations with more than 1,170 train movements a day, making the extra capacity essential if the new station is to fulfil its



perceived role in Birmingham's rejuvenation.

Turning what used to be a car park into a state-of-the-art public facility has been a challenge for both architects and civil engineers, who had to create the new building while keeping public disruption to a minimum. To deliver this, conventional thinking was turned on its head and the build started from the top down, rather than from the ground up.

The new dome was the first thing to go up on the site of what was once JJB Sports. Once this was water tight, a special JCB-built concrete 'muncher' was brought in that literally ate away at the two concrete floors of the car park until it had reached the ground below, lowering itself down each time.

It is these two floors that now make up



It is hard to believe that only 15 days separate these two views of the New Street atrium. From an unfinished construction site on September 10 (left) to busy station on the 25th, all lit naturally from beneath the new dome. The crowd control barriers are there to guide those queuing to access Grand Central above.



Above: The Southside entrance from Station Street provides direct access to the new John Lewis department store, and features another of the 'media eyes', designed to display both commercial advertising and travel information.

Left: The 'new' Birmingham New Street and Grand Central shopping centre as seen from Smallbrook Queensway on September 25. The mirrored panels are designed to reflect the movement of both the sky and the trains. All pictures: GARY BOYD-HOPE

Grand Central Birmingham, featuring such high street names as All Bar One, Oliver Bonas, Hotel Chocolat and The Body Shop, along with one of the UK's largest John Lewis department stores. Additionally there are 34 shops at concourse level alone. Fitting it all out in time for the opening was a challenge in itself, with around 3,000 people on site during the final week before the big day.

Logistical headache

Although Phase 1 of the development opened in 2013, the project has not been without its problems.

The discovery of asbestos in the concrete ceilings of the car park resulted in a five-month delay, while revamping the platforms themselves proved to be a logistical headache that has seen only a quarter of them completed to date.

These are now considered as 'deferred works', and while all the civil engineering side has been completed, around half still need to receive new electrics and lighting.

All platforms are due for completion by October 2016. The Hill Street and Navigation Street bridges are also deferred works, but being planning obligations they will be refurbished in due course.

Ultimately the original budget of £600m has been exceeded, but as project director Chris Montgomery told *The RM*, there is good reason: "The budget has effectively increased as the scope of the project increased," he said.

"When we started the John Lewis store was not part of the plan, and we also had the asbestos removal to factor in. So while we are over the original budget, we are within the budget for the project we have delivered." ■

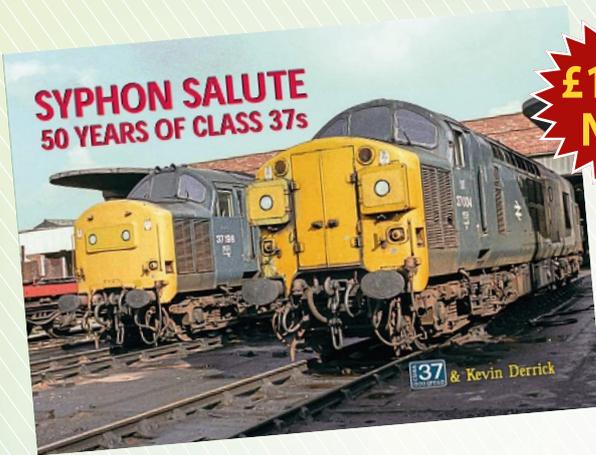


At platform level there is still a considerable amount of work to do before completion in October 2016. Platform 9, seen here, is partially complete with the finished effect looking like platform 10 beyond.



The new concourse areas feature a bold ceiling in keeping with the building's general curving design. To the left is the exit to Smallbrook Queensway and to the right, beneath the departure boards, is the grand atrium. Six banks of ticket barriers provide access to the platform areas via steps or new double escalators.

Strathwood

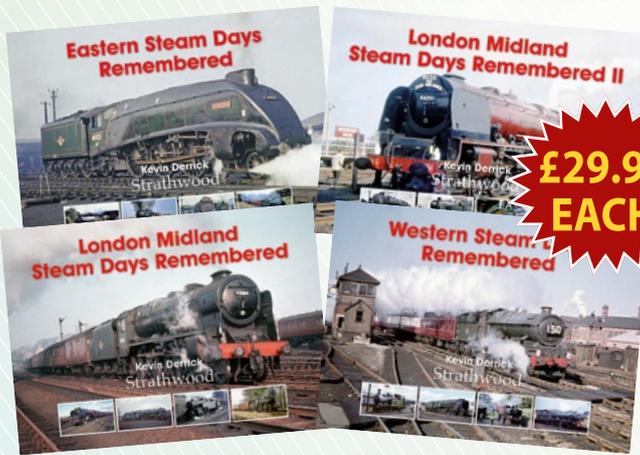


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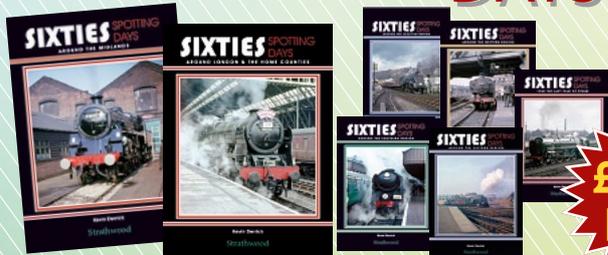


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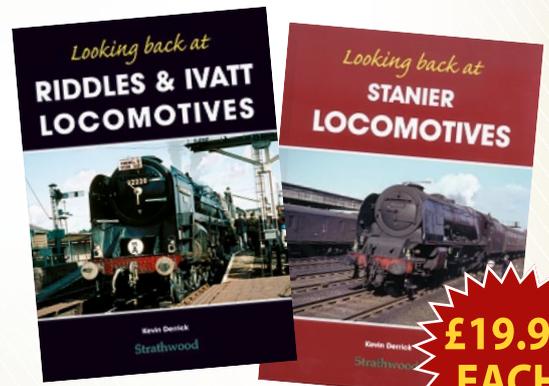


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Looking back at

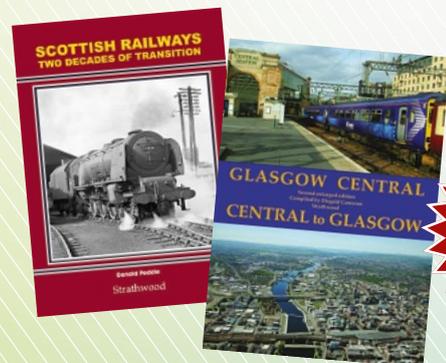


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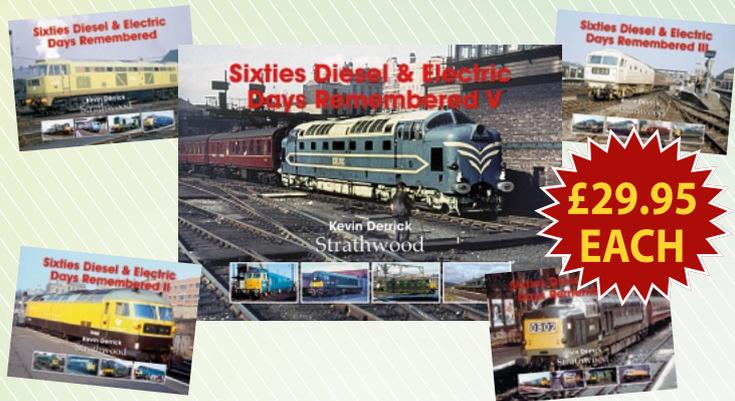
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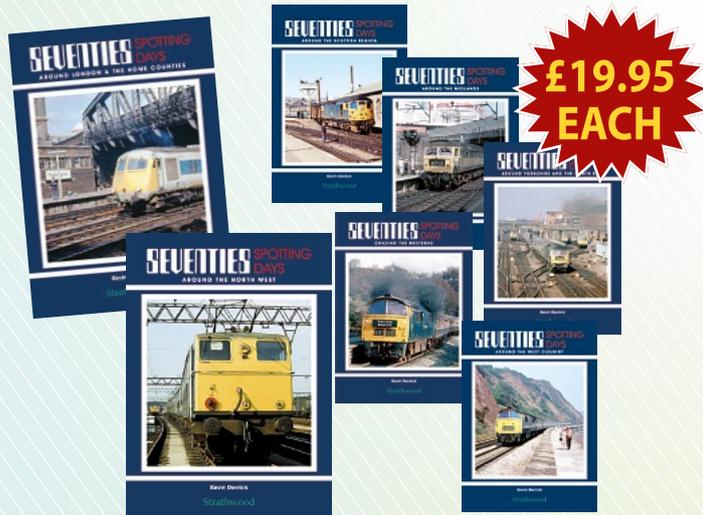
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The Sixties Diesel & Electric Days Remembered series are 160 pages all colour large format landscape hardbacks packed with some of the very best colour photographs we can find of both forms of traction taken during this fondly recalled era.

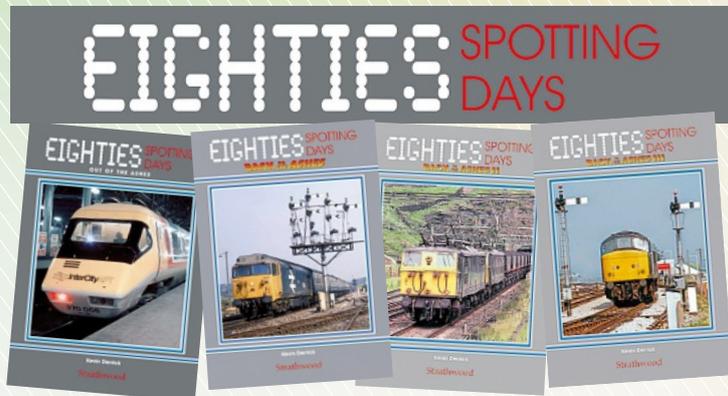
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- Seventies Spotting Days around the West Country
- Seventies Spotting Days Chasing the Westerns

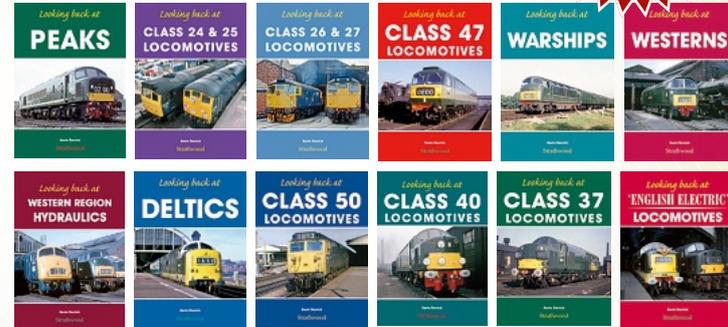


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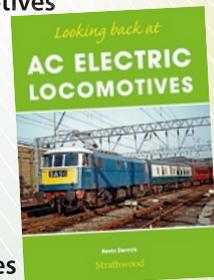
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Two weekends in 2010 brought steam to the Liskeard to Looe branch with Hawksworth GWR 0-6-0PT No. 9466 top-and-tailing with West Coast Railways' Type 3 No. 37685. This shot shows the 17.55 departure from Looe with the pannier tank working hard as it runs alongside the River Looe. This view, on September 19, 2010, proved more interesting with a small group of onlookers leading the eye to the train. STUART WARR

THAT HUMAN TOUCH

There is a tendency to exclude human interest from railway photographs. Stuart Warr explains how the inclusion of people can enhance the picture.

THE vast majority of railway photographers do almost anything to avoid including people in their images, be they railway staff, passengers or members of the general public.

But their spontaneous inclusion can transform an adequate record of an event into a scene that also tells a story.

We have all been affected at one time or another. The perfect shot has been set up, the

lens focused, shutter speed and aperture set and then, just as the train enters the viewfinder, so does a person: shot ruined.

I am not about to tell you how to avoid situations such as this; they are frustrating and can spoil the day if that was the train you specifically set out to photograph. Fortunately, they happen infrequently if you plan your shot properly, taking all possibilities into consideration.

Pleasing to the eye

A look through any of the many commercially produced railway periodicals will feature most images taken from a 'front ¾' viewpoint as they are pleasing to the eye, and are often there to support a news item and not make an artistic statement. Many of the photographs I capture fit into the 'front ¾' format, but there are only so many shots of a particular type of train you can capture before they become repetitive, and I try to relieve this by including animate and inanimate props; in this article I am going to look at and give some examples of including animate props.

I mentioned earlier the three categories of people that interact with railways, but the manner in which they are captured by the



Stations are excellent places for people watching, and Glasgow Queen Street (the subject of this photograph) is perfect. The photographer sat outside a coffee shop on the concourse waiting for the right moment, the two ScotRail DMUs being almost of secondary importance. Either side of the image are railway staff available to help passengers at the barriers, while in the centre a passenger views the departure displays. STUART WARR



A simple but effective composition: In pre high-visibility days, the crossing gates at Manorbier are closed for the 15.41 from Pembroke Dock on August 12, 1985. ROBIN STEWART-SMITH



Above: Four decades ago there were regular trains from Waterloo to Weymouth Quay for ferry services to and from the Channel Islands. As railway staff walk in front of the Class 33/1, the fashions and cars of the 1970s provide a memory check. Notable cars include the Datsun Cherry, Ford Capri, Wolsley Hornet and a couple of Ford Cortinas. STUART WARR



Left: Main line steam workings provide great opportunities to include the public in your shots, who are too busy focusing on 'Jubilee' No. 45699 Galatea on July 2. JOHN HALES



While the photographers use their elevated position to get a shot of a diverted Virgin East Coast express southbound near Metherringham, on March 15 this year, the photographer has taken a couple of steps back to provide a far more interesting view. JOHN HALES

PHOTOGRAPHY IDEAS

“Railway enthusiasts also can be easily photographed as they are often concentrating on setting-up their own shot or engaged in a deep conversation with others...”

photographer is basically the same; the shots are mostly candid, the subject should not be posed because few would look as though what they were doing was anything other than posed.

Capturing a great shot is a matter of being ready, having thought through how you want the shot to look, and then wait and hope the subject acts as you want. This can take time and produce many shots that are not up to the standard you require or do not tell the story you are creating, but this is so much easier with a digital camera as the shots you do not like can be easily deleted.

Best vantage point

Often, if you are on a station for example, you will see situations (especially those that involve operating staff) that repeat themselves time and time again. This gives the photographer the opportunity to select the best vantage point and then just wait until the situation recurs. Operating staff are generally too busy to notice that they are being photographed and are easy subjects to help produce interesting animated images.

To be fair to people in this category be wary of shots capturing them doing something that is not within their normal working routines – sleeping on a platform bench for example – as they might not be best pleased with railway photographers in their workplace. Railway enthusiasts also can be easily photographed as they are often concentrating on setting-up their own shot or engaged in a deep conversation with others of a similar ilk over some minutiae of our fascinating hobby. Including people can also provide a great timeline for fashions.

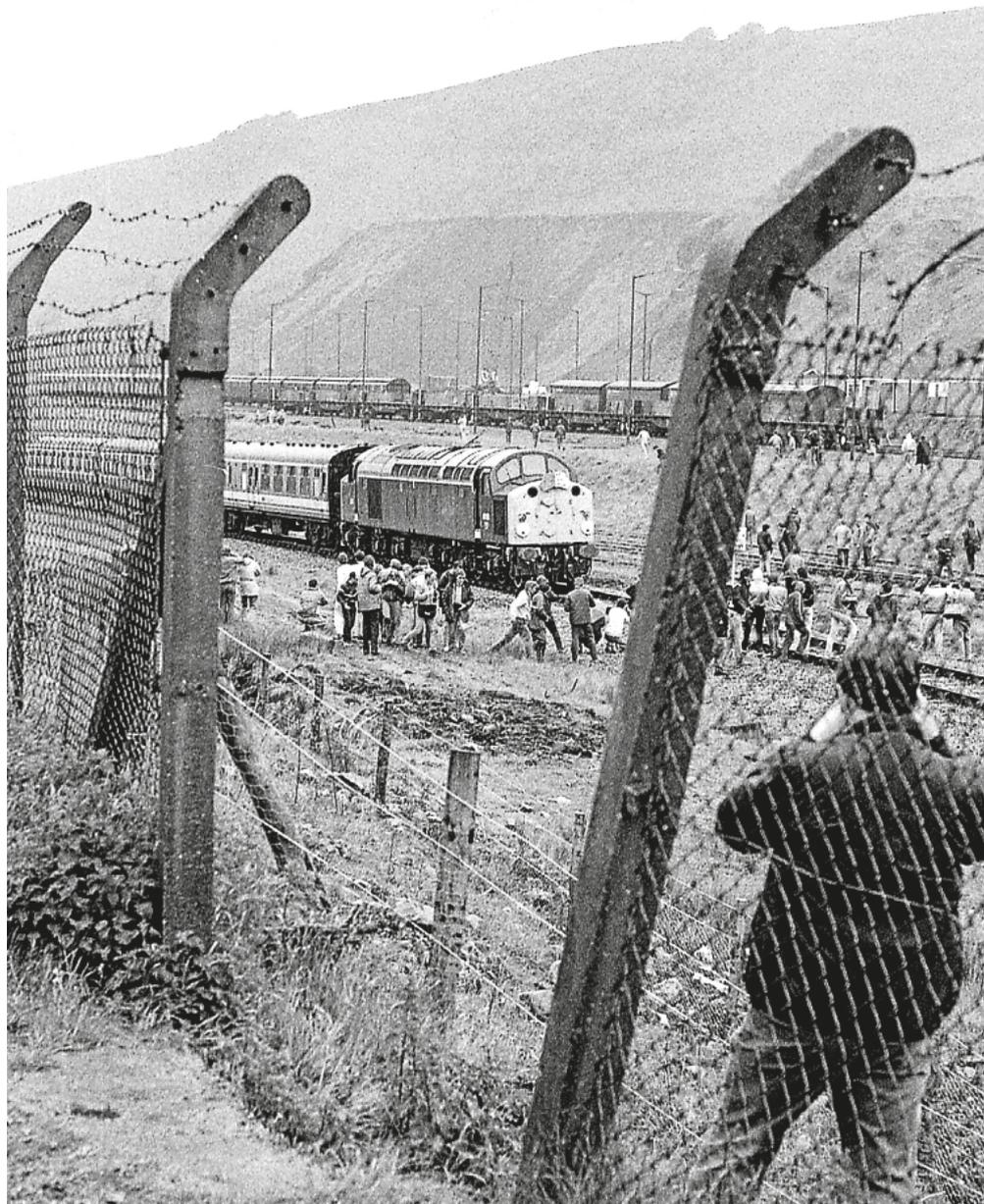
While most photographers use digital SLRs, compact system cameras from Fuji, Sony, Olympus and Panasonic, are smaller, more discreet, and have a fold-up screen, so often the human in between lens and the subject is unaware they are part of the image.

Do not dismiss people

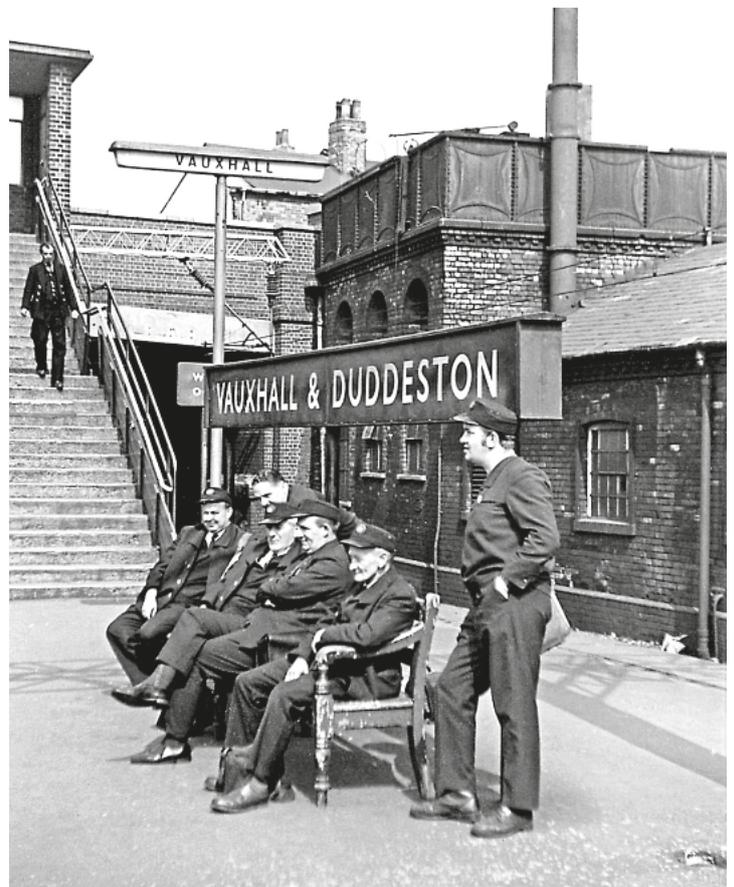
It is unlikely that there will be a large market for these photographs, but use could be made of exhibiting your favourite images on a website or photo-sharing media site such as Flickr. I have seen some marvellous images from my peers, some with interesting and humorous comments about what the subject may be saying, thinking or doing.

To summarise, as a railway photographer do not dismiss people all the time, but use them to add a new dynamic to your image; use them to show why we have railways. In future years, they also provide a record of fashions and trends at the time.

With practice you will enjoy venturing off at a tangent from the norm and start your creative thought processes whenever people are about. ■



Above: A very well executed composition of Class 40 No. 40122 in the exchange sidings at the erstwhile Ebbw Vale steelworks on May 23, 1987, with Pathfinder's 'Gwent Valley Explorer', where passengers have de-trained for their own photograph. STUART WARR



Right: An absolutely delightful candid shot of drivers and secondmen waiting at Vauxhall & Duddeston station for a train back to their home depot, that was taken in September 1970. The body language suggests that the men are tired and want their beds. STUART WARR

STEAM TRAIN TOURS

SDR50

The Somerset and Dorset Remembered



Photo: Gerry Leyman, S&DRT.

A five day holiday to commemorate the passing of this much loved railway. Join us for SDR50, Friday the 4th to Tuesday 8th March, 2016.

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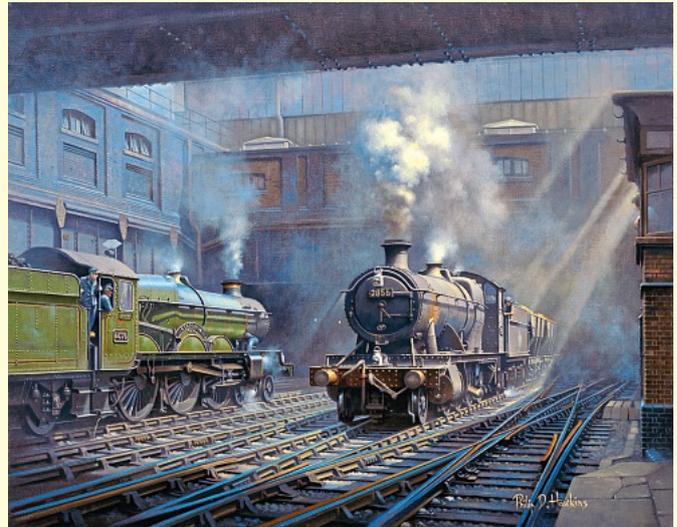
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SDR50



Real steam atmosphere with a superb **NEW** print and our 2016 'Footplate' calendar from the original paintings by **Philip D. Hawkins FGRA**



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The 'London' end of platform 5 at Birmingham Snow Hill station was a favourite viewpoint to witness stirring spectacles such as this! A Churchward 2-8-0 No.2856 from Stourbridge shed breathes the summit of the 1 in 45 gradient through Moor Street tunnel with an iron ore train from Banbury with a 'Castle' class 4-6-0 No.5076 'Gladiator' starts away from platform 7 with an 'up' passenger service C1959.

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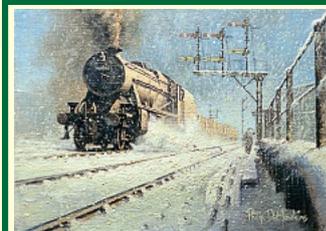


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To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

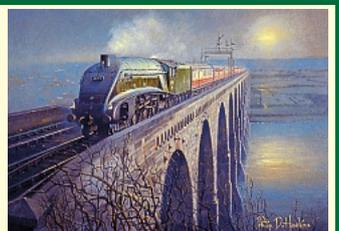
2016 'Footplate' Calendar



'Saltley Winter'

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NET GAINS IN NOTTINGHAM

Chris Milner rides on the two recently opened extensions to the Nottingham tram network.

NOTTINGHAM opened two new tram lines on August 25 – and surprised everyone by doing so at less than 24 hours notice.

Phase two of the Nottingham Express Transit scheme has allowed the network to expand in two directions – south to a new terminus at Clifton, and in a westerly direction through Beeston, terminating at Toton Lane, Sandiacre. As part of a £570million project, the original city centre terminus at Station Street has closed and a new tram station has opened on the new bowstring bridge that spans Nottingham Midland station, offering step-free access to the station and street level.

The extensions go their different ways just south of the railway station on the edge of the Meadows area. The Clifton line is 4.7 miles long, and crosses the River Trent using the former Wilford toll bridge, now strengthened and widened, with two tram lines as well as a route for cyclists and pedestrians. From Coronation Avenue to just under the A52 Clifton Boulevard, the tram line uses part of the former Great Central Railway alignment before turning right towards Clifton. It then runs along Southchurch Drive and Farnborough Road before terminating at Clifton South. Here, a free 1,100-space car park has been built next to the recently dualled A453. On the Clifton section are 12 tram stops, so the potential exists for some four million journeys a year. Journey time from the park & ride site to the main railway station is 21 minutes, or 24min to the Old Market Square, with a frequency of 7-10min from 07.00 to 21.00. The new second line extends 6.1 miles and after the split runs alongside Queen's Drive it then makes a right turn to cross the Midland Main Line for a

second time, using a new bridge near Lenton South Junction, and on to a stop at the Queens Medical Centre, probably one of the main destinations for this line, clearly aimed at staff, patients and visitors; it provides the potential to reduce traffic in this frenetic area of the city.

Street running

It is also where a second tubular bowstring-style bridge crosses the busy A52 Clifton Boulevard, before serving the university and tennis club, after which, a section of street running starts into Beeston along Chilwell Road. From the Beeston interchange, next to the main shopping area, after more street running, the route cuts through housing estates before reaching a 1,400-space park & ride terminus at Toton Lane, Stapleford. Access is off the A52 Brian Clough Way from Bardills Island. With a similar frequency of service from Clifton, the station can be reached in 31 min. There are 15 stations on this line, so the prediction is that five million journeys annually are achievable.

The original NET line to both Hucknall and Phoenix Park opened in 2004, with the extensions now taking the system length to 20 miles, with 51 stations.

It was back in December 2011 that a contract for phase two construction was signed as a private finance initiative deal with Tramlink Nottingham (a consortium that included Alstom, VINCI Investments, Keolis and Wellglade, which owns local bus operator Trent Barton) and included the manufacture of 22 Alstom 'Citadis' trams worth around £350m. Construction of the extensions started in 2012. The first of the new trams, to add to



the 15 Bombardier 'Incentro' vehicles from 2002/3, arrived in September 2013. These have been extensively tested, the first entering service in July 2014. Refurbishment of the 'Incentro' vehicles was finally completed last year, the policy of naming of some trams after famous Nottingham people has continued.

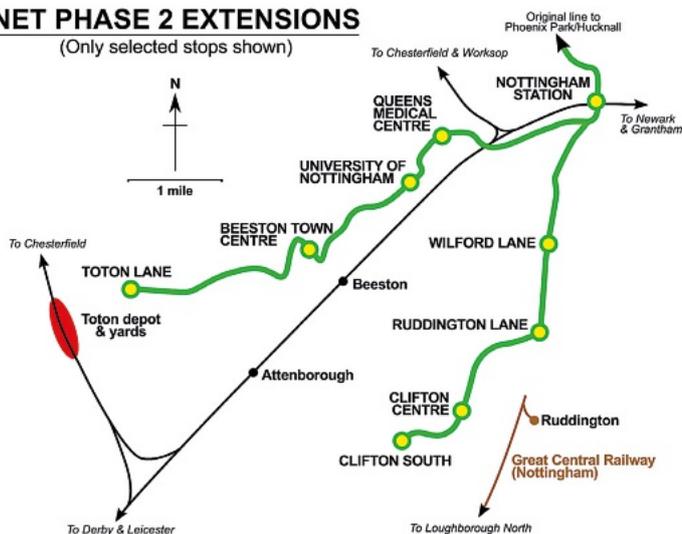
The ambitious project has attracted a great deal of controversy. Residents have been furious at the disruption during construction, restricted access, noise and delays, not to mention the lost revenue to local businesses. The project itself suffered additional unforeseen delays due to unmapped utilities that needed moving.

However, most controversial has been the introduction of the workplace parking levy from April 2012 – the first such scheme in the UK – to pay for the extensions and other public transport improvements.

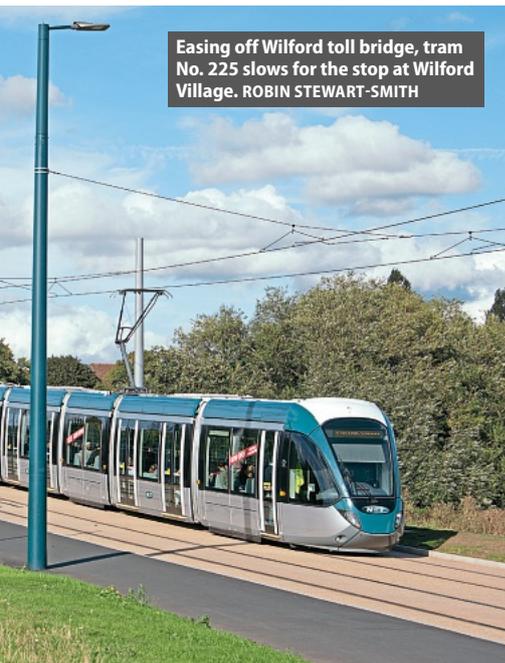
Although the Government was funding 66% of the phase two costs, the levy makes up the balance and has been imposed on all businesses which had 11 or more employee parking spaces at its premises situated within the Nottingham City Council administrative area.

NET PHASE 2 EXTENSIONS

(Only selected stops shown)



The Clifton South terminus where tram No. 203 waits to depart for Phoenix Park. Both this location and the Toton Lane terminus feature extensive free car parking and secure cycle storage facilities. CHRIS MILNER



Easing off Wilford toll bridge, tram No. 225 slows for the stop at Wilford Village. ROBIN STEWART-SMITH

It is cheaper to administer than a congestion charging scheme, and does not apply to visitor or short-term parking, but at a cost of £288 per parking space each year in 2012, it meant a business with, for example, 30 employee spaces, would need to find an extra £8,640 for the levy.

Disproportionate

To compound the problem for businesses, in successive years small increases are applied to the levy, and next year, the charge will be £381 per space, so the sample business would pay £11,430. The levy is expected to remain in place until 2033.

One of the disproportionate aspects of the levy is that it applies to businesses with the requisite number of parking spaces even though they may be nowhere near the tram routes or be able to benefit from them.

As for further extensions, several options are under consideration, including to Kimberley and Ilkeston as well as east to Gedling.

There is also talk of an extension from Toton Lane to Toton sidings when the East Midland section of HS2 is built. ■



Running down the ramp from the new Nottingham railway station stop, tram No. 224 is on its way to the terminus at Clifton South. The junction of the Clifton and Toton routes is around 200 yards behind the photographer. ROBIN STEWART-SMITH



A mix of old and new as tram No. 215 leaves the Meadows Embankment and climbs onto Wilford toll bridge past the former toll house on its way to Clifton South. All pictures taken on September 12. ROBIN STEWART-SMITH



Alstom 'Citadis' tram No. 221 (left) leaves Toton Lane for the city centre, passing older Bombardier 'Incentro' car No. 211 that dates from the inception of the tram network in 2004. Bizarrely the Bombardier tram carries an Alstom promotional vinyl wrap. ROBIN STEWART-SMITH

THE SHUNTERS

Introducing the latest Graham Farish Diesel locomotives

The Class 04 Diesel Shunter makes a welcome return to the Graham Farish range of N scale models.

Three models are available:

- **371-050C** No. D2283 in BR Green with Wasp Stripes.
- **371-051C** No. D2295 in BR Blue with Wasp Stripes.
- **371-054** No. 2332 'Lloyd' in NCB Yellow.

Spanning a number of eras, these models would make great additions to your Graham Farish collection.



Back view of 371-051C D2295, BR Blue with Wasp Stripes

FEATURES:

- All wheel pickup
- Compact drive mechanism
- Diecast bonnet to aid traction
- NEM couplings
- Detailed body including separate wire grab rails



Highly detailed front end



Authentic professionally applied liveries





Passing move: Class 60s on diverted oil trains on the Midland Mainline at Hasland, Derbyshire. No. 60059 in the distance, hauling empty wagons from Kingsbury to the Humber oil refinery, is about to pass No. 60054, working with the loaded tank wagons heading to Kingsbury on July 4. ROBERT FALCONER

As a swan glides past on cue, two fishermen pause to watch LMS 2MT 2-6-0 No. 46521 crossing Butterley Reservoir on March 3, 2014, with a short train that includes a former horse box. ROBIN STEWART-SMITH





The setting sun over the Firth of Forth on September 6 as 'Black Five' No. 45407 returns to Inverkeithing over the Forth Bridge with an SRPS railtour that had started in the afternoon at Dalmeny, and run over the bridge then along the Alloa-Stirling line, as part of a circular tour. ANDREW N FOWLER

The Swiss Alps by night: With the setting sun yet to fade from the 7,000ft summit, the famous Rhone glacier at Gletsch is to the left and on the zigzag road up the mountain, the Belvedere Hotel lights shine out. Dampfbahn Furka-Bergstrecke 2-6-0T locos Nos. 9 and 4 wait in the station on August 31, 2014, with charter trains. MELVYN HOPWOOD





The magnificent Corpet Louvet 2-6-0 No. 1 Aisne of 1906 is being prepared for the day's duties in the early morning of September 23, 2014, at the St Valery shed on Chemin de Fer de la Baie de Somme. MELVYN HOPWOOD



With one of the last daylight workings of the day, B12 4-6-0 No. 61572 catches the fading sun as it runs through the open fields between Sheringham and Weybourne on the North Norfolk Railway on November 10, 2014. PETER ZABEK

**10 MINUTES
10 QUESTIONS**

MD aims to make Sleeper a 'world class' experience

Peter Strachan is the managing director of Serco-owned Caledonian Sleeper, which now operates the overnight services between Scotland and London. Steven Knight puts him in the hot seat for the latest of our quick-fire interviews.



Peter Strachan.

Aberdeen-born and a graduate of Durham University, Peter joined the railway industry 35 years ago as a British Rail management trainee.

He worked his way up through British Rail in operating roles ranging from Ipswich to Carlisle (and inbetween), and went on to successfully lead a number of UK train operating companies, including Arriva Trains Wales. Peter has also been a route director for Network Rail's London North Western during the West Coast Main Line upgrade programme.

Overseas, Peter ran trains, trams (and buses) as CEO of National Express Group's rail division in Melbourne and was the inaugural CEO for the TransLink Transit Authority in Brisbane and south-east Queensland.

He joined Serco Caledonian Sleeper in 2014 from Serco's business in Sydney.

Prior to joining Serco in 2013, Peter was director-general for major projects at the Department for Transport, taking the lead on the UK Government's major rail and road capital projects and for transport in London, including the London 2012 Olympics.

He also chaired the CrossRail joint sponsor board.

Q. What was your first-ever job?

I was a message boy for a grocer's shop in Kirkcudbright – with a proper delivery bike equipped to carry large boxes on the front! On the railway, my first real job was area traffic supervisor at Doncaster yard; three shifts, merry-go-round coal to power stations and a Speedlink wagon load network, which sometimes I just can't believe has disappeared.

Q. Were you interested in trains before you joined the industry?

Yes, I'm from a railway family. Both grandfathers were on the railway (North British men in Edinburgh and the Borders) and my dad (even though he was an architect) always had a strong interest in the railway. I wasn't a train spotter though!

Q. What attracted you to your current role?

It's a fantastic opportunity to transform an iconic Scottish service into a truly world class hospitality experience - right up there with the great rail journeys of the world. And it's based in Scotland!

Q. What has been your biggest achievement?

Creating a brand new public transport authority in Queensland and seeing double-digit patronage growth, rising customer satisfaction and rapid expansion of the network all in under three years.

Q. ... and the low point of your railway career?

I'll never forget arriving at Grayrigg in the early hours of the morning and seeing the 'Pendolino' snaked down the embankment into the field below. Truly shocking and a picture I see in my mind virtually every time I see a Class 390.

Q. If you were Transport Secretary for a day, what would you do to support or change the industry?

Devolve more decision making regionally, be that in franchising or in Network Rail. Scotland has demonstrated it works well.

Q. How do you relax away from work?

Living in Aviemore, we have huge expanses of the great outdoors to enjoy – and some excellent golf courses within easy reach.

Q. What is your view on the current state of the railway industry?

It's vibrant. Thinking back to when I joined BR in 1980, we could never have envisaged the investment in the network we are now seeing, from Crossrail to all the new fleets and major reopenings like the Borders Line.

Q. ... and where do you see the industry in 2050?

More of the same. We'll continue to invest in infrastructure to increase capacity (we'll probably be on HS4 or 5 by then). And my successor will just have introduced the next generation of sleeping cars!

Q. Finally, is there something about you that you can share with us that our readers are unlikely to know?

Having seriously considered becoming a professional opera singer before I joined the railway, I still indulge on the stage. I sang the Sergeant of Police for Rockdale Opera's Pirates of Penzance in Sydney last year!

*From The
Railway
Magazine
archives*

A look at our October 1915,
1965 and 1995 issues

100 years ago

Owing to the enlistment of railwaymen and the consequent shortage of staff, the following stations on the North Eastern Railway will be temporarily closed on and after Monday, September 20th, 1915: Benton Square, Cayton, Fyling Hall, Hessay, Newby Wiske, and Smardale. Newport station has been closed since August 8th.

London & North Eastern Railway 4-cylinder 4-6-0 locomotive No. 2239 *Frederick Baynes* is now working the 11am ex-Lime Street to London and 6pm return, in place of *Allfred Fletcher*, of the same type, this latter being now stationed at Crewe. No. 1191 *Sir Frank Ree* is regularly taking the 12.10pm from Euston to Crewe and *Sir Robert Turnbull* the 2pm.

The Great Western Railway Directors have recently authorised new works, as under:— Reading District. — Increased siding accommodation



Nuclear flask wagons Nos. 550051/052/057 stand below the loading crane at Trawsfynydd. This equipment is likely to fall into disuse now that the booked flask traffic to/from Sellafield has finished. JOHN STRETTON

at Reading West Junction; improved facilities for accommodation of road vehicles at Reading Goods Shed. Bristol District. — New warehouse at Pyle Hill, Bristol, for the erection of which a contract has been let to Messrs. A. N. Coles, Ltd., Plymouth. Coedely. — New station and overbridge at Coedely on the Ely Valley Line between Llantrisant and Tonyrefail.

50 years ago

Electric trains ran for the first time to and from Reading General Station on Monday, September 6. This was made possible by the completion of a new electrified line linking the Western and Southern systems at Reading, enabling electric trains from Waterloo,

and the Guildford and Tonbridge line diesel trains, to run direct to the General station. The Southern station, at which these trains previously terminated, will be closed. The electric trains run to a new platform which has been built at the London end of Reading General Station. The amalgamation of the two stations, which marks another stage in the Western Region modernisation plan for Reading, considerably improves passenger interchange facilities.

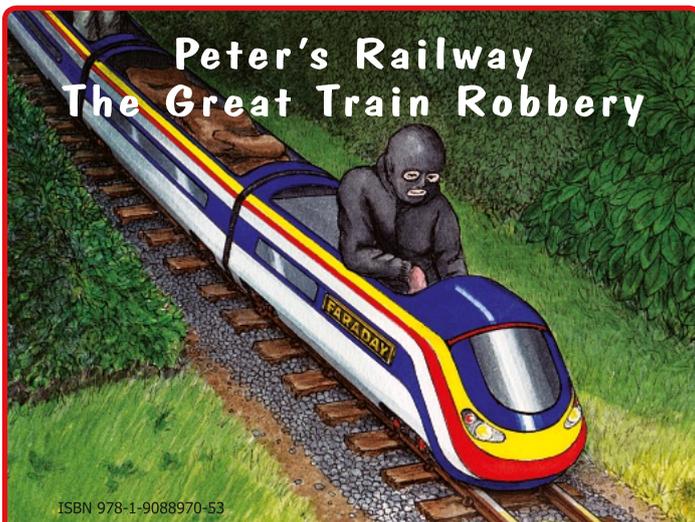
The Midland & Great Northern Joint Railway Society has purchased the section of line between Weybourne and Sheringham and it is hoped that it will be operational by the summer of 1966. The original intention was to purchase the whole of the Melton Constable-Sheringham line, but sufficient money was not

forthcoming. Negotiations are still in progress with B.R. for running rights into Sheringham Station. At present, the purchase of the line is only as far as the golf links level crossing, approximately 600yd from Sheringham Station, between which point and the station is a run-round loop and carriage sidings used by B.R. It is also hoped to purchase an additional ¼ mile of land from Weybourne towards Holt.

20 years ago

Powertrack engineers were hard at work during July and August erecting the upright poles for electrification work on the lines out of Paddington as far as Airport Junction. The first area to receive poles is directly outside Paddington, as far west as Old Oak Common. As much of the ground work has already been done for this project, it is expected that installation of the cross-wires and catenary pick-up wires will be carried out very soon. Engineering trains, working from Acton yard, are being powered by pairs of Class 09s as these are cheaper to operate than main line locomotives.

The final flask train to operate from Trawsfynydd power station to BNFL Sellafield ran on August 8. It is likely that the branch from Llandudno Junction to Blaenau Ffestiniog will now lose its loco-hauled status, with track engineering being maintained for multiple unit stock only.



Peter's Railway The Great Train Robbery

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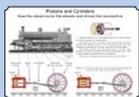
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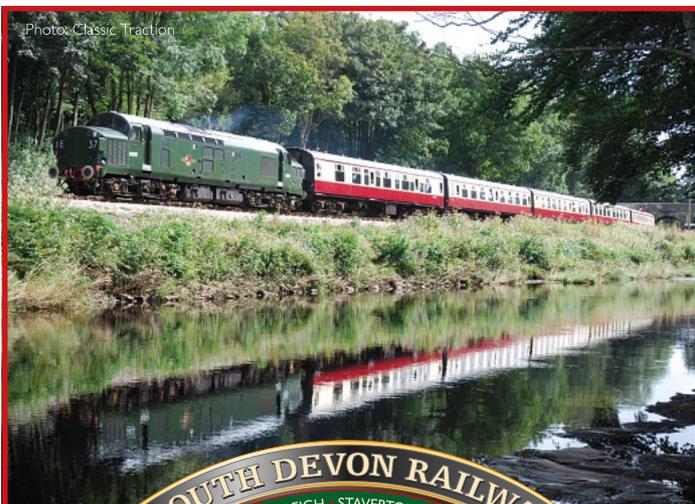


Photo: Classic Traction



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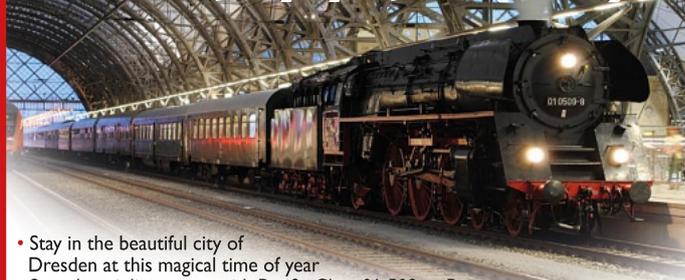
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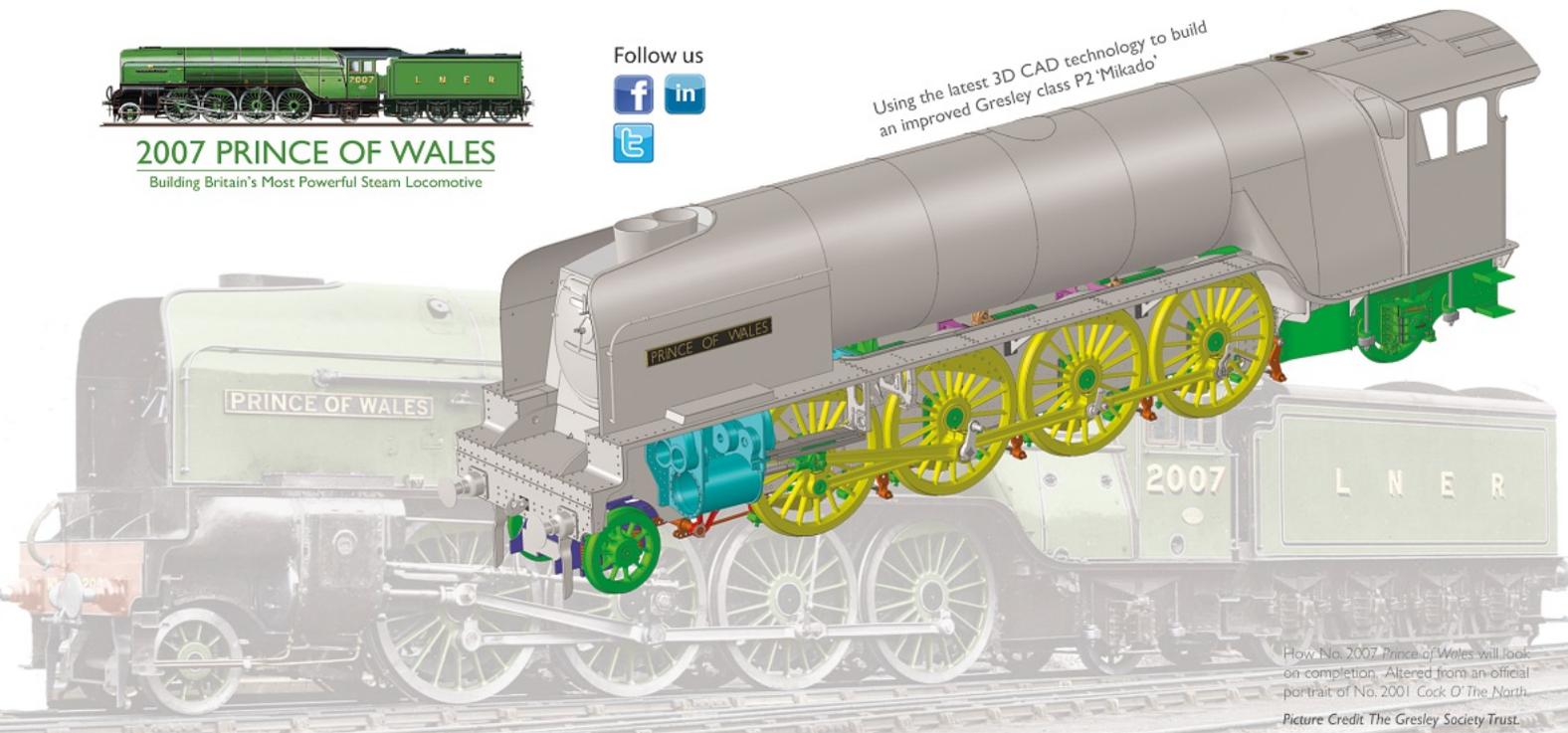
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How No. 2007 Prince of Wales will look on completion. Altered from an official portrait of No. 2001 Cock O' The North. Picture Credit The Gresley Society Trust.

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The Railway Magazine news digest



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Sulzers star at GC gala

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Great 'Scot'! 46100 shines at Severn Valley 50th gala



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GWR 15XX 0-6-0PT No. 1501 (an SVR visitor) passes through Wansford with an eastbound freight on September 11 during a RUSS charter.
ROBIN STEWART-SMITH

Harbouring high hopes for Bristol during 2016

THE Bristol Harbour Railway is hopeful that it will be able to operate a reasonable steam service during 2016 after the construction of the city's proposed Metrobus guided busway slipped by almost 12 months.

The riverside portion of the line was due to be closed during 2015 as work on the busway was carried out to incorporate the railway into the new scheme.

As a result the railway's large Avonside 0-6-0ST *Portbury* was despatched on hire to Beamish Museum and smaller locomotives hired in to work the ½-mile harbourside branch.

However, due to delays in the start of the busway, steam operations should still run between M Shed and the *SS Great Britain* next year, with *Portbury* having its Beamish hire extended.

Funds for GCR viaduct repairs

MILLIONAIRE businessman Michael Gregory is to fund urgent repairs to a steel span bridge on the Great Central Railway.

The steel span, between the brick built arches of Bridge 350, which crosses Swithland Reservoir, is suffering from major corrosion of the steel supports, with trains currently restricted to 10mph across it.

Mr Gregory, former owner of Cromwell Tools that he sold for £310million in July, has stepped forward to fund the £350,000 repairs.

THE formal debut of newly outshopped 'Royal Scot' No. 46100 *Royal Scot* proved to be the big draw at the Severn Valley Railway's 50th anniversary autumn gala on September 17-20, helping to attract more than 7,000 visitors over the four days.

The Royal Scot Locomotive & General Trust engine, complete in its new BR Brunswick Green livery, had only emerged from the LNW Heritage Works in Crewe a few weeks previously, making the gala its first significant spell of running since appearing at the West Somerset Railway in 2009.

The 'Scot' arrived at the SVR on September 9 and immediately underwent a period of running-in, beginning with three days of light engine movements followed by loaded test runs over the full length of the line.

The tests were deemed satisfactory and the Fowler/Stanier 4-6-0 was given the green light for its public debut.

Royal Scot was joined at the event by another member of the RSL> fleet - pioneer 'Britannia' No. 70000 *Britannia* - which was restored at the



Hints of an inter-regional working as No. 46100 passes the well known triple bracket signal that protects Bewdley station with a train for Kidderminster on September 20. DUNCAN LANGTREE

railway in the mid-1970s. A third guest came in the form of Ivatt '2MT' No. 46521, another one-time SVR resident, which was making its first return to its old haunts since departing for a new life at the Great Central Railway. The 2-6-0 was a regular

performer at the SVR from 1974 to 2000, and even starred in the BBC TV comedy series *Oh! Doctor Beeching*, which was filmed at Arley.

Proceedings were kicked off on the Thursday with a visit from HRH The Duke of Gloucester, who

enjoyed a return journey from Bridgnorth to Hampton Loade with Mike Little's '14XX' 0-4-2T No. 1450 before embarking on a guided tour of the engineering facilities at Bridgnorth.

From then on it was the usual blend of passenger trains, including the all-night running on the Friday, double-headers, early morning freights and special turns that have become signature attractions at the SVR galas. These were handled by the three visiting engines along with members of the railway's resident fleet including '4575' No. 4566 and 'Manor' No. 7812 *Erlestoke Manor*, plus the first gala appearance of Bulleid 'West Country' No. 34027 *Taw Valley* since the completion of its overhaul earlier this year.

Clare Gibbard, SVR's marketing and communications manager, said: "The event was a great success, with *Royal Scot* being a real draw."

"Numbers were significantly up on last year; we're still yet to get final numbers but we estimate just over 7,000 visitors attended over the four days, compared to just under 6,000 last year."

Chasewater pair to open Mountsorrel branch

THE first official passenger trains to run over the restored Mountsorrel Railway on October 24-25 will be handled by the Chasewater Railway's Andrew Barclay 0-4-0ST *Colin McAndrew* (1223/1911) and Peckett 0-4-0ST *Teddy* (2012/1941).

The diminutive duo were expected to arrive at the Great Central Railway as this issue of *The RM* closed for press.

In an unusual move the GCR had booked the two industrial saddle tanks to star at its October 1-4 Autumn Steam Gala, lining up alongside 'heavyweights' 8F No. 48624, 9F No. 92214, 'Black Five' No. 45305,

'King Arthur' No. 777 *Sir Lamiel*, Ivatt '2MT' No. 46521, 'Jinty' No. 47406, and newly overhauled 'Modified Hall' No. 6990 *Witherslack Hall*, which was set to make its return to GCR service after an absence of 15 years.

The event was to mark the first time that *Teddy* had been back to Leicestershire since it left the Cadeby Light Railway following its closure in 2005.

The locomotive had previously resided in the county after being acquired by the Rev E R "Teddy" Boston in 1972, initially at Shackerstone, and from 1982 at Cadeby Rectory as a static exhibit.



Echoes of Victorian glass plate images of a new station waiting for its first passengers as the complete Mountsorrel terminus stands ready on September 17. NICK PIGOTT

The Mountsorrel Railway event will be the only opportunity to travel on the one-mile branch in 2015, with the train service being top-and-tailed by the two

industrial locomotives. Demand is expected to be high, and with the service limited to two coaches, pre-booking is advisable.

B12 hits buffers at wartime event

THE North Norfolk Railway's wartime weekend was marred as B12 No. 8572 hit the bufferstops at Holt station.

The Railway Accident Investigation Branch and Office of Rail and Road is investigating the September 20 incident as to why the Holden 4-6-0 failed to come to a satisfactory stand while it was running round its train. The footplate crew has been suspended, following standard NNR procedure.

It is also carrying out a detailed mechanical survey to ascertain the extent of the damaged caused to No. 8572, including whether the frame plates have

suffered distortion. The overrun caused the bufferstop cross-beam to become dislodged from its concrete housing and the leading axle of the B12's bogie was grounded beyond the extremity of the railhead. The front-end of the locomotive was sheeted over for the remainder of Sunday and it wasn't until the following day that the stricken LNER machine could be retrieved from the NNR's southern terminus.

The wartime event was otherwise a major success for the Poppy Line; more than 12,000 people travelled on trains during the September 19-20 event.

Ecclesbourne buys line... for £1

TEN years after signing a £250,000 lease/purchase agreement with Network Rail, the Ecclesbourne Valley Railway has at last been able to exercise a clause in the agreement to acquire the 8½-mile line outright... for just £1!

The clause was subject to the EVR/WyvernRail plc securing a new Transport & Works Act Order for the operation of the line, as its previous order from 1996 was based around a lease of the line, not full ownership.

The application was submitted on February 17 this year and the new Act was passed on August 19, giving full Government approval to the handover of the line to WyvernRail. Included in the sale was Lafarge Tarmac's 180-yard siding at Wirksworth.

Although the passing of the Act now puts WyvernRail in the driving seat of future development and expansion, further necessary tracts of land will need to be acquired, which were not included in the original lease.

Bluebell loco exhibition poised for £1m go-ahead

THE Heritage Lottery Fund has agreed to support the Bluebell Railway's conversion of its running shed into an exhibition hall.

The railway was turned down by the grant body last year, but revealed in September that it had gained approval following a number of tweaks to its initial application.

Should the Bluebell receive formal backing for the project in 11 months' time, as is expected, the preservation era, three-road shed will be 'sanitised' to bring it into line with contemporary museums.

The majority of the estimated £1 million required is set to be funded by the HLF, supplemented by contributions 'in kind' in the form of volunteer input.

The Accessible Steam Heritage (ASH) scheme will provide nominal accommodation for nine out-of-service locomotives, including preservation pioneer 'Terrier' No. 55 *Stepney*. It will be displayed alongside a sectioned copy of itself, which will aid the

demonstration of how a steam locomotive works.

There will be access to footplates for the first time, thanks to raised platforms, and one locomotive will be separated from its tender to allow admission to wheelchair-bound visitors, much like how GWR 'Dean Goods' No. 2516 is exhibited at STEAM museum, Swindon.

A new two-road shed covering the washout pit will compensate vacated space currently used by operational engines at the south end of the existing building.

The second covered track will be primarily used by locomotives undergoing routine maintenance, thereby freeing up valuable space in the main workshop, allowing greater resource to be expended on major overhauls.

Meanwhile, construction work will begin on the carriage shed extension at Horsted Keynes this month.

A contract for the £500,000 24-vehicle sized structures has been let to Robert Stevenson.

Goodbye 'Gresley' – for now

A4 No. 60007 *Sir Nigel Gresley* bowed out of service on September 20 after nearly 10 years in traffic at the North Yorkshire Moors Railway.

It isn't the end of the road for the popular blue "Streak" however, which will be assessed for overhaul by the Sir Nigel Gresley Locomotive Trust.

'Gresley's swansong was the 17.05 Pickering-Grosmont train, which was followed by speeches

delivered by trust chairman Nigel Wilson and retiring NYMR general manager Philip Benham.

The railway will be donating a sum in order of £7,500 towards the overhaul thanks to donations from two Pullman trains run in the A4's honour and from the 20% cut pledged from ticket sales on the farewell weekend.

It is predicted that No. 60007 will return to steam in three years after the estimated £600,000 repairs.



Former Abercynon resident '64XX' No. 6435 crosses the Big Pit road in rather murky conditions on September 14 as period road traffic completes the scene. ALISTAIR GRIEVE

Valleys theme for Pontypool gala

WESTERN steam in the South Wales Valleys provided the theme for this year's three-day gala at the Pontypool & Blaenavon Railway, bringing a pair of Collett tank engines back to the land where they once plied their trade.

The star was arguably the East Somerset Railway's '56XX' 0-6-2T No. 5637, formerly of Abercynon shed, and of a type so synonymous with coal traffic in the Valleys. It was joined by '64XX' 0-6-0PT No. 6435 from the Bodmin & Wenford Railway which, like No. 5637, was once shedded at Abercynon, as well as a spell at Cardiff Cathays.

The latter loco was an 11th-hour replacement for

Bodmin's other pannier, No. 4612, which was ruled out of the event after a failure in Cornwall.

For many of the 663 passengers that travelled over the three days, the event brought back memories of the bustling valley network; the GWR pair worked a mixture of freight and passenger trains, supported by the resident 'Austerity' 0-6-0ST No. 71515 *Mech Navvies*, and Andrew Barclay 0-4-0ST *Rosyth No. 1*. Both of the visitors carried appropriate shed plates throughout the weekend, with No. 5637 running in the guise of former Pontypool Road classmate No. 6636 for a photo charter on the Monday evening.

"The operation and very busy timetable was executed professionally and timely by our 'ops' team, and I believe this was the best gala we have staged yet," explained P&BR spokesman Alex Hinshelwood.

"No. 5637 looked right at home in the Valley, and watching this locomotive round the curve beyond Blaenavon High Level on the new ¼-mile extension towards Varteg was a special moment for me.

"We carried well over 600 passengers over the weekend, and while that was a little away from our target, it was a good turnout seeing as we clashed with some big steam events around the country."



With just one more day of running to go, No. 60007 departs Goathland with LNER teak stock on September 19. PHILIP BENHAM

'Manor' for Battlefield Line gala

THIS year's Battlefield Line's steam gala (October 23-25) looks set to have a distinctly BR Western Region theme again, following the confirmation that the star attraction will be Collett 'Manor' No. 7820 *Dinmore Manor*.

The 1950-built 4-6-0 is expected to share duties over the three days with resident Peckett 0-6-0ST *Sir Gomer* and on-hire Hunslet 'Austerity' 0-6-0ST *Cumbria*, which will be making its final appearance at the railway

after a two-month loan spell (see separate story).

As this issue of *The RM* closed for press, the Battlefield Line was hopeful that the Western theme could be strengthened by the appearance of the South Devon Railway's Collett '2251' 0-6-0 No. 3205.

However, its attendance was dependent on the SDR being able to source a stand-in locomotive for the duration of the "Baby Castle's" visit to Leicestershire.

Late hope for Ashburton steam as planning flaws are revealed

THE South Devon Railway Trust has exposed the fundamental flaws in the rubber-stamped planning application to redevelop the station site at Ashburton.

The investigations, commissioned by the trust (SDRT), has forced Dartmoor National Park Authority (DNPA) to withdraw the final approved documentation that would almost certainly have seen the building of a supermarket, car park and flats on the Chuley Road site.

The failings centre on the type of document pursued by planners and weaknesses shown during the public consultation period, including with the South Devon Railway.

The news follows months of uncertainty over the future of the extant Brunel trainshed and associated buildings.

Volunteers from SDRT

and Friends of Ashburton Station are calling on the local community to join the enthusiast-led battle, and has issued a questionnaire to residents, which it hopes will persuade DNPA to permanently quash any potential building on the three-mile trackbed, north of Buckfastleigh.

Pro-railway campaigner Alasdair Page reaffirmed the urgency to act: "This will be our last chance, your last chance, to make a difference."

A fresh threat to the potential reinstatement of the railway has emerged, however.

A separate planning application has been submitted to DNPA to build 32 residential units on the formation immediately south of the already disputed Chuley Road site.

Dean Forest in deal to save historic station

THE Dean Forest Railway may not have built its northern extension, but it already has a station building waiting for when the time comes.

The railway has negotiated a deal to move the surviving station building from Griffithstown, with the intention of rebuilding it stone-by-stone at Speech House Road – 2½ miles north of its current Parkend terminus.

Originally opened by the Monmouthshire Railway and Canal Company, it was quickly absorbed by the giant GWR a year later. It saw its last passengers under BR ownership in 1962.

The station building now stands on the footprint of a proposed housing development, with Torfaen Council having donated the structure to the DFR.

However, the railway needs to source £20,000 from donors to dismantle, move and store it in Gloucestershire.

257 Squadron overhaul nears completion – return in 2016

SOUTHERN Locomotives' 'Battle of Britain' class 257 Squadron is back on its wheels as a mammoth overhaul approaches completion.

Staff at Herston works completed the milestone on August 18, just weeks before the symbolic 75th anniversary of the Battle of Britain was marked with events across the country.

It had been originally intended to complete the overhaul of No. 34072 in time for it to participate in the commemorations, but SLL director Simon Troy conceded that the target was "arbitrary".

The primary delay has been caused by the boiler requiring more work than was first anticipated – it is still being worked on at Adam Dalgleish's Stockton works.

"When we took it on from Barry, we didn't have to do much to it, but it worked a lot at Swanage for 12 years with only a re-tube," explained Simon.

"Now we're paying the penalty."

SLL now envisages that the boiler will return to Dorset later this month and will be swiftly lowered onto the waiting frames.

A more realistic target of 257 Squadron making its return in early summer next year has been set. This also suits SLL, which cautions against releasing the air-smoothed locomotive for commissioning during the winter when its potential use at Swanage is limited because of the less intensive timetable and its currently healthy operational steam fleet.

The 'BB' also features a cut

down' new tender, which is finished and in the process of being painted and having all new 'air smoothed' cladding fitted. It will run in BR green, consistent with the epoch that SLL traditionally harks back to.

Its return to working order will give the Purbeck Line two home-based "Spam Cans" for the first time, with classmate No. 34070 Manston already in traffic. The group's third 'BB' is running reliably at the Severn Valley Railway, having returned to steam in 2012, and negotiations are underway to extend the rebuilt Pacific's long-term loan.

Meanwhile, SLL's 'West Country' No. 34028 Eddystone waits its turn in Herston works for overhaul.

Mr Troy is confident that this repair won't be anywhere near the complexity or take a similar amount of time as 257 Squadron's because of the "enormous" amount done to it when it was originally restored in 2003.

It had been envisaged that No. 34028 would go into dry storage in Stockton in the absence of covered accommodation at Swanage, but with that plan having fallen through, it will remain in the sidings at Herston until the non-rail-connected workshop is ready to accept it.

Eddystone's boiler will also go to Adam Dalgleish's for repair, while a new tender tank has already been fabricated.

Doubts also remain over the loco being returned to action to help mark the 50th anniversary of the end of Southern Region

steam in July 2017.

"It would be pushing it," warned Mr Troy, "but it would be nice to do it. We'll still have three running even if it doesn't make it, but we'll certainly have all four running at the same time in 2018."

SLL's fifth Bulleid – No. 34010 Sidmouth – is in long-term store at Eldon's Sidings on the Swanage branch with no chance of its mammoth restoration in prospect for the foreseeable future.

Right: An uplifting experience for No. 34072 on August 18 as it awaits its centre and leading driving wheels at Herston.

NICK THOMPSON/SLL



ANALYSIS: FOURTEEN BULLEIDS FOR JULY 2017?

THE number of Bulleid Pacifics running in July 2017 could be comparable to the week that Southern steam ended exactly 50 years before.

The RM's conservative estimate is 14, a remarkable figure that is thanks in no small part to Dai Woodham's South Wales scrapyard that hoarded all but two of the preserved Brighton- and Eastleigh-built Pacifics. However, that so many will potentially steam for the historic date is also a tribute to the multiple owning groups and societies that maintain them.

The first in-steam moves by 'Merchant Navy' No. 35006 *Peninsular & Oriental S. N. Co* on August 10 added a seventh working Bulleid to the current UK wide fleet, which also

includes 'West Countries' Nos. 34007 *Wadebridge*, 34027 *Taw Valley*, 34092 *Wells* and 'Battle of Britains' Nos. 34053 *Sir Keith Park*, 34067 *Tangmere* and 34070 *Manston*.

Before the 2017 landmark we are likely to lose *Wadebridge*, with its ticket due to expire in 2016, but that will be more than compensated by preservation debutant 'MN' No. 35018 *British India Line*, alongside the anticipated comeback of No. 35028 *Clan Line* and the six Light Pacific returns: Nos. 34046 *Braunton*, 34059 *Sir Archibald Sinclair*, 34072 *257 Squadron*, 34081 *92 Squadron*, 34101 *Hartland* and 34105 *Swanage*.

These eight Pacifics could conceivably be joined by No. 34028 *Eddystone* (see

adjacent story), while information regarding the status of No. 34016 *Bodmin* is scarce since its 2014 relocation to Carnforth, with long-term owner John Bunch declining to discuss its current status with *The RM*.

It is likely that No. 35005 *Canadian Pacific* will miss out, with its completion projected for the end of 2017, and there is still a significant amount of boiler refitting to undertake before Loughborough-based 'West Country' No. 34039 *Boscawen* is reassembled.

Serious work has yet to start on the restoration of No. 35022 *Holland America Line* and overhaul of No. 35027 *Port Line*, which all but puts them out of contention.

New 'box signals progress at Broadway

WORK on the Gloucestershire Warwickshire Railway's northern extension made significant progress during August and September, particularly within the confines of Broadway station.

September 9 marked a major milestone with the fitting of the final window into the new signalbox, thereby making the structure wholly watertight.

The 'box is constructed of new, weathered brick in the classic GWR style, and the fitting of the glazing has allowed work on the interior to begin. Already the woodwork has been primed and undercoated, and the underside of the roof painted with the first coat of light sandstone, so typical of Great Western buildings.

Outside work on the two eight-coach platforms is making good progress.

The walls on either side of the signalbox on platform 2 are close to completion, having been

The new signalbox at Broadway has lost the scaffolding from the exterior and now boasts a full complement of windows. Work is now underway on the rodding tunnel prior to completing the platform wall.
GARY BOYD-HOPE



built from genuine GWR brick, reclaimed from a number of sites.

Meanwhile, over on Platform 1, the first bricks of the new station building were laid on August 19, concentrating initially on the internal walls, with the aim of getting the brickwork up to the height of the floor level.

Work has also begun on the stripping for former Henley footbridge, ready to be sent away

for steelwork repairs.

Unfortunately, the Broadway team will not be able to re-use the excessively corroded original staircase sections, but the supporting towers and deck span will be incorporated into the finished bridge in due time.

Track-laying at the Laverton end of the extension officially began in early July, with the gang now within sight of its first 800m target.

'County' and 'Saint' progress at Didcot

WHEELING of the Great Western Society's new-build 'County' No. 1014 *County of Glamorgan* could take place before the end of 2015, following the return of the locomotive's frames to Didcot.

The Hawksworth 4-6-0 had been to Tyseley Locomotive Works to have its horn guides machined and axleboxes fitted, and returned to Oxfordshire on August 20.

Although no date has yet been set for the wheeling of the locomotive, the County Project team is quietly optimistic that a date with the wheel-drop can be arranged before the end of the year, or early in 2016.

The plate-frame bogie, however, has already been positioned beneath the frames and the driving wheels moved to the workshop in readiness for the big day.

"We hope to have a major 'County' event next year to celebrate the wheeling," GWS

chairman, Richard Croucher, told *The RM*.

"The majority of the work recently has been concentrated on the new tender, and the underframes are now at an advanced stage. We hope to wheel that too very shortly as we have almost all the running gear ready for fitting."

While work has been underway on No. 1014's unique wide tender, elsewhere at Didcot the 3,500 gallon tender for new Churchward 'Saint' No. 2999 *Lady of Legend* is also nearing completion.

The locomotive had its ashpans trial-fitted back in July, and the boiler has since been moved into the lifting shop in preparation for its steam tests.

"I hope that we will be able to undertake the hydraulic on the boiler very shortly," said Mr Croucher. Once that is done we will do the steam test and start to do the final piping up."

Back to the 1970s at Chasewater gala

THE final years of National Coal Board steam provided the inspiration for the Chasewater Railway's Industrial Steam Gala on September 5-6.

The event relived the days when an 'Austerity' 0-6-0ST was still a familiar sight hauling rakes of 'Merry-Go-Round' hopper wagons in collieries up and down the country.

Buckinghamshire Railway Centre's visiting Hunslet 'Austerity' No. 66 (3890/1964) was the official headline act, resplendent with wasp-striped buffer beams, as carried during its working life at Cadeby Main Colliery in South Yorkshire.

Having the last steam locomotive built for commercial use in the UK was certainly a draw, but it was the combination of the 'Austerity' and Chasewater's growing fleet of 'HAA' hoppers that really stole the show.

Four of the railway's current rake of five "MGRs" were in service over the weekend, and not always with No. 66. However, whether it was the 'Austerity', Hunslet 0-6-0ST *Holly Bank No. 3*, or the line's resident Class 08 D3429, wherever the wagons appeared you would find the photographers.

A photographic charter featuring the ensemble was run by 30742 Charters on the Friday before the event, with a second charter taking place on the Saturday evening.



The electricity pylon only serves to enhance the 1970s industrial feel as 'Austerity' 0-6-0ST No. 66 makes another run-past for the photographers during a September 4 charter at the Chasewater Railway. ALISTAIR GRIEVE

Event organiser Martin Creese described it as "perfect charter conditions with the right mix of cloud and sun".

The 1970s effect was enhanced by the footplate crew and shunters all wearing period NCB clothing and hard hats.

A mixture of passenger, coal (both 16 ton wagons and the 'HAAs') and freight trains were handled by the larger locomotives, leaving

Andrew Barclay 0-4-0ST *Colin McAndrew* and Peckett 0-4-0ST *Teddy* to run the "bay train" between Brownhills West and Chasewater Heaths. A regulator problem ruled the Barclay out of Sunday's proceedings, leaving the diminutive Peckett to work the "bay train" with North British 0-4-0DH.

"This is what the Chasewater Railway is all about," the railway's general manager Mark

Sealey told *The RM*.

"We can now re-create the full story of the transport of coal by steam in the West Midlands, from wooden-planked wagons through to the MGRs.

"Not since the Littleton Colliery open weekend in November 1993 has an 'Austerity' been paired with MGRs, so naturally we're all very happy with what we've done."

Downpatrick remodelling advances

THE Downpatrick & County Down Railway's ambitious project to remodel the entire track layout at Downpatrick has taken a step forward with the completion of the second line into the station confines, including two crossovers.

The layout had previously seen a single line serving the main platform, from which spurs led off into the three-track Gallery Yard and museum building to the south, and into the shed yard to the north.

The new layout not only incorporates the double track, but will also enable the bay platform to be connected for use by passenger trains.

This will ultimately allow the north portion of the line serving Inch Abbey, and the southern portion serving King Magnus' Halt, to be operated independently.

Additional siding space is also being created, and new connections to the running shed will eventually give access from both sides of the buildings, taking the number of serviceable roads up to four.

Fully signalled

The entire system will be fully signalled, all controlled and interlocked from a 40-lever frame in the restored ex-NCC signalbox from Kings Bog Junction.

A second smaller 16-lever ground frame is to be installed at the eastern end of the station.

"The second line is complete and the new bay line virtually complete apart from a short stretch," DCDR spokesman Robert Gardiner told *The RM*.

"It's had to be parked for the time being due to the need to relay the section between Bridge 163 and the Loop Platform.

"However we've got most of the signalling equipment we need now."

Cumbria moves to Leicestershire

THE Furness Railway Trust's Hunslet 'Austerity' 0-6-0ST *Cumbria* (3794/1953) has completed its hire spell at the Mid-Norfolk Railway and moved to the Battlefield Line for a two-month loan.

It will remain at Shackerstone until the end of this month, when it will take part in the line's autumn gala (October 23-25).

BR livery change for *Sir Lamiel* – Southern branding to stay

SIR Lamiel is to regain its British Railways identity as No. 30777 – but will retain its Southern branding.

The National Collection 'King Arthur' will reprise the brief period between May and October 1948 when it ran in 'changeover' livery of Southern post-war malachite green, with Bulleid Southern lettering on the tender and 30777 numerals on the cabside, bufferbeam and tender back.

The change is being made to help draw attention to the engine's 90th anniversary, and will see the locomotive through to the conclusion of its boiler certificate in October 2016.

The locomotive made one of its last appearances as No. 777 at the NRM's Shildon museum.

Locomotion welcomed the Southern Railway 4-6-0 for two weekends in steam on September 19-20 for its annual steam gala and on the 26th and 27th for its bizarrely titled 'Steampunk' event. The latter event marked the 40th anniversary of the NRM, while *Sir Lamiel* reached its nonagenarian landmark in June.

During the gala, No. 777 was joined by Bo'ness 'Austerity' 0-6-0ST No. 7, which was used in top-and-tail mode on brakevan rides with Furness Railway 0-4-0 No. 20.

Sir Lamiel was given the unchallenging reins on the demonstration line during the Steampunk weekend, before returning to Loughborough ahead of the Great Central



Railway's own gala. It then went to Swanage for its October 16-18 event (*RM* Sep).

The re-numbering is likely to take place during November.

Visitors to Locomotion, Shildon visit the footplate of NRM 'King Arthur' No. 777 *Sir Lamiel* on September 19.
NICK BRODRICK

Dick Scott's Bagnall gets the *Mallard* treatment

THE company behind the 2013 repaint of A4 No. 4468 *Mallard* has recently turned its attention to Dick Scott's 14in Bagnall 0-4-0ST No. V75 (2496/1932) at the Buckinghamshire Railway Centre.

Using old colour photographs as reference, the Heritage Painting team was able to accurately

reproduce the lettering and lining, as carried by the locomotive during its career with Fraser & Chalmers (part of the General Electric empire) at Erith in Kent.

With its unusual double buffers clearly in evidence, No. V75 shows off its finished livery at Quainton Road on a wet August 31.

PICTURE: KEITH LOBLEY



Tyseley to overhaul 71000 after Crewe deal falls through

Duke of Gloucester is heading for overhaul at Tyseley Locomotive Works after its agreement with LNWR Heritage, Crewe collapsed.

The unique 8P Standard Pacific was being readied for a low-loader move to the West Midlands from the town of its construction in early October, meaning that the 8P should be displayable at Tyseley's open weekend (see separate story), albeit minus its name and numberplates.

Its relocation stems from LNWR Heritage's frank realisation that it hasn't the time or manpower to execute No. 71000's necessary overhaul with an already full order book that includes locomotives within its own 'family' such as A2 No. 60532 *Blue Peter*, A4 No. 4464 *Bittern* and 'Castle' No. 5029 *Nunley Castle*.

The consignment of Royal Scot Locomotive & General Trust and Jeremy Hosking-owned engines,

in addition to contract work already in harness, would have meant that work on the 'Duke' would not have started for at least two years. It was originally contracted to start later this year at Crewe.

Having been informed of the decision by Jeremy Hosking on August 24, BR Class 8 Locomotive Trust chairman Trevor Tuckley moved swiftly to engage in ultimately successful discussions with Bob and Alistair Meanley at Tyseley.

"They couldn't have been more helpful and they're keen," Mr Tuckley told *The RM*. Tyseley's engineering team will oversee the continual maintenance of the locomotive and assist the 'Duke's' dedicated support crew when it is running on the main line.

LNWR is covering the cost of transporting *Duke of Gloucester*, its Mk 2 support coach and two 40ft storage containers from the Crewe Heritage Centre site to

Tyseley.

It means that dismantling and detailed examination of the locomotive can still take place this year and the upheaval won't affect the trust's two-and-a-half-to-three-year completion target.

£100,000 has been accrued towards the estimated £600,000 project ('from a standing start') since the trust's inception in November 2013.

Concurrent with its relocation, the trust is making plans to establish its own academy, which will comprise qualified main line drivers, apprentices and support crew in a quest to provide a group of perpetual knowledge of No. 71000, to help give the locomotive the best possible chance of 'running for generations to come'.

Mr Tuckley also reiterated the importance of attracting fresh members to support that aim.

Further information is available at www.theduke.uk.com



No. 71000 *Duke of Gloucester* during its last active period on hire to the Nene Valley Railway in September 2009. ROBIN STEWART-SMITH

Blast from the past for *King Edward II*

THE Great Western Society has looked to the past in an effort to improve the draughting on 'King' No. 6023 *King Edward II*, prior to the locomotive taking to the main line next year.

A new blastpipe has been manufactured for the single-chimney 4-6-0, based upon that trialled on classmate No. 6001 *King Edward VII* back in 1952.

No. 6001 was selected as a test bed by the BR Western Region to get the best from the single-chimney 'Kings' in the wake of the class's poor showing during the 1948 Locomotive Exchanges.

The new arrangement was put to the test in July 1953 when No. 6001 worked a 796-ton train between Stoke Gifford and Reading, covering the 73½ miles in under 77 minutes. Ultimately, however, it was the fitting of double chimneys and blast pipes from 1955 that marked the way forward for the 'Kings'.

King Edward II's new blast pipe will be tested initially on site at Didcot and, if deemed successful, the GWS will look at arranging some loaded test runs.

Here it is: the new 'slimline King'

KING Edward I has received new-design outside cylinders as part of its major overhaul.

The cast components will shave 3½in from the overall width of the 4-6-0, which will solve the many of its gauging hindrances that curtailed it from running over a variety of main line routes prior to its withdrawal from traffic in 2012.

The new cylinders, first fitted at Minehead on the West Somerset Railway during August, bring the loco's width more in line with 'gauge friendly' BR Standards.

The bore diameter and centre line of the new cylinders remain the same as the original Collett design, but the wall thickness has been cut-down. This has been achieved thanks to the tensile strength of modern steel material and with the blessing of the Vehicle Acceptance Body (VAB).

The trimmed-down components follow on from its 1996 overhaul that shortened the chimney and safety-valve bonnet to bring the previously 13ft 5in-tall locomotive in line with Railtrack's (now Network Rail) maximum 13ft 1in.

This is in addition to perpetually running No. 6024 on 'thin' tyres in order to keep it safely inside national network tolerances.

This differs from classmate No. 6023 *King Edward II*.



The new-design cylinders are offered to the frames of No. 6024 in early September. CHRIS NICHOLSON

The Great Western Society 'King' was restored in 2011 with full-thickness tyres meaning that the chimney and safety valve have had to be reduced more drastically than No. 6024, together with a lower cab profile and horizontally mounted whistle.

King Edward I is expected to be returned to the main line for the fourth time in preservation by the end of 2017.

Overlooked Barclay steams again after successful tests

THE return to operation of Andrew Barclay 0-4-0ST (1219/1910) by West Somerset Railway apprentice Ryan Pope is now just weeks away after the boiler underwent a series of successful steam tests.

The former Caledonia Works shunter is one of preservation's forgotten survivors, having been stored for many years at Gordon Wells' long-closed private railway near Heydon, Hertfordshire.

It was acquired for restoration by Mr Pope in 2012 and taken to the WSR's Williton

Works, where the restoration has been carried out over the past three years.

On August 15 a warming fire was lit for the first time in the boiler under test, and the boiler subsequently steamed six times out of the frames.

Having received the thumbs up from the boiler inspector, Mr Pope can now carry out a hydraulic test followed by the full steam test.

If all goes to plan, the boiler can be returned to the frames with a late-October return a real possibility.

Cheltenham heralds Giants of Steam return after five years

A TRIO of Maunsell locomotives will be in steam together as the Bluebell Railway hosts its first Giants of Steam gala for five years.

National Railway Museum 'Schools' No. 925 *Cheltenham* is the second confirmed visitor, joining No. 70000 *Britannia*. The V class visit ensures a gathering of Maunsell designs, with S15 4-6-0 No. 847 and Q0-6-0 No. 30541 already in working harness at the West Sussex line.

Cheltenham's pre-war-style Southern livery makes it an ideal candidate for pairing with the

Bluebell's olive green Maunsell, LBSCR and SECR stock – something that has not yet been possible since its 2012 return to steam at the Mid Hants Railway.

Its visit ends a 25-year hiatus for a 'Schools' class locomotive running at the railway, with Sheffield Park-based No. 928 *Stowe* currently in the throes of major overhaul.

The gala should also mark the return to service of 5MT No. 73082 *Camelot*, which is now in the final reassembly stages at Sheffield Park as its own overhaul nears fruition.

A 'King' comes back to Birmingham... for two days only

A RARE opportunity to see 'King' No. 6000 *King George V* back on a Western Region shed is being presented by Tyseley Locomotive Works when it throws open its doors for a special two-day open weekend on October 24-25, writes Gary Boyd-Hope.

The four-cylinder 4-6-0 will have a short layover at Tyseley as part of a transfer movement from the National Railway Museum to STEAM Museum in Swindon, together with 100mph record-breaker No. 3717 *City of Truro*.

The 'Kings' were once synonymous with Birmingham Snow Hill and the famous two-hour expresses, with several members of the class being allocated to Wolverhampton Stafford Road. No. 6000 is rarely seen in the open air, and Birmingham Railway Museum Trust chairman chief, Michael Whitehouse, is expecting it to be a popular exhibit.

Manage numbers

"When we had *Lode Star* visit in October 2010 we had double the amount of visitors we would normally expect," Mr Whitehouse told *The RM*. "This time we've got the 'King' and *City of Truro* – and outside – so it made sense for us make the open day into a two-day event to manage the expected numbers. And that's before you

consider the rest of the line-up, although I expect the 'King' will be the real star."

The two GWR icons are due to reach Tyseley shortly before the open weekend, and will continue on to STEAM afterwards where they will replace *Lode Star* as the museum's centrepiece exhibits.

Steam presence

While the NRM twosome will purely be on static display, a steam presence is expected to be provided by resident 'Castle' No. 5043 *Earl of Mount Edgcumbe*, 'Hall' No. 4965 *Road Ashton Hall*, LMS Pacific No. 6201 *Princess Elizabeth*, 0-6-0PTs Nos. 9600 and L94 Peckett 0-4-0ST No. 1, and visiting LNWR 'Coal Tank' No. 1054.

In addition visitors will be able to inspect the non-operational locomotives at Tyseley, including both residents and locomotives in for repair or restoration. These include '2884' 2-8-0 No. 2885, 'Castle' No. 7029 *Clun Castle*, 'Jubilees' Nos. 5593 *Kolhapur* and 45596 *Bahamas*, LNWR 'Bloomer' No. 670 and 'Austerity' 0-6-0ST No. 71480.

It is also hoped that Pacific No. 71000 *Duke of Gloucester* will have made its move from Crewe to Tyseley in time for display at the event (see separate story).



Royal recognition for GWSR volunteers

EFFORTS by Gloucestershire Warwickshire Railway volunteers over the past three decades have been formally recognised with the awarding of a Queen's Award for Voluntary Service.

A special ceremony at the railway's Toddington headquarters, held on a wet September 14, heard Dame Janet Trotter DBE acknowledge the work of the railway's 900-plus volunteers who, supported by just four full-time staff, have made the GWSR the success it has become since steam operations began in 1984.

This success has often been achieved in the face of adversity, with the railway overcoming many obstacles and disasters during its relatively short existence.

Speaking from the footplate of newly restored Bulleid 'Merchant Navy' No. 35006 *Peninsular & Oriental S N Co*, Dame Trotter explained that the railway was just one of three voluntary organisations in Gloucestershire (187 nationally) to receive the award this year, before presenting the crystal award to GWSR plc chairman, Alan Bielby.

In his acceptance speech, Mr Bielby said: "It is a testament to our volunteers, past and present, for all that they have contributed to making this railway such a success. It's the envy of many other heritage railways because it remains almost entirely volunteer run."

Around 200 volunteers were present at Toddington to witness the presentation, together with a number of VIPs, including husband and wife actors Timothy West and Prunella Scales, and Sir William and Lady McAlpine.

Picture: JACK BOSKETT

Tornado headlines West Somerset anniversary gala

PEPPERCORN 'A1' No. 60163 *Tornado* was set to be the star turn at the West Somerset Railways' autumn steam gala over October 1-4.

The railway is celebrating 40 years in the preservation business, and this commemorative event was due to begin the day after this issue of *The RM* went to press.

The new-build Pacific was due to lead a supporting cast that would have most GWR enthusiasts reaching for their coats and heading out the door. Swindon-built products are always well-received on WSR metals, and this gala line-up had them in abundance.

Into this melee of copper caps and polished safety valve bonnets came the Severn Valley Railway-based 'Manor' 4-6-0 No. 7812 *Erlstoke Manor*, adding something of a Cambrian flavour, with resident classmate No. 7828 *Odney Manor*.

'Modified Hall' No. 6960 *Raveningham Hall* and 'Hall' No. 4936 *Kinlet Hall* took the number of Western 'namers' to four, the latter appearing just

days before its move to the Keighley & Worth Valley Railway for its October 9-11 gala.

A third visitor, in the form of '28XX' 2-8-0 No. 2857, was also booked to appear, again courtesy of the Severn Valley Railway, while WSR stalwart Large Prairie 2-6-2T No. 4160 was set to bow out from traffic following the event pending overhaul.

Peckett 0-4-0ST *Kilmersdon* was also expected to be in operation in and around the Washford base of the Somerset & Dorset Railway Trust.

The WSR had hoped to bring in one of its early pioneer locomotives for the gala, either Bagnall 0-6-0ST *Victor* from the Lakeside & Haverthwaite Railway, or '64XX' 0-6-0PT No. 6412 from the South Devon Railway.

"We did ask for both *Victor* and 6412, but both host railways said that they were not available on this occasion," WSR general manager Paul Conibeare told *The RM*.

He added that the railway hoped to bring *Victor* back at a later date.

Lottery bid for Topham restoration

ONE of the most significant industrial steam locomotives ever built could benefit from a Heritage Lottery Fund (HLF) cash injection if a recent application is successful.

The Tunbridge Wells & Eridge Railway Preservation Society is actively campaigning to restore unique Bagnall 0-6-0ST *Topham* (2193/1922) for use on the Spa Valley Railway in time for the locomotive's 100th anniversary in 2022.

A Round 1 application for £38,500 as development funding has been submitted

to the HLF, which if successful will be used by the society to fund a full assessment of the engine in order to fully cost out the restoration.

Emerging from Bagnall's Castle Engine Works in 1922, *Topham* was built as a test bed to showcase some of the company's more innovative design features.

At the time of its construction it was the largest locomotive to have been built by Bagnall, and incorporated such features as Walschaerts valve gear and horizontal slide valves. It went new to

the West Cannock Colliery Company (moving there under its own power via the LNWR Trent Valley line), but was regularly featured in Bagnall publicity material of the period.

After a life spent in the Cannock coalfields, *Topham* entered preservation in 1972 at the Foxfield Railway, before being sold to the now defunct North Downs Steam Railway at Dartford in 1987.

It moved with the other NDSR stock to the Spa Valley Railway in 1996, but has not run since.

Joem returns to Wensleydale after cylinder repair



J72 tank No. 69023 is fully fit again after a major patch repair to its cylinder block. The NER Worsdell-design 0-6-0T is pictured leaving Darlington's Hoptown works, bound for the Wensleydale Railway, following a successful steam test on September 10. NIGEL HALL/NELPG

Steam & Heritage Track Record

'Met1' goes wandering to Watford

THE resurgence of steam on the London Underground has continued with celebrated 0-4-4T 'Metropolitan 1's' returning to Watford.

The sold-out trains marked 90 years since the opening of the Croxley to Watford branch.

September's sole weekend of heritage trains brought the long-superseded traction back to the west Hertfordshire town's LU terminus for the first time since the final Steam on the Met dates in 2000. Trains shuttled from and to Chesham in Buckinghamshire, which had already re-welcomed steam last August (RM Sep 2014).

'Met 1' was coupled to the 'north' end of the Bluebell Railway's teak train of four Metropolitan carriages and the London Transport Museum's milk van and Jubilee' coach No. 353, tracing the path crossed by numerous LT panniers before the cessation of steam in 1971.

Metropolitan Bo-Bo electric No. 12 Sarah Siddons was sandwiched between 'Met1' and the train, while Bill Parker's 'Small Prairie' No. 5521 – still wearing its LT-inspired maroon – was in charge of the Watford and Harrow-on-the-Hill-bound trips.

Problems with 'Met 1's' regulator leaking-by (that dated back to late June) were only finally corrected by works staff from the Flour Mill on the morning that it was delivered from the Buckinghamshire Railway Centre to Ruislip in the week prior to 'Watford 90'. London Transport Museum operations manager Andy Barr said that the standard of repair was "superb" and the locomotive performed faultlessly.

Passengers prepared to be displaced had the option of booking on the morning and afternoon positioning moves



Vegetation threatens to obscure a well-known photo-spot that's not been passed by steam for 15 years: a Chesham-bound vintage special, led by 'Met 1', crosses Croxley viaduct on September 13. TIM EASTER

from and to Harrow-on-the-Hill, close to Ruislip depot, where the locos and stock were stabled.

Dry weather contributed to a clutch of isolated lineside fires in the countryside regions of the Underground network, but Mr Barr said that these were of a minor nature.

The London Transport Museum once again called upon GB Railfreight to ferry the Bluebell's Cheshams onto LU metals via the national network, rather than logistically challenging individual road

moves between West Sussex and Greater London.

Heritage trains on the Watford branch face an uncertain future because of the planned Croxley Rail Link that will eventually close the Swiss chalet-style terminus – first opened on October 31, 1925.

The station featured a temporary 1930s-style tearoom for the celebratory weekend.

More LU steam dates are planned for next year, although a precise programme has still to be agreed.



Recently acquired West Somerset Railway 'Large Prairie' No. 4110 has been made more presentable to visitors ahead of its eventual restoration. A plea has been made for funds to fabricate new bunker-side numberplates for the former Barry scrapyard veteran. The '5101' 2-6-2T will follow 'Mogul' No. 9351 and 7F No. 53808 through Minehead's workshops. PICTURE: PETER NICHOLSON

Good to see 'U' again!

MAUNSELL "U Boat" No. 31625 made its first advertised appearance for 14 years as it represented the Swanage Railway at the Great Dorset Steam Fair.

The out-of-ticket 2-6-0 was trailed around the Blandford Forum show site by Allelys trucks as the showpiece launch of the Swanage Railway Trust's funding drive to return all of John Bunch's Southern Moguls to steam.

It last ran at the Mid Hants Railway as 'James the Red Engine', but the scabby remains of its storybook red paint have been consigned to history as volunteers returned the 'U' class to more traditional BR lined black livery (minus smoke deflectors) at a private site, near Wareham, where the locomotive and its tender have been stored since moving to Dorset in 2014.



'U' No. 31625, freshly repainted in BR black, sits on the low loader used to tow it around the Great Dorset Steam Fair main arena on September 6. The locomotive last ran in 2001. JACK HAYNES

Its showing at the fair attracted donations of more than £550, via bucket collections and text messages. The cash will go towards the trust's £400,000 appeal to overhaul the engine. More than £242,000 has been raised so far.

No. 31625 is slated to follow

'N' class No. 31874 through Herston works.

The locomotive's next posing will be at the Swanage Railway's autumn steam gala on October 16-18. It will be joined by fellow Maunsell machines, 'U' No. 31806 and visiting 'King Arthur' 4-6-0 No. 30777 Sir Lamiel.

BR black for Gresley N2 in final year of boiler ticket

GRESLEY N2 tank No. 1744 will shed its GNR apple green in favour of black for the final year of its current boiler ticket.

Having carried its original 1921 livery since 2009, the 0-6-2T will spend 2015/16 in its LNER livery as No. 4744 and as BR No. 69623, before it is pulled from service for its next major overhaul.

The Gresley Society Trust – owner of the N2 – has expressed a keenness to match the loco with the M&GN Society's 'Quad-Art' set at the North Norfolk Railway while it bears LNER lined black for a six month duration, which matches the guise that the Gresley teak rake is restored to.

The loco will then spend the final six months of its 'ticket' in post-Nationalisation livery.

Photographic charter organiser Geoff Silcock is coming out of 'retirement' to sponsor the N2's repaints.

The society is hopeful that its 2019 overhaul will be a relatively quick and simple affair because of the significant scale of firebox work carried out during its 2008 repair. The society is also conscious of No. 1744's looming centenary, which it wants to mark with the North British-built locomotive in runnable condition.

The Gresley machine will re-emerge from overhaul in GNR livery.



9Fs Nos. 92203 and 92214 are briefly posed at Holt during a layover on September 6. FRANK RICHARDS

Motorway mayhem maroons gala-bound Bulleid

THE promise of a Somerset & Dorset Joint Railway gala at its modern-day Midland & Great Northern equivalent was spoiled two days before the North Norfolk Railway's gala.

Half of the S&D-theme cast of locomotives fell by the wayside in a bitter afternoon for gala planners as 'Black Five' No. 45337 was sidelined with failed superheater elements, just before 'West Country' No. 34007 *Wadebridge* was left stranded in Hampshire, with the M3 gridlocked during its low-loader transit from the Mid Hants Railway.

The abnormal load was turned around and returned to Alresford on the Mid Hants Railway. Had the decision been made to continue, No. 34007 would not have arrived in time to justify its transport, given that it would only have been able to run for one entire day of the gala once it had been unloaded, re-coupled to its tender, filled with coal and water and steam-tested.

Moveright International's Andrew Goodman explained that his organisation had already been frustrated by Hampshire Police and the Highways Agency, whose "oversight" prevented the locomotive from moving on its originally intended date.

"Due to loading restrictions at Alresford, loading can only take place either early in the morning or late in the afternoon," he said in a detailed statement.

"As the locomotive could not be delivered to Alresford for early morning loading, it was agreed that loading would take place after 17.00 on Thursday 27th.

"As this was a bank holiday weekend, both Hampshire Police and Norfolk Police indicated that there would be further restrictions on movement such that the load



B12 No. 8572 leaves B1 No. 61306 *Mayflower* behind at Sheringham as it departs with the Gresley 'Quad-Arts' on September 4. BEN BOGGIS

could not move after midday on Friday 28th. We therefore arranged for two drivers to load the locomotive and then travel with it overnight on Thursday so that it would arrive at Sheringham before the abnormal load ban came into place on the Friday."

He added: "Having loaded the locomotive on the Thursday evening, I contacted Hampshire Police to advise them that we were ready to commence our journey only to be informed by the control room that it was their understanding that the M3 motorway would be closed between junction 8 and 10 that evening for repair work and that a further restriction would apply at junction 4A, where only the hard shoulder would be available for overnight use.

"At no point in time during the notification process had either Hampshire Police or the Highways Agency indicated to us that road closures on the M3 motorway or restricted running would be applicable, on any of the evenings after August 25. We therefore had no alternative but to off-load the locomotive at Alresford."

With time-up to scramble replacement motive power, the

re-jigged September 4-6 gala timetable made the most of the rare 9F pairing, all possible thanks to the visit of Michael Gregory's 2-10-0 No. 92214.

The green-liveried 9F was matched with fellow Bath Green Park veteran No. 92203 *Black Prince*.

Visitors were compensated by the return of David Buck's B1 No. 61306 *Mayflower*, which is nominally based at the NNR. The apple green Thompson engine has been roaming the main line network since it left Sheringham in February.

The opportunity was taken to double-head the B1 with its 4-6-0 predecessor B12 No. 8572 for the second summer gala in succession.

Standard 4MT No. 76084 also ran and the steam roster was bolstered by Class 37 No. D6732 and Class 31 No. D5631 in place of the absent Bulleid and 'Black Five'. Meanwhile, Great Eastern Y14 0-6-0 No. 564 was deemed unfit to participate.

NNR general manager Trevor Eady said that passenger figures were healthy and there were "hardly any complaints" despite the motive power shortcomings.

Kinlet Hall relieves Keighley gala frustration

KINLET Hall will be the star turn at the Keighley & Worth Valley Railway's autumn steam gala – standing in for blockaded Pacific No. 34053 *Sir Keith Park* and 'U' No. 31806.

As previously reported, the KWVR has been restricted to hiring either diminutive tank engines or main line-registered locomotives because of a

continual ban on low-loader moves in and out of Ingrow yard – a restriction triggered by the 'overweight' movement of 'West Country' No. 34092 *Wells* in May.

The gala was also destined to feature the Yorkshire-based 'Light Pacific', but it is currently hired to the East Lancs Railway because it does

not yet have main line derogation.

'Hall' 4-6-0 No. 4936, however, does and will travel via the national network from the West Somerset Railway to take-part in the October 9-11 show.

The KWVR had also hoped to re-launch its Taff Vale O2 0-6-2T No. 85, but its overhaul will not be completed in time.



Morgan

DAVID MORGAN MBE, Ex-Chairman of the Heritage Railway Association

Happy retirement Nick – you did everything with aplomb!

ALTHOUGH I had wind of Nick Pigott's retirement before it was formally announced in the September issue, I felt that I should await an official declaration before commenting.

As a contributor to the magazine, I am, of course, bound to be biased but I have come to know a large number of editors of a number of periodicals, specialising in railways generally and heritage trains in particular, and feel that I can say without fear of contradiction that Nick has proved to be one of the best editors I have ever had dealings with.

It has always amazed me how the editors of specialist periodicals such as *The RM* manage to compile such a substantial number of stories and articles on railways, old and new, each month, filling a hundred or so pages. As if exercising editorial judgement were not enough, the editors have often contributed their own stories or interviews, placing additional pressure on their time. In Nick's case, he did all that with aplomb and went further by increasing the number of pages in each issue.

One of the attractions to me has been the fact that *The RM* covers the railway scene across the board, both ancient and modern.

While steam remains my prime passion, I still get excited by new speed records, opening of new lines, reopening old ones and the introduction of new equipment. Historical information and archive photographs still fascinate me and *The RM* enjoys an advantage over its rivals in that it started life in the Victorian era. Its early issues covered the construction of the Great Central Railway into Marylebone in London during the reign of our second longest reigning monarch.

This current issue covers the reopening of the Borders Railway by the longest reigning monarch of this country, HM Queen Elizabeth II, on the very day she achieved that record. I doubt that even the meanest minded republican would begrudge that achievement. I applaud the fact that she chose to mark that occasion to travel to Tweedbank on a steam-hauled train.

As I suspect is well-known, I travel abroad quite frequently and attend a number of international conferences and railway functions. The more I do so, the more I appreciate the huge public support that heritage railways enjoy in the United Kingdom.

British phenomenon

Our 'brothers in arms' across the waters are highly envious of this and often wonder out loud why it is so. Indeed, I have pondered on this peculiarly British phenomenon myself. Of course, we invented railways; they are photogenic (but that is true overseas as well) and photographs of steam trains often grace the pages of our newspapers whereas it is more rare abroad; programmes abound on British television about journeys by rail; our railways are the beneficiaries of the support given by a huge army of volunteers; like 'mother and apple pie' heritage trams and trains are seen to be a 'good thing' by politicians across the board, regardless of political colour; and (this repeats the point made in my previous paragraph) heritage transport enjoys royal endorsement, and I don't mean just HM Queen.

I remember in the early days of railway preservation attending the opening of an extension to, I believe, the Nene Valley Railway by Prince Charles.

As he cut the ribbon, Michael Harris, then editor of *Railway World* turned to me and said, "You know, David, that this means that you are now part of the establishment."

The involvement and interest of the Duke of Gloucester, Prince Michael of Kent and Prince Charles in steam trains is reasonably well known, but the attendance of these and other members of the Royal Family such as Princess Anne and Prince Edward, Earl of Wessex, have generated good publicity for our cause. When I tell our friends in other countries of this, they are green with envy.

In these countries, whose presidents are titular heads of state rather than executive presidents (as in France and the USA), I am often told that many people in their own country do not know who their elected president is, let alone that they have one whose family is young and glamorous, capable of attracting publicity. As a self-avowed royalist, I suppose that is one of my objections to the republican cause: presidents are nearly always old and grey!

SIDELINES

Lift for B1

MAYFLOWER will be lifted from its wheels for routine examination as part of its winter maintenance schedule.

Although there are no concerns about its mechanical state, the opportunity to assess the potential effects of its intensive main line running programme will be taken.

Owner David Buck does expect to carry out further firebox work, in addition to its major programme carried out last winter.

N7 goes home

HILL design N7 tank No. 69621 has returned to its East Anglian Railway Museum home following the expiry of its boiler certificate at the Churnet Valley Railway. As previously reported, there is little prospect of the 0-6-2T running for the foreseeable future.

3850 bows out

DINMORE Manor Locomotive Ltd's Collett 2-8-0 No. 3850 was due to run for the last time on September 30, before its next major overhaul is due. The 2884 moved from the West Somerset Railway to the Gloucestershire Warwickshire Railway where it eked out its 'ticket'.

New crank pins for *Oliver Cromwell*

A NEW pair of crank pins have been fitted to the middle driving wheels of 'Britannia' No. 70013 *Oliver Cromwell* as part of repairs to cracks found in the castings.

The locomotive has been almost entirely re-tyred at Ian Riley's Bury workshops, but awaits the completion of welding work on the offending wheelset before all of the wheels can re-join the National Collection Pacific at West Shed, Swanwick.

It has been based there since May for the use of its wheeldrop as there isn't one available at Bury or Cromwell's Loughborough engineering base.

Upon its return to the Great Central Railway, there are 20 new flue tubes to fit before a period of running-in can start, and a return to main line action contemplated by custodian organisation 5305 Locomotive Association.



One of the new crank pins being fitted to the wheels of No. 70013 at Bury on September 16, having been frozen in liquid nitrogen to ensure an accurate fit. IAN RILEY

First 'real' steam freight at Ribble

THE Ribble Steam Railway celebrated 10 years since its Preston operations began with an anniversary gala over the weekend of September 12-13.

The special event culminated in its first ever steam-hauled, revenue-earning freight the following Monday.

A few fortunate photographers had turned out for the early morning start on Monday (14th) to witness the historic event as Bagnall 0-6-0ST *Birchenwood* No. 4 (2680/1942) – running in the guise of long-scrapped Preston Corporation classmate *Courageous* – took a rake of 14 empty bogie bitumen tankers from Preston Riverside to the exchange sidings near Strand Road. Here, Colas Rail Class 60 No. 60095 was waiting with a rake of full tankers from the Lindsey Oil Refinery which, once onto RSR metals, was then split. The Bagnall then worked the first portion of the full train to the Total site at Williams Yard, returning for the second portion, which it then took for stabling at Riverside station.

The RSR is unique in its operation of the bitumen traffic, the contract for which was first signed with EWS in 2004. A wholly owned subsidiary company, Ribble Rail is contracted to operate the bitumen trains, using a fleet of Rolls-Royce Sentinel diesel locomotives under normal circumstances. The use of steam, therefore, was a one-off



Bagnall 0-6-0ST *Courageous* comes off the catch points and heads for the exchange sidings with the empty bitumen tanks on the morning of September 14. Ribble Rail Sentinel diesel *Enterprise* was attached at the rear to provide air braking. ANDREW FOWLER

and only likely to be repeated under special circumstances.

Later that day, *Courageous*, together with visiting classmate *Princess* (2682/1942) from the Lakeside & Haverthwaite Railway, top-and-tailed another special working to Strand Road. The load was DP1 – the National Railway Museum's English Electric prototype 'Deltic' –

which was then propelled for just a few short moments onto the Strand Road level crossing. It was on this very road, at EE's Dick Kerr Works, that DP1 had been built 60 years previously.

With a town crier to formally begin the proceedings, the gala itself was primarily about the two Bagnalls, and in particular *Princess*, which is itself a

genuine ex-Preston locomotive.

The pair could be seen double-heading – albeit back to back – on certain passenger trains throughout the weekend. Also in action were Hawthorn Leslie 0-6-0ST *Linda* (3931/1938) and Andrew Barclay 0-4-0ST No. 6 (2261/1949), which together with the Bagnalls worked all services, including a rare mixed freight.

November return for *Bradley Manor*

SEVERN Valley Railway favourite 'Manor' No. 7802 *Bradley Manor* is on course to make its formal return to traffic during the railway's Manors 50 celebration on November 14-15.

This will be half a century after it and its classmates brought the curtain down on the 'Manors' on the famous Cambrian Coast route.

Since 2011, No. 7802 has been undergoing its 10-yearly overhaul as a joint venture between the SVR, which handled the boiler repairs, and the Erlestoke Manor Fund, which has taken care of the mechanical side of the overhaul and the project finances.

Much of the mechanical work has been undertaken under contract at Tyseley Locomotive

Works, in conjunction with EMF volunteers, who together have put in about 6,000 hours on the locomotive at Tyseley. The additional volunteer input enabled the bottom-end work on No. 7802 to be completed at the end of 2014.

"The chassis of the loco was returned to Bridgnorth in July, and completion of the boiler work is imminent (September 2015)," EMF chairman Terry Jenkins explained. "We would like to place on record our thanks to Bob and Alastair Meanley and the Tyseley Locomotive Works workforce for the work they have undertaken towards returning the loco to service."

While waiting for the boiler work to be completed, EMF has been concentrating on the

4,000-gallon Collett tender that has run with the locomotive throughout its preservation career. However, once the loco is back in traffic the EMF will be turning its attention to constructing a new Churchward-pattern, 3,500-gallon tender of the type more commonly associated with the class.

Many parts for this are now already in the EMF's possession and the group is appealing for the final £10,000 required to complete the tender.

The aim is to have the new tender complete within the next 18 months.

Further information on how you can help can be found at: www.erlestokemanorfund.co.uk/EMF_boiler-appeal.html

SIDELINES

2MT boiler back

THE freshly overhauled boiler of Standard 2MT 2-6-0 No. 78018 has been fitted onto its chassis. The boiler has been repaired by LNWR Heritage.

Loughborough Standard Locomotive Group (on behalf of Darlington Railway Preservation Society) is completing the locomotive's restoration. Meanwhile, dismantling work is underway on classmate No. 78019, which was withdrawn earlier this year.

5MT edges nearer

'BLACK Five' No. 45212 is due to undergo a hydraulic boiler exam at Riley & Son (E) Ltd, Bury this month. The locomotive is due to run on the main line from next year.

Spark for *Spartan*

A £60,000 appeal has been launched by the Swindon & Cricklade Railway to fund the future overhaul of its Polish Tkh 0-6-0T No. 3135 *Spartan*. The tank engine has three years to run on its current boiler certificate.

Barclay birthday

YEOVIL Railway Centre marked the centenary of its Andrew Barclay 0-4-0ST *Lord Fisher* (1398/1915) in September.

FOURTH 'MANOR' FOR SVR CELEBRATION?

A FOURTH GWR 'Manor' could potentially be added to the line-up for the Severn Valley Railway's Manors 50 event on November 14-15.

This will depend upon whether plans to return No. 7819 *Hinton Manor* to the railway come to fruition in time.

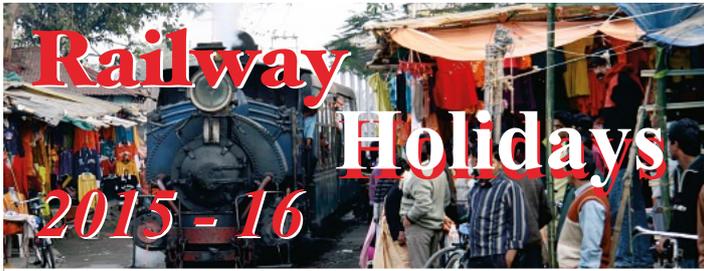
The locomotive is currently on display in the food hall

area of the MacArthurGlen Designer Outlet Shopping Centre in Swindon, housed in part of the former GWR works and close to the STEAM Museum.

However, talks are underway to have the 1939-built 4-6-0 released and brought back to the railway for eventual display in The Engine House at Highbly.

SVR general manager Nick Ralls said: "We are currently talking with Swindon retail outlet about this move, although no date has yet been confirmed."

It is understood, however, that the railway would like to have the popular locomotive back in time to be displayed at November's anniversary event, albeit static.



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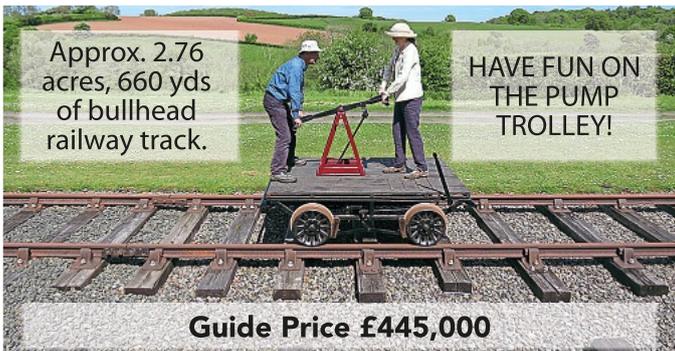
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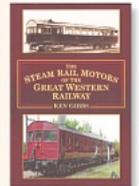
Bundesbahn Steam 1966-1976 • 51 mins
B&W and Colour • Stereo Sound • DVD £20.59

Steam lasted late on the West German Bundesbahn, and this DVD starts on the 'Rollbahn' - the main line from Bremen to Osnabruck and Hamburg, with many express-hauled by Pacifics of Classes 01, 01-10 and 03, plus freight hauled by Class 41 Mikados, and Class 44 & 50 2-10-0s. Action then moves to the lines from Padborn to Altebekken, and Herzberg; rather more freight, but Class 23 2-6-2s are seen on passenger workings, as are Class 78 (4-6-4T) and 64 (2-6-2T), plus numerous 2-8-2s, and especially 2-10-0s, working hard through attractive scenery. This film finishes on the international 'Emdenstrecke' between Oldenzaal in Holland and Emden in Germany with Pacific hauled expresses, and freight in the hands of the ubiquitous 2-10-0s. Even late in the steam-era, Bundesbahn steam was well maintained and clean, and had considerable style, and sound, which can be seen and heard in this excellent film - the latest from Ton Pruisen.



The Steam Rail Motors of the Great Western Railway • Gibbs • £19.29

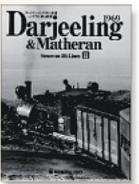
Between 1903 and 1908 the GWR built 99 'Steam Rail Motors', mostly for more economical working of branch lines. Victims of their own success in encouraging passenger numbers, to a level they couldn't handle, they were also none too reliable, and as repairs were difficult, they were all withdrawn by 1935. 190 pages. A good number of drawings of interest and 85 B&W photos plus a large number of diagrams, and tables. Paperback.



Darjeeling & Matheran 1969

Kemuri Pro • £32.40

Stunning 85 page larger format book of B&W photos of the Darjeeling Himalayan Railway, plus 12 pages of photos of the little-covered Matheran Hill Railway. Apart from the quality of the photographs, what sets this book apart is the year they were all taken - 1969. Then the DHR was still functioning properly, with freight trains, passenger trains frequently running in three sections, little road traffic on the Hill Road, most locomotives working, and no diesels. It was all to change soon, but this was the DHR in its classic form. And on the Matheran Hill Railway, only a O&K Klein Lindner tank is seen in action, with a train of very short wheelbase wagons and box-like coaches, plus a wonderful railbus, based on a 1928 Dodge bus. Around 130 photographs, maps of the route, station layouts and drawings, largely to 1/87th scale, of the motive power and rolling stock. 98 pages. Card covers with dust-jacket. Japanese text with separate 10 pages with full English translation. Definitely highly recommended!



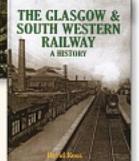
The Caledonian - a History • Ross • £35.85

The North British Railway - a History

Ross • £35.85

The Glasgow & South Western Railway a History • Ross • £35.85

Detailed histories of Scotland's three largest railway companies, from their early days, through to the Grouping. Highly readable, with much on the personalities involved and the Caledonian and North British's brushes with financial disaster, as well as the developments of each railway's motive power and rolling stock. Numerous illustrations and detail maps 252, 288 & 252 pages respectively. Hardbound.

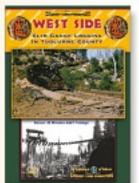


West Side - slim gauge logging in

Tuolumne County • 70 mins

B&W and Colour • DVD £20.59

The West Side Lumber Company had a considerable 3 foot gauge railroad extending from their mill at Tuolumne, on the Sierra Railroad, way up into inaccessible tracts of timber in the Sierra Nevada mountains. The length totalled 70 miles, of which more than 50 miles was the 'main line', over which Shay's, plus a limited number of Heislars, pulled their trains over terrifically high trestles and through spectacular scenery. The railroad operated until 1962, and is arguably the best known of all American logging railroads; it was certainly quite an operation, and this lovely collection of well shot, largely 16mm, archive film does it full justice. Highly recommended!



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Steam Portfolio Track Record



The iconic scene of the Severn Valley Railway and the emblematic locomotive of the LMS are briefly united on September 19 as newly overhauled Fowler/Stanier 4-6-0 No. 46100 *Royal Scot* drifts across Victoria Bridge. The BR green locomotive was the standout star of the railway's 50th anniversary Autumn Steam Gala, fittingly paired with Stanier stock embellished with 'Royal Scot' destination roof boards. TONY STREETER





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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Network Rail takes delivery of Mobile Maintenance Train

NETWORK Rail has acquired the first of a fleet of mobile maintenance trains (MMT) that are set to revolutionise the way planned maintenance or emergency track repairs are carried out.

The three-vehicle train – in effect a workshop on wheels – has been specially built by Robel in Freilassing, Germany.

In many cases it will reduce the need for a track gang to access the railway at a pre-determined point and move equipment to the repair site. This often needs a long possession, which can be disruptive if the location is remote.

With the MMT, once the defective location has been identified, using an on-board computer that has track maps and GPS, the train can be driven to the precise location with the aid of a cab display.

The actual maintenance vehicle has the provision to extend its side walls by up to 600mm. This can be one or both sides, but the clever part is that on straight track, even with the extended sides, the train remains in gauge, so an adjacent line can remain open.



The MMT's driving desk.
ALL PICTURES: CHRIS MILNER



Right: The Mobile Maintenance Train at Darlington. Eight have been ordered so will become a regular site on the network.

The real benefit is that maintenance can be carried out in complete safety and in all weathers, with workers protected within the vehicle's envelope. Blinds on the body sides can be opened for ventilation or closed if the weather is poor.

On board, the train can carry up to six 45ft lengths of rail in an underfloor compartment,

or bagged materials such as ballast. Also on board are hydraulic tampers, welding and cutting equipment that would be used to remove broken rails, and equipment to remove and replace track clips and screws. A portable extractor hood can be positioned when welding takes place so that fumes exit via an aperture in the vehicle side.

Built into the train are two

two-ton cranes that will be used to lift the rails, or other items, floodlighting, and along the inside of the maintenance coach are both power and air points. There is a kitchen and mess area, and an on-board toilet.

There is a provision for the train to move in creep mode, for example if a detailed inspection was taking place, however at each end of the maintenance vehicle is a safety beam that triggers the brakes should it detect a person. Further safeguards are several interlocks that prevent movement of the train in normal mode if, for example, the sides are extended or the cranes have not been stowed away.

Corey White, an MMT supervisor, will be among the first of NR's front-line staff to benefit from the new trains. "I'm lucky that I enjoy the job I do, but it can involve working in really tough conditions, a long way

from shelter and simple comforts like a hot drink or a proper loo," he said.

"These new trains will make a massive difference to my team. We can get on the train at the depot with all the kit we need for a job and head straight to site. The all-round lighting means we get pretty much perfect working conditions whatever the weather or time of day."

The first of eight units being acquired has been deployed at Darlington, and a second is due to be based at Paddock Wood.

A third to be delivered in October will be stationed at Derby, while the remainder will be delivered by spring 2016, and be based at Woking, Retford, Romford, Peterborough and Horsham.

At present there are no plans for units in Wales or Scotland.

The fleet will be operated and maintained by Colas Rail under a three-year deal.



The view inside the maintenance carriage with its extendable sides.



The portable equipment area looking towards the mess area.

NAMINGS

'Pendolino' named after Stephen Sutton

VIRGIN Trains West Coast has named Class 390 'Pendolino' No. 390002 *Stephen Sutton* in recognition of a remarkable young man who touched the hearts and minds of so many people.

Stephen was a blogger and charity fundraiser for the Teenage Cancer Trust, and wanted to raise £10,000, but as the donations came in the figure was revised upwards. By the time of his death from cancer in May 2014, he had raised £4.96million for the trust.

Revealing the nameplate, Stephen's mother Jane said: "Standing here today to unveil a nameplate bearing Stephen's name makes me an unbelievably proud mum". PICTURE: BRAD JOYCE



REMEMBERING ONE OF 'THE FEW': HRH The Duke of Gloucester admires the Squadron Crest of 253 Squadron, RAF, after naming FGW power car No. 43023 *Sdn Ldr Harold Starr* at Swindon on September 15. Starr was a Battle of Britain pilot. BOB SWEET



ScotRail DMU No. 158701 outside Springburn Works after refurbishment. ALL PICTURES: BILL WILSON

First ScotRail Class 158 refurbished in £14m project

THE first of 40 refurbished Porterbrook-owned Class 158 DMUs for ScotRail emerged at the end of August, just in time for the unit to make a debut on the opening day of the Borders Railway.

The DMU 'facelift' project is costing £14million and is being funded by ScotRail.

Unit No. 158701 has been given improved seating with grab handles, LED lighting and also USB sockets to charge mobile phones or tablets.

Within the scope of the upgrade, it was not possible to fit an inverter or other options to provide 240v AC through a conventional three-pin socket.

The units also get increased luggage and cycle space.

Internally, the unit gets new carpets that complement the seat coverings, a full internal repaint, refurbished toilets and a passenger information system (PIS).

CCTV has also been installed, and this is within the PIS panels.

An automatic passenger counting system has also been installed.

The outshopped unit included antimacassars bearing the words 'Great Scenic Rail Journeys' but it is not known if these will be a permanent feature. Changes to the luggage stacks have allowed three extra seats, and it is all standard class.

The new toilet is not compliant with regulation changes from 2020, but unit 158711, the second to be refurbished, and subsequent units will get the compliant toilet, and be retro-fitted to 158701.



The refreshed interior.



A new passenger information system has been fitted.



The USB charging points on the refurbished unit.

The contract to refurbish these Porterbrook-owned units has been won by Knorr-Bremse, and will be undertaken at its Springburn, Glasgow, site, where 14 additional staff have been recruited for the project.

With the completion of 158701, the schedule is for the units to be refurbished at the rate of around one every month until April 2018.

Refurbished units will be repainted externally into Scotland's Saltire blue livery.

Merseyrail looks towards new fleet to meet demand



Merseyrail EMU No. 507003 at Brunswick. DOUG BIRMINGHAM

MERSEYRAIL has confirmed that new trains are the best option for meeting the growing demand for rail services in the city.

A fleet of Class 507 and 508 EMUs, owned by Angel Trains, are operated on the Merseyrail network, serving as far north-west as Southport and in the south to Chester.

With the lease on the current EMUs due to end in 2018, there are aspirations to widen the area covered to include Warrington and Crewe over the next 30 years, and it is entirely possible the new units could be dual voltage, with pantographs for running under 25kV wires.

The two fleets are approaching 40 years old, and nearing the end of their operational life, with Merseyrail looking to have a new fleet running by the early 2020s.

Given the increased reliability on newer trains and reduced maintenance periods, it is understood a replacement fleet would be for 52 units that had increased standing capacity.

Predictions of a 40% increase in passenger numbers by 2028, coupled with the need to support the city's economic ambitions, while also obtaining the best value for the public purse, are also driving the change.

David Brown, Merseytravel chief executive, admits that doing nothing is not an option, and confirmed that an order for new trains, along with infrastructure changes to depots, would be worth around £400million, and that they would be bought and not leased. Funding would come from reserves, public sector borrowing and loans from the European Investment Bank.

The Merseytravel Committee will meet on October 1 and decide whether to embark on a procurement process, which will lead to the publication of an OJEU notice to invite bidders to submit plans. It is expected the preferred bidder would not be identified until autumn 2016, but city region leaders would need to approve the project.

Class 144e could spur 143 rebuilds

HAVING seen the Porterbrook Class 144 'Evolution' rebuild of unit No. 144012, members of the Welsh Assembly are expected to consider whether the re-work would be suitable for its fleet of 25 Class 143 units.

With delays on electrification schemes, modification would be an option, but because railways receive a large subsidy, the financial case would need to be cost-effective.

Facelift plan for c2c Class 357s

LONDON and South East Coast commuter operator c2c has begun a £12million internal refresh of its 74-strong fleet.

The scope of the refresh is that trains will get new flooring, new seat covers, grab handles and recoated grab rails.

c2c says that units in the 357212-228 series will get the same treatment, but will receive 'metro'-style interiors where the 3+2 seating is replaced by 2+2, allowing wider aisles. There is also increased circulation space around the doors and vestibules.

These units are intended for use on services via Tilbury.

The first unit to get the metro treatment is No. 375223, which entered service at the end of July as 357323, and will be followed by 357322. Of the non-metro units, No. 357202 has been completed, however, priority will be given to the metro units, the target being one conversion a week with completion by February.

The remainder of the fleet will then be dealt with.

Colas Class 37 fleet grows

COLAS is looking to create a pool of at least 10 Class 37s, having taken over the Network Rail test train contract.

The freight operator has already acquired two locos via Harry Needle Railroad Company. The latest additions are Nos. 37057 and 37207, the former having been restored in 1960s BR green, and used during September on crew training for Colas drivers. No. 37207 has been bought from the Plym Valley Railway and needs extensive restoration work, while another acquisition is No. 37254 from the Spa Valley Railway.

No. 37421 and 37116 were expected to return to traffic during September.

Hull Trains opts for fleet of Hitachi bi-mode trains

HULL Trains has taken the decision to order a fleet of five Hitachi bi-mode trains that will enter service from 2020.

The move is a bold one, considering several electrification schemes have been paused, but Hull Trains says it is working with Network Rail and the Office of Road and Rail to get the Selby to Hull line electrified.

The bi-mode will allow the trains to serve Beverley, and also work diversionary routes. The order is worth £68million and follows the start of talks over a further 10 years of track access.

Hull Trains' current fleet of Class 180 DEMUs has a maximum speed of 125mph, but the

Hitachi replacement can travel at 140mph, so there is potential for journey-time reduction with track and signalling upgrades.

Seating capacity will increase from 266 on the Class 180s to 320.

Will Dunnett, managing director of Hull Trains, says: "The new units will bring an even higher quality environment for passengers with new interiors, enhanced catering, air-conditioning and a quieter environment, due to electric traction – all areas that we know are important to passengers."

■ Hull Trains is trialling USB phone-charging points incorporated into 13amp sockets, with a view to extending it to the whole fleet.



Diverted due to engineering works on August 31, TPE EMU No. 350405 makes a rare appearance at Manchester Victoria, about to depart with the 16.14 to Edinburgh. TONY CHRISTIE

Vivarail D-train catering option

VIVARAIL is offering the possibility of a buffet car in its rebuilt D-train rolling stock options. Such a facility would be on longer-distance services and be in addition to any trolley option.

In addition, Vivarail is looking at an idea where passengers can order refreshments using the on-train wi-fi, before collecting them from the buffet counter.

Traction & Stock Track Record

NEWS PICTORIAL ROUND-UP



Dawn at St Pancras International as new Class 374 Eurostar Nos. 374017/018 arrive empty stock, while 374007/008 sit in platform 10. Eurostar will introduce the units widely from the winter.

ALISDAIR ANDERSON



Colas Rail Class 47 No. 37421 leads 37219 through Hither Green on September 18 with a test train from Tonbridge West Yard to Derby RTC. Colas has taken over test train running from DRS.

DAVE PURSER



A seldom seen view of EMD's Longport maintenance and overhaul facility as Class 08 No. 08220 shunts No. 66770. Nearby is No. 66167 and inside is No. 66709.

BRAD JOYCE



On hire to Colas, DRS Type 3 No. 37601 hauls a rake of Motorail wagons past Cowley Bridge Jct on September 1 during a Bristol to Exeter driving training run.

DAVID HUNT

WAGON REPORT

by S F Lappage

PRIVATE owner wagons are often associated with pre-Nationalisation colliery fleets, carrying colourful livery, advertising their ownership.

In 1948 British Railways acquired, on paper, 544,698 of these vehicles. In reality they had been requisitioned by the Ministry of War Transport in 1939, and while they remained private property the vehicles had not been returned to their owners at the end of the Second World War.

This left 'around' 20,000 wagons still in private hands for the movement of specialised commodities such as salt, aggregates, malted barley, chemicals and petroleum.

Vagueness about numbers continued until the advent of the Total Operations Processing System. For example, from 1970-1972 there were estimated to be 19,000 private owner vehicles, falling to 18,000 in 1973. Only as TOPS came fully online in 1975 was a more accurate figure of 18,647 known.

The last quarter of the 20th century was in many ways a second 'golden age' for private owner stock. British Rail had decided to provide wagons only for the movement of coal, containers and steel products with shippers tasked with providing wagons for other traffics. In addition, from 1974, 'Section 8' grants were available to aid the purchase of new rolling stock.

By 1990 about 30% of all wagons were privately owned, carrying nearly 50% of freight traffic. Since 2000 however there has been a steady decline, due in part to the de-industrialisation of the UK and abolition by the Strategic Rail Authority of freight facilities grants, thereby removing a major source of funding for new stock.

Traffic previously carried in privately owned wagons, but now lost to rail, include cement clinker, colliery spoil, wheat, molasses, carbon dioxide, ilmenite, fertilisers, soda ash and tripolyphosphates.

At present there remains 4,477 private owner wagons in stock, mostly controlled by the leasing companies, GE Rail Services, Nacco and VTG Rail UK, and ironically by publicly owned organisations such as the Ministry of Defence, Network Rail and the Nuclear Decommissioning Authority.

Two KHA container flats – Nos. 83 70 4574 003/008 – have



JA autoballaster hopper No. GERS12972 passing through Walsall on August 12.

S F LAPPAGE

been converted by Arlington Fleet Services, Eastleigh for use as trailer cars, coupled between Network Rail MPV's Nos. DR 98927/977. The modified wagons are now Nos. 99 70 9319 001-002, design code KHE 986.

A second pair of flats being modified to carry Atlas crane modules are Nos. 83 70 4574 015/017, which will have new identities as Nos. 99 70 9319 003/004.

Other work carried out by AFS has included refurbishment of PFA container flats for Direct Rail Services, recently Nos. DRSL 92712/760/779/801; repainting of JGA aggregate hoppers for GBRf; fitting modified Car-Rac modules to IFA flats operated by STVA(UK); and general repairs to KFA flats hired by Freightliner, including Nos. RLS 92612/614/620/626/649, TIPH 93296/302/361/372/380/392/393/417.

Recent disposals by DB Schenker have included OBA open No. 110103 and OCA steel carrier No. 112227. Recodings by DBS have been: CGA to HTA No. 310552, and FCA to FXA Nos. 600001/002/029/030/041/042/050/060/083/084/125/12 6/167/168/179/180.

A correspondent visiting Peak Forest sidings on August 16 observed recently converted box opens – MUA No. 900241 and MVA No. 910164.

Also seen were stored Ready Mix Concrete PCA tanks Nos. RC 10025-028/033/034/038/040-043/045/047/048/049, design code PC 015 J.

Originally built in 1981 and owned by Procor, Wakefield they were later sold to Rugby Cement and operated between Halling and Southampton. Other cement traffic originated at Foxton, Rugby and South Ferryby. However, by 1992 they were all in store.

Fifteen wagons were refurbished in 2001 and received RMC orange livery, carrying powdered lime mortar from Peak Forest to Blechley.

Unfortunately this traffic also proved to be short-lived.

Stock Update Track Record



COMPILED BY
ASHLEY BUTLIN
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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

DEPOT CODES

TB Three Bridges

LOCOMOTIVES

Allocations

08410 PZ-LA
08641 LA-PZ
08567 WQBA-WQDA
08578 WQCA-WQDA
08580 WQCA-WQDA
08593 WQCA-WQDA
08653 WQCA-WQDA
08701 WQCA-WQDA
08709 WQCA-WQDA
08714 WQBA-WQDA
08824 WQBA-WQDA
08865 WQBA-WQDA
20302 XHSS-XHNC
20303 XHSS-XHNC
20309 XHSS-XHNC
37057 HNRL-COTS
47816 DFLH-DHLT
59203 WQ/WQAA-MD/WDAM
60074 WQ/WQAA-TO/WCAT
60079 TO/WCAT-WQ/WQAA
66004 WQ/WQAA-TO/WBAE
66007 TO/WBAT-WQ/WQAA
66014 TO/WBAT-WQ/WQAA-TO/WBSN-WQ/WQAA
66016 TO/WBAT-TO/WBAE-HQ/WQAA
66019 WQ/WQAA-TO/WBSN-TO/WBTT
66030 TO/WBAT-WQ/WQAA-TO/WBAE
66039 WQ/WQAA-TO/WBAT
66061 WBAT-WBAE
66082 WQ/WQAA-TO/WBAT
66083 TO/WBAT-WQ/WQAA-TO/WBSN
66092 TO/WBAT-WQ/WQAA-TO/WBAE
66101 TO/WBBT-WQ/WQAA-TO/WBSN
66104 TO/WBBT-WQ/WQAA-TO/WBBE
66123 Returned from France

66129 TO/WBAE-WQ/WQAA-TO/WBSN
66137 WQ/WQAA-TO/WBSN-WQ/WQAA-TO/WBSN
66142 WQ/WQAA-TO/WBAT
66149 TO/WBAE-WQ/WQAA
66177 WQ/WQAA-TO/WBAT
66194 TO/WBAT-WQ/WQAA
66198 WQ/WQAA-TO/WBSN
66201 WQ/WQAA-TO/WBAE
66226 Returned to France
66238 WQ/WQAA-TO/WBAE
66250 WQ/WQAA-TO/WBAT
66417 DHLT-DFEP
66501-05/16/17/32-34/37 DFGM-DFIM
66582-84/86 DHLT-DFEP
66607/10/13-22 DFHG-DFHH
66624/25 DHLT-DFEP
66773-79 Newly registered HQ/GBNB (correction)
67005 WQ/WQAA-CE/WAAC
67014 WAAC-WAWC
67018 WQ/WQAA-CE/WAAC
67022 CE/WAWC-WQ/WQAA-CE/WAAC
73104 WS/MRLS-DF/QADD
90019 CE/WEAC-WQ/WQAA
90026 CE/WEAC-WQ/WQAA
90035 WEAC-WEDC-WEAC
90036 WEDC-WEAC-WEDC-WEAC
90037 WEAC-WEDC

Liveries
Black: 66048
DB Schenker red: 66058, 67013/15

GB Railfreight: 66715, 73109/19
FGW Green: 08836, 43187/88
Powerhaul: 08585
Railfreight: 08805
Red: 47375
RMS blue/grey: 08871
VTEC: 43274, 43308/09/19, 91113/16/21
WCR maroon: 37518, 57316

Names applied
66058 *Derek Clark*
66757 *West Somerset Railway*
73107 *Tracy*
73136 *Mhairi*

Names removed
37518 *Fort William/An Gearasdan*

Renumbered
89422-50021

Sold
HNRC: 08500, 08711, 08877, 08994, 09006, 09201, 31285, 31465
Keighley & Worth Valley Railway: 08993

For Sale
08567/78/80/93, 08653, 08701/09/14, 08824/65, 66048

Stored/stopped locations
Crewe EDT: 66007, 90019/26
Glasgow Springburn Works: 66428

Goodman's Yard, Wislaw:
08995
Toton: 60079, 66014/16, 66149/94
Willesden TMD: 92014/28

Operational
20302/03/09, 59203, 60074, 66004/39/82, 66104/42/77, 66201/38/50, 67005/18

Renumbered
73104 - 73951

MULTIPLE UNITS

Allocations
38426/27 - newly delivered
74423/33 HQ/SBXH-WD/HYHQ
931092 (68002) reinstated HQ/MBCS

Liveries
First Great Western green: 166205
Northern Rail blue: 321901
Northern Rail lilac/blue: 319375/76
Saltire: 158701
SET blue: 375302/07
SWT blue: 458508/29
SWT red: 456008/13/22
SWT white - revised: 159103
TfL: 315822/29/32/42/58
TSGN: 319425, 365541+
Cheriton vinyls: 319008+
Festival No. 6 vinyls: 221106+
The Big Hoot - Birmingham
2015 vinyls: 221138

Named
333011 *Olicana - Ilkley's Roman Fort*
357007 *Sir Andrew Foster*

Renumbered
170301 - 168321
170302 - 168322
170304 - 168324
357222 - 357322
68002 - 931092

Formations
458508: 67608+74433+74008+74108+67708
458529: 67629+74423+74029+74129+67729

Modifications
Low-density seating: 357322

MFO - MSO:
69605/06/08/09/11/13
(390005/06/08/09/11/13)
Stored/stopped locations
Brodies, Kilmarnock: 156478
Doncaster Wabtec: 74426/36, 321412/16
NRM, York: 3308

Sold
EMR Kingsbury: 64710/20
North Somerset Railway: 960011 (977859)

HAULED COACHING STOCK

Allocations
DC460000 deleted - cut

Renumbered
10223 - 10415

Modification
RFM - TSOB: 10415

Liveries
Greater Anglia white: 10200, 11090, 12031/41/57
Great Western green: 10532, 17173, 42299
Saltire: 9488
VTEC: 10311/13/28/29, 11285/93/95, 11313/24/26/30, 11413/24/26/30, 11999, 12200/19/20/27/28, 12311/19/25/31, 12403/24/25/29/30/47/65/69/71/72/74, 12534, 40701/20/35/37/40/42/48; 41039/40/44/66/95, 41118/20/50/51/52/64/70/85, 42057/58/59/91, 42116/22/28/34/46/50/54/70/82/86/89/90, 42215/26/37/41/42/43/44, 42306/07/23/26/30/54/55/57/63, 44015/19/31/75/77/80/94/98, 82203/13/23/29

Named
99351 *Sapphire*

Sold: East Lancs Railway: 5040

For sale: 889400, 977989

Stored/stopped locations
Crewe Diesel Depot: 1658/79/80/96
Nemesis Rail, Burton-upon-Trent: 3141, 9509



Two of UK Rail Leasing's Class 56 locos, Nos. 56081 and 56104, work towards Wellingborough on September 10, on a move from Leicester depot to Eastleigh. The move, on behalf of the Rail Operations Group, is prior to their use hauling London Midland Class 323 units from Soho depot to Tyseley for maintenance, including tyre turning. RICHARD GENNIS



A real throw back to the 1960s is the finish on Colas Type 3 No. 37057 seen passing Abbotswood Junction on September 7 from Derby to Cardiff Canton to begin crew training duties. The restoration, undertaken by HNRC at Barrow Hill, is exemplary. BOB SWEET

Traction Portfolio Track Record



Another view of *The RM*, Virgin and DRS charity charter from Chester to Bournemouth, passing Leamington Spa on August 22. It is being led by Type 3 Nos. 37401/405 with Type 5 No. 57307 *Lady Penelope* at the rear. FRASER PITHIE



As reported last month, Freightliner is supplying Class 90s to power the Caledonian Sleeper while the issues with the GBRF Class 92s are ironed out. On September 15, No. 90047 has stopped on the down fast at Stafford with the 21.15 Euston-Inverness with portions for Fort William and Aberdeen. At Colwich the service was four minutes early, but by Norton Bridge, a 38min deficit had accrued. BRAD JOYCE

With a trailing load of around 1,000 tons, DRS Class 68 No. 68002 *Intrepid* rounds a curve at Bardrill, between Blackford and Gleneagles, on September 7 with a 12.23 Grangemouth-Aberdeen intermodal. It has almost reached the summit of the climb up from Stirling. IAN LOTHIAN





From this angle, the extent of the sea wall rebuilding at Dawlish is evident as DRS Class 57 No. 57303 passes Riviera Terrace with the 09.20 Penzance-Paddington e.c.s. working on September 12. STEWART ARMSTRONG

Rare traction for the Devon sea wall, as DRS Class 20 Nos. 20308 and 20305 pass Dawlish with the 'Dartmouth Regatta' charter from Nuneaton to Kingswear on August 28. STEVE DONALD



Freight Track Record

NR suspends doubling project in Cambridgeshire

THE proposal to double the line between Ely and Soham, thereby eliminating a critical bottleneck on the Felixstowe to Nuneaton (F2N) freight corridor, has been shelved by Network Rail owing to rising costs.

The scheme was being considered as part of a wider programme of work to create additional capacity for freight services serving the busy container port at Felixstowe.

The single track line is a significant barrier to achieving this goal, and in March this year NR began a public consultation to gauge opinion on the impact of laying a second line.

Commenting on the suspension, a Network Rail

spokesman said: "A lot of detailed work has been undertaken, including surveys and ground investigation works.

"This has identified that this project is far more complex than we anticipated, meaning the funding required to deliver the project by 2019 is more than the budget available. Owing to this, we have decided to put this project on hold until funding can be identified to deliver it."

John Smith, managing director of GB Railfreight – one of the principal users of the route – said: "While Network Rail's decision is disappointing, what is now required is a clear understanding of what F2N will look like when it is completed.

"Double tracking of the Felixstowe branch line remains the best value for money of all schemes on the route and it's vital that the Government completes the project in this control period."

NR has already carried out a number of improvement works on the F2N corridor in order to re-route much of the containerised freight away from the North London Line and the busier parts of the West Coast Main Line.

These include the laying of the three-quarter-mile Ipswich and Nuneaton North Chords, as well as re-signalling and re-modelling sections of the route.

GBRf launch new services

SEPTEMBER saw two new operations added to the GB Railfreight diagram as the company continues to expand its freight portfolio.

On September 2, Class 66 No. 66761 left the Port of Felixstowe bound for Maritime Transport's Birmingham Intermodal Freight Terminal at Birch Coppice, near Tamworth; the first such train to run between the two sites.

The new service is GBRf's first new slot since 2012, and its seventh at the port, taking the total number of rail freight trains leaving Felixstowe daily to 31.

The much sought-after slot allows GBRf to run a train of 33 Ecofret triple-platform wagons each weekday to Birch Coppice for the next five years, although this will be increased to 45 wagons after the company ordered a further 15 of the wagons, specifically for this operation.

Six days later, on September 8, it was the turn of No. 66709 to become the first member of GBRf fleet to work a train from its new North London Railfreight Terminal. The Cricklewood site has been leased from Network Rail to handle soil waste bound for FCC Environment's waste management facility at Calvert, Buckinghamshire.

A three-year contact between GBRf and FCC Environment will see one train of 20 box wagons leave the new facility each weekday, removing an estimated 350 lorries from the road every week.



At 12.15 on September 8, GBRf Class 66 No. 66708 prepares to depart from the North London Railfreight Terminal at Cricklewood with a waste train for Calvert. GB RAILFREIGHT

Freight on the increase, says Network Rail

ABOUT 80 more freight trains are running on Britain's railways each week compared to the same period last year, according to Network Rail.

The increase is being credited in part to a demand for perishable goods out of season by UK shoppers, helping freight to cover an additional 20,000 rail miles every month.

This equates to a 75% growth in the amount of consumer goods travelling by rail during the past decade.

Figures released by the Rail Delivery Group state that the rail freight industry is now worth in excess of £1.6billion to the UK economy, which they expect to reach £2bn by 2023, subject to continued

investment.

Across the Irish Sea, Iarnród Éireann (Irish Rail) has also seen the volume of freight carried increase year-on-year.

In 2014, the company transported 580,000 tonnes of goods by rail and is actively working on increasing its market share from the current 1% to 4%.



No. 60163 Tornado. Image courtesy Marcus Gilmour

'THE PEPPERCORN PHOENIX' 31st DECEMBER 2015

MARKING 50 YEARS SINCE SAINT MUNGO'S FAMOUS YORK-NEWCASTLE-YORK RUN
50 YEARS
31.12.15
NEW YEAR RUN



No. 60145 Saint Mungo. Image courtesy John Arnott-Brown

A New Year's Eve special marking half a century since Peppercorn class A1 Pacific No. 60145 Saint Mungo's famous York-Newcastle-York run.

On 31st December 1965, Peppercorn class A1 No. 60145 *Saint Mungo* hauled a relief train between York and Newcastle, one of the last runs of an A1 in British Railways' service. With no preservation scheme likely to be successful, everyone thought that this fine class of locomotive would simply fade into history. To mark 50 years since that train ran, The A1 Steam Locomotive Trust is proud to present a very special excursion, again from York to Newcastle and back, including the non-passenger 'Blyth & Tyne' route north of Newcastle, featuring our own Peppercorn Phoenix No. 60163 *Tornado*, completed in 2008.

Leaving York around mid-day, *Tornado* will head north along the East Coast Main Line passing Darlington, birthplace of railways and, of course, *Tornado*,

With stunning sights along the route, recreating this famous run is sure to be a memorable highlight to bring to an end 2015.

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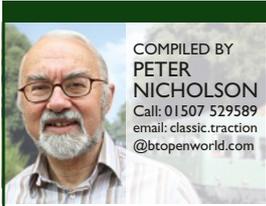
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Fancott pub line reopens

THE 7¼in-gauge Fancott Miniature Railway reopened on July 4 following a devastating fire on March 3 (*RM* April, p96). Site clearance at the Bedfordshire line was carried out by volunteers and a new loco and carriage shed erected.

Newly restored No. D7031 *Dark Star*, a Mardyke 'Hymek' Bo-BoP, has been acquired. This was formerly *Temeraire*, used by John Wrangle on a portable line in the Wakefield area in the mid-2000s.

Services resumed at Fancott this season with *Tegen* (4wDH, built by J Deans in 2000) and two carriages, on loan from the Swanley New Barn Railway, Kent.

This stock was returned in September with new carriages to be bought, for which £2,500 is being raised.

Running day at Worcs museum

THE 7¼in-gauge Wythall Miniature Steam Railway at the Transport Museum, Chapel Lane, Wythall, Worcestershire, runs during museum events.

The museum of buses and electric vehicles is run by the Birmingham & Midland Motor Omnibus Trust and the extensive railway is the club track of the Elmdon Model Engineering Society (EMES). The next running day is October 11.

BBC's Ben unveils loco at Beer Heights anniversary

THE season-long celebrations marking the 40th anniversary of the opening of the 7¼in-gauge Beer Heights Light Railway at Pecorama, near Seaton, Devon (*RM* July, p106) culminated in the naming of a new diesel-outline loco.

BBC news correspondent Ben Ando unveiled 0-4-0+0-4-0 LPG loco BHLR No. 11 *Ben* on August 30. It is powered by a 998cc

BMC Mini engine, converted from petrol to liquefied petroleum gas (LPG), and has automatic transmission.

This was the last day of the annual 'Peco' loco week, which was attended by eight visiting steam locos from across the UK.

The BHLR will host the 2016 7¼in Gauge Society AGM and loco gathering on October 1-2.



BHLR No. 11 *Ben* hauled a special around the extensive track layout following its naming ceremony. It then ran light, driven by the railway's chief mechanical engineer John Macdougall, who designed and built the loco in the railway's workshops. It replaces Bo-BoP No. 6 *Jimmy* (Severn-Lamb 1986) on quiet days, when extra motive power is suddenly needed, and for the last train of the day when the steam locos are being disposed. *Jimmy* has gone into retirement. PICTURE: PAULINE NICHOLSON

Girl (5) knocked unconscious at Gillingham leisure park

A FIVE-year old girl was knocked unconscious and five other people needed medical attention for cuts and grazes after a derailment at the 7¼in-gauge Strand Park Miniature Railway at Strand Leisure Park, Gillingham, Kent.

Ambulance crews attended the incident just before 14.00 on August 3.

The girl regained consciousness and was taken to Medway Hospital, but was soon discharged.

It is believed a boy, aged about nine, sitting at the rear of the train, who had already been chastised by the driver for 'rocking the carriage', leaned over and grabbed hold of the railings, thereby pulling the carriages over.



Strand Park Miniature Railway's only loco is American-outline Bo-BoDH (Mardyke 1987) seen in operation on July 9. The line was very busy on this particular day due to large numbers of people present to witness the demolition of Kingsnorth Power Station across the River Medway. The 400-yard railway opened in 1948 and is operated by Medway Council. There had been no accidents at the venue for more than 10 years. Picture: JOHN CHERRY



History re-created at Hastings

LIVE steam made a welcome return to the normally all-diesel 10¼in-gauge Hastings Miniature Railway on July 19 when a scale-model 'Royal Scot' class 4-6-0 – No. 46100 *Royal Scot* – was in operation.

The East Sussex line opened in 1948 and was noted for its fine model of No. 6100 *Royal Scot*, built by Bassett-Lowke in 1938 for the late Captain Howey. This was sold in spring

1975, later going to the USA from where it was repatriated in 2002 by the Royal Victoria Railway, Hampshire. It awaits an extensive overhaul.

The similar loco that visited Hastings for one day is owned by Ian Arnott and based on the private Ingfield Light Railway, West Sussex.

It has been rebuilt by Barry Metcalf to resemble the 1938 loco.

Picture: KEVIN BOORMAN

KNOW YOUR LINES: No. 44 Porterswick Junction Light Railway

Gauge: 7¼in
Location: Hidden Valley Discovery Park, Tredidon, St Thomas, near Launceston, Cornwall PL15 8PF
OS ref: SX 278849
Operator: Hidden Valley Discovery Park
Website: www.hiddenvalleydiscoverypark.co.uk
Email: hiddenvalley@btconnect.com
Tel: 01566 86463
Running days: Daily late March to end of September, plus October half-term: 10.00-17.00; last admissions 15.00. Admission charge includes unlimited train rides.

THIS line opened in 2002 and has since extended to about three-quarters of a mile.

Trains start from the new Mansion House station, pass through deep cuttings, a tunnel and wooded areas, and through the original terminus at Porterswick Junction.

Motive power is 0-4-0PH No. 1 *Albert* (Roanoke 9812009), which hauls three open bogie carriages built at the park, which entered service in August.

Based on the Beer Heights Light Railway design they replace a couple of sit-astrides. A fourth was built but this has proved just too much for the loco and is kept as a spare.



Roanoke 0-4-0PH No. 1 *Albert* heads the new carriages on August 26. Roanoke, of Bratton Fleming, Devon, which has built many miniature locos and steam vehicles, ceased production in November. Now trading as Carder Technology, it concentrates on non-railway manufacture, such as medical equipment. An after-sales service for existing railway customers is available. PICTURE: PETER NICHOLSON



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A new low for Bath... but at least it's on time

PREPARATIONS for the electrification of the Great Western Main Line took another giant leap forward on August 31 with the culmination of Network Rail's track-lowering project in the Bath area, including Box Tunnel and the Dundas Aqueduct.

Regarded as NR's largest single track renewal undertaking to date, and coming in with a £50million price tag, the six-week possession has seen the replacement of 6¾ miles of track, the removal of 163,650 tons of spoil, and the laying of 23,000 sleepers and more than 98,000 tons of ballast.

The project was split into two phases, the first being the Bathampton Junction to Thingley Junction stretch, including Sydney Gardens and Box Tunnel.

To increase the overhead clearance to make way for the catenary, a typical dig depth of 650mm was achieved, which when accounting for the 300mm of new ballast beneath the sleepers provided an average height increase of 350mm.

The already generous clearances of Sydney Gardens meant that the track only needed to be reduced by around 200mm, a seemingly relatively straight forward operation, except that the area is a World Heritage Site, featuring no fewer than three listed bridges and retaining walls.



Sydney Gardens in Bath is a mass of yellow on August 24 as work to lower the track by 200mm enters its final stages through this famous World Heritage Site. NETWORK RAIL

In the case of Middle Hill and Box tunnels, however, it was necessary to lower the track by a considerable margin in order to accommodate the overhead lines in the restricted clearances of Brunel's iconic structures. For Box this required a lowering of a staggering 860mm, with special consideration being given to avoid

disturbing the resident protected bat population.

Phase 2 got underway on August 1 on the Trowbridge line between Bathampton Junction and Bradford Junction.

Dundas Aqueduct, like Box, needed particular attention in regard to its native species, in this instance being the flora.

In spite of the site of the undertaking, NR was able to bring the possession to an end 10 hours early, handing the line back at 19.40 on August 31.

Normal passenger services resumed the following morning, with a permitted line speed of 60mph over the re-laid sections, rather than the usual 50.

Fines rise for First ScotRail

FIRST Group's final year in charge of the ScotRail operation saw its total spend on penalties reach £576,000 between April 1, 2014 and March 31, 2015. This represents a rise of £127,000 from the previous year.

Working under the tough Service Quality Incentive Regime (SQUIRE), ScotRail was monitored on 16 areas of train service quality and 18 of station quality, being awarded bonuses or penalties depending on the judgements of an inspecting team. During the year, the quality of its stations saw an overall improvement year-on-year, but this was counteracted by a reduction in train cleanliness and increased on-train graffiti.

However, in spite of an increase in penalties, passenger satisfaction, according to the National Rail Passenger Survey, remained steady at 87% compared to the UK average of 80%.

First rails for new viaduct

RAILS and ballast for the new Borough Viaduct arrived at London Bridge over the weekend of September 12-13 as part of the Government's Thameslink programme. The 2012-built structure is due to be commissioned in January next year, enabling the old viaduct to be re-laid in line with the Thameslink improvements.

New head for Translink

TRANSLINK, the body responsible for public transport in Northern Ireland, formally welcomed Chris Conway as its new group chief executive on September 7. He takes over from David Strahan.

Mr Conway was appointed back in May and said that he was "relishing championing the delivery of excellent public transport for Northern Ireland."

The end for Avonmouth

THE long-anticipated demolition of Avonmouth station building finally got underway in August after attempts to save the Edwardian structure failed. Campaigners from the Bristol Civic Society and the Friends of Suburban Bristol Railways had tried to overturn Network Rail's

decision, the latter arguing that the building was structurally unsafe and had no commercial value. By early August the demolition contractor had moved in and on the 6th the roof of the building had already been removed.

PICTURE: RICHARD GILES



Brigg line guide released

A NEW guide to promote the Saturday-only Northern Rail services between Sheffield and Cleethorpes via Brigg is now available at manned stations along the route. *Travel the Brigg Line* has been published by the

Friends of the Brigg & Lincoln Lines Rail Group in conjunction with the Gainsborough Rail and Bus Group.

It is funded by Northern Rail, Lincolnshire County Council and Brigg Town FC.

Godalming going step-free

SOUTH West Trains passengers using Godalming station are set to benefit from step-free access after Network Rail announced a £3.1million investment plan to improve accessibility.

A drop-in session was held on September 9 when station users were shown the plans for the improvements, which include a new enclosed footbridge and two 16-person lifts, extended canopies to meet the new bridge, plus the relocation of cycle storage with newer, larger facilities.

The funding is coming from

the Government's Access for All initiative, although NR will spend an additional £300,000 on resurfacing the platforms and the provision of new tactile paving.

Commenting on the redevelopment, Rail Minister Claire Perry said: "The work at Godalming will make journeys better for customers who are disabled or have limited mobility, as well as making a real difference to those with heavy luggage or buggies, and I am glad that progress is being made."

Extra parking at Four Oaks

FOUR Oaks station, near Sutton Coalfield, is to have its parking allocation increased thanks to a £2million extension to the region's Park & Ride network.

The station has become a victim of its own success, with the 275 parking spaces often being filled before the end of the morning rush hour. This has led to complaints from residents of nearby Jordan Road, who cannot park their

own vehicles due to commuter parking overflow.

The extension is being provided by Centro, the region's public transport body, and will involve the construction of an elevated deck over one of the current parking areas.

This will add an extra 55 spaces to the station car park, and also provide CCTV cameras and improved lighting.



The entrance to the newly restored Worcester Shrub Hill waiting rooms features heavy use of decorative ceramic tiles, many of which have been specially manufactured locally for use in the project. NETWORK RAIL

Revamped Shrub Hill waiting rooms reopen

THE completion of Worcester Shrub Hill's £461,000 waiting room restoration was formally marked on September 9 when the Duke of Gloucester officially declared the revamped rooms open.

Work to return the two waiting rooms, situated on platform 2b, back to their former glory began in February last year following an agreement between Network Rail and the Railway Heritage Trust, and supported by London Midland.

The rooms date from the late 1850s/early-1860s and are Grade II* listed, yet had long been out of public use.

Work to make them structurally safe was completed as far back as 2009/10, but the physical renovation could not get underway until an architectural survey had been completed. This report was influential in re-creating lost or missing elements in the reconstruction work.

With additional support for the restoration coming from Historic England and Worcestershire County Council, one of the waiting rooms is now performing the service for which it was first built. The second room is for railway staff only.



ScotRail old stations facelift plan

REDUNDANT or disused station buildings across Scotland could get a second lease of life in a new joint venture between Abellio ScotRail and Transport Scotland.

The Stations Community Regeneration Fund aims to provide grant support for businesses or community groups to transform superfluous buildings or rooms into useful spaces.

A £1.5million pot has been earmarked for the fund, with any project being eligible for grant support on the proviso that it will benefit rail passengers or local people.

Grants of between £5,000 and £75,000 will be made available to successful applicants depending on how well their project fits within the fabric of the building, and benefits they expect to see, in

particular for the local community. "I encourage any community groups or businesses who think they can improve their local station to get in touch with ScotRail to discuss how the fund could help turn their ideas into reality," said ScotRail Alliance managing director Phil Verster. "We believe that it will make a real difference to customers and people living near stations."

Keith Brown, Cabinet Secretary for Infrastructure, Investment and Cities, added: "I am looking forward to seeing how this new round of investment, pledged by Transport Scotland and Abellio, will go towards further enhancing both facilities in stations and promoting sustainable developments in local communities."

Coffee shops put millions in pot

A STAGGERING 5.1 million cups of coffee were bought at Britain's busiest railway stations in the three months from April this year, with a spend in excess of £11m. London Victoria was the top performer, with £1.6m spent at the station's coffee retailers, closely followed by Waterloo (£1.5m) and Liverpool Street (£1.1m).

The overall figure is up more than 6% compared to the same period last year, while general retail sales at Network Rail's 18 managed

stations also rose by 3.67%.

The result is a 13th consecutive quarter of retail growth for NR, a marked contrast to the 0.10% fall reported by high street retailers.

Unsurprisingly, London stations topped the growth tables with Cannon Street reporting a 30.4% increase, and Waterloo 12.89%. However, above average growth was also seen at Liverpool Lime Street, Bristol Temple Meads, Manchester Piccadilly, Glasgow and Leeds stations.

Halton curve upgrade progressing nicely

WORK on the reinstatement of the 1½-mile Halton Curve between Frodsham Junction and Halton Junction is now well underway, 40 years after it last

saw regular passenger services.

The curve is being upgraded to enable Merseyrail to offer hourly services between Liverpool and Chester via

Liverpool South Parkway.

Here, on September 3, Class 66 No. 66549 has possession of the curve for drainage work.

PICTURE: MARK BARBER

Time called on Stafford boxes No. 4 and 5

THE lever frames of Stafford No. 4 and 5 signalboxes will 'clang' no more after Network Rail completed its resignalling of the Stafford area over the August Bank Holiday weekend.

A total of 78 new signals have been installed at Stafford as part of a major £250million programme to improve capacity and performance over the West Coast Main Line in the area.

As a result of the new works, which has included the

installation of a new freight loop, control of the station and vicinity has passed from the Stafford boxes to the Signalling Control Centre at Rugby.

The use of bi-directional signalling will enable trains to use any of Stafford's platforms in either direction, which when coupled to the increase of the slow line speed from 75 to 100mph between Stafford and Great Bridgeford, will add greatly to the flexibility of the station.

Work on this second phase of improvements (the first being the increase of line speeds between Norton Bridge and Crewe) got underway in April, and finished just two hours before the restart of scheduled train operation.

The next phase is the remodelling of Norton Bridge Junction, including the construction of a flyover and six miles of new 100mph railway.

The project is due for full completion in 2017.

Darwen loop improvements completed

NETWORK Rail's £14million improvement works to the permanent way around Darwen station on the Clitheroe to Manchester line have been completed after five weeks of service disruption.

The work, which saw all train services suspended between Blackburn and Bolton for the

duration of the project, has been funded by the Lancashire Enterprise Partnership and Blackburn with Darwen Borough Council.

An extra mile of track has been added to the loop either side of Darwen to provide extra capacity for Northern Rail services.

It means that the previous schedule of one train each hour can be doubled to a half-hourly operation.

Alex Hynes, managing director for Northern Rail, said: "The benefits of the scheme will allow more services to run between Manchester and Blackburn in the future."

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NRM finalises tour dates for *Flying Scotsman* tour

NINETEEN railtours are in the diary for *Flying Scotsman* in 2016, meaning that the A3 is already expected to be a busy locomotive in its first year back after a decade-long hiatus.

As exclusively revealed in the August issue of *The RM*, the A3 will make its passenger-carrying return to the main line on January 23, hauling the 'Winter Cumbrian Mountain Express' over Shap and the Settle & Carlisle line.

The trip falls within the locomotive's 'bedding-in' period, which means that it will still be carrying its 'sacrificial' matt black wartime-style LNER livery as No. 103/502.

Twenty-two days later will see the Gresley Pacific emerge in its promised BR passenger green livery as No. 60103, back 'home' at King's Cross for its official launch and first train back to

its new base – York and the National Railway Museum.

The museum has yet to confirm details of this run and whether it will be publicly accessible or VIP only.

Its first confirmed East Coast public date was due to be on the final leg of RTC's ninth incarnation of the multi-day 'Great Britain', hauling the train from the town of its construction – Doncaster – up to King's Cross on May 4. However, the NRM has already snaffled the celebrity Pacific to be on display in York between March 25 and May 8.

It means that Steam Dreams takes the honour of the next runs over its former racing ground on May 10 and 19, and the Surrey-based company then has five consecutive trips booked with *Flying Scotsman*, with the locomotive based in the capital.

These include railtours to Salisbury, the West Somerset Railway and Guildford.

However, RTC's stranglehold over *Flying Scotsman*'s S&C runs

continues unabated through the summer and *The RM* can reveal that the locomotive will haul seven 'Waverleys' over the route in July, August and September.

It reprises the allocation of some A3s to Leeds Holbeck shed, which meant a number of the class work over the 'Long

Drag' to Carlisle in the 1960s.

The King's Lynn firm has also secured the A3's services on a run over the Midland Main Line from London to a yet-to-be-confirmed destination.

It is likely that a further five tour dates will be added for the end of 2016.

Precise dates for No. 60103's

private line escapades have also been announced.

The engine will run at the East Lancashire Railway on January 9-10, 16-17; the North Yorkshire Moors Railway on March 12-20; Locomotion museum, Shildon between July 23 and July 31; and the Severn Valley Railway on September 22-25.

60103 RAILTOUR LISTINGS 2016 (SO FAR)

| DATE | ROUTE (note: tours may start and finish elsewhere) | PROMOTER |
|----------|---|----------|
| Jan 23 | 'The Winter Cumbrian Mountain Express' Manchester Victoria-Shap-Carlisle-Hellfield-Manchester | RTC |
| Feb 7 | King's Cross-York | TBA |
| May 10 | 'The Cathedrals Express' York-Newcastle-York | SD |
| May 19 | 'The Cathedrals Express' York-King's Cross | SD |
| May 21 | 'The Cathedrals Express' Paddington-Reading-Salisbury-Southampton-Paddington | SD |
| May 25 | 'The Cathedrals Express' London Victoria-Ely-Norwich-London Victoria | SD |
| May 28 | 'The Cathedrals Express' Paddington-Bristol-Bishops Lydeard-Paddington | SD |
| June 1 | 'The Cathedrals Express' London Victoria-High Wycombe-Bicester-Oxford-London Victoria | SD |
| June 1 | 'The Cathedrals Express' London Victoria-Guildford-Redhill-London Victoria | SD |
| June 4 | Tour over the Midland Main Line, ex London | RTC |
| June 5-8 | 'Cambrian Coast Express' Paddington-Shrewsbury and/or Holyhead-Paddington | SD |
| June 17 | 'Emerald Isle Explorer' Euston-Holyhead | SD |
| Aug 7 | 'The Waverley' Hellfield-Carlisle-Hellfield | RTC |
| Aug 14 | 'The Waverley' Hellfield-Carlisle-Hellfield | RTC |
| Aug 21 | 'The Waverley' Hellfield-Carlisle-Hellfield | RTC |
| Sept 4 | 'The Waverley' Hellfield-Carlisle-Hellfield | RTC |

A3 to kick-start Steam Dreams' 2016 Irish adventure

ANOTHER date already pencilled into the diary of A3 No. 60103 *Flying Scotsman* is June 17 when it is scheduled to haul the opening leg of Steam Dreams' week-long 'Emerald Isle Explorer'. The newly overhauled Gresley Pacific will take the train from Euston to Holyhead, where passengers will stay overnight before crossing the Irish Sea the following morning.

As with Steam Dreams' successful first foray into Ireland this year, once across the water steam operations will be in the hands of the Railway Preservation Society of Ireland's GNR(I) 'V' class

4-4-0 No. 85 *Merlin* and LMS-NCC 'WT' 2-6-4T No. 4, working the society's Dublin-based set of refurbished Cravens coaches, with DSER Mogul No. 461 in reserve.

The published itinerary takes the 'Explorer' from Dublin down to Wexford via Avoca (setting for the BBC TV series *Ballykissangel*) on Day 2, from where tour participants will be ferried by road to Waterford (Day 3) where the train will be picked up again for the run to Cork. The fourth day is spent at leisure, with passengers having the option to stay in Cork or join a rail excursion to Killarney and Tralee. A third option is a

coach tour around the stunning Ring of Kerry; passengers returning to Cork by steam from Tralee.

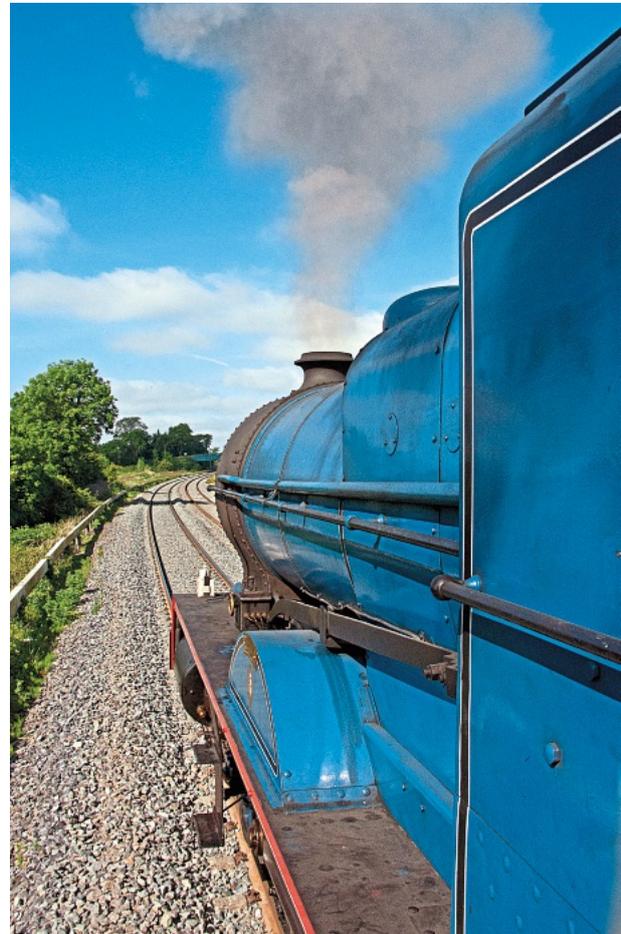
Day 5 is spent back on the train as the 'Explorer' heads up from Cork through the heart of the Republic and up to Sligo, where Day 6 is spent recovering from the pints of draught Guinness consumed in the on-train bar (Pullman-style passengers only).

For the next two days tour-goers have the choice of either a trip across the border into Northern Ireland, or spending two days in Dublin. The Northern Ireland leg includes a coach transfer from Sligo to Derry/Londonderry, where steam continues on to Belfast, including a tour to the Giant's Causeway before returning to Dublin (again by steam) on Day 8. For those opting for the two days in Dublin, this takes in a full coast-to-coast run with steam on Day 7, leaving Day 8 free to explore the delights of Ireland's capital.

The final day is another day of travelling as the 'Explorer' retraces its steps back across the Irish Sea and onwards from Holyhead to London.

For further information visit www.steamdreams.co.uk or call 01483 209888.

Right: A driver's eye view as *Merlin* gets its head on June 19 at the business end of the first 'Emerald Isle Explorer' between Dublin and Portllington. NICK BRODRICK



Inaugural Bluebell run for private charter Hastings unit



Southern Region DEMU No. 1001 arrives at the sylvan Horsted Keynes during a private charter that had run onto the Bluebell Railway off the main line. The trip originated at Hastings. CHRIS LIVINGS

Tangmere hits Weymouth buffer stops

'BATTLE of Britain' No. 34067 *Tangmere* collided with the buffer stops at Weymouth station on September 5, writes *Michel Hooper-Immins*.

Eyewitness Joe Ward said: "I thought the train was coming in a bit fast and then there was a big bang as the locomotive hit the buffer stops, which were moved five or six inches by the impact."

The 'Royal Wessex', chartered by the Railway Touring Company, arrived at Weymouth's platform 2 on time at 12.39, having run from Three Bridges that morning. The charter returned diesel-hauled because of engineering works, unconnected to the incident.

The Rail Accident Investigation Branch and the Department of Transport are not investigating the collision.



On August 28, *Tangmere* drifts through Paddock Wood en route to take part in a staff open day at Ramsgate depot, complete with newly restored, privately owned MLV No. 489002, which is based at Southall. The "Spam Can" will don the 'Golden Arrow' regalia again in October for the Railway Touring Company's London-Paris excursion. CHRIS LIVINGS

STEAM RAILTOUR LISTINGS

■ Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with tour promoters before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains.

| DATE | LOCO | ROUTE (note: tours may start and finish elsewhere) | PROMOTER |
|-------------------------|---------------|--|----------|
| One-off services | | | |
| Oct 10 | FW Pool | 'The Jacobite Statesman' Fort William-Mallaig and return | STATE |
| Oct 10 | 10A Pool | 'The Hadrian' Hellifield-Carlisle and return | RTC |
| Oct 10 | 61306 | 'Cathedrals Express' Warminster-Salisbury-Andover-Basingstoke-Bramley-Reading-Maidenhead-West Hampstead-Cambridge-Ely and return | SD |
| Oct 10 | 10A Pool | 'Scarborough Spa and Wolds Express' York-Scarborough-Bridlington-York | WCR |
| Oct 11 | 34067 | 'Golden Arrow' Dover-Victoria | RTC |
| Oct 17 | 10A Pool | 'Roman Chester' Preston-Chester and return by steam | WCR |
| Oct 17 | 46233 | 'The North Eastern' Derby-Belper-York-Durham-Newcastle and return | PMR |
| Oct 17 | 10A Pool | 'Cumbrian Mountain Express' Carnforth-Carlisle-Farrington Junction | RTC |
| Oct 18 | 61306 | 'Cathedrals Express' Paddington-Gerrards Cross-Warwick-Stratford and return | SD |
| Oct 24 | 45407 & 44871 | 'Fort William' Fort William-Dumbarton Central-Westerton-Falkirk High-Polmont | SRPS |
| Oct 24 | 70013 | 'The Dartmouth Express' Westbury-Paignton-Kingswear and return | RTC |
| Oct 31 | 60009 | 'The White Rose' King's Cross-Stevenage-Peterborough-York and return | RTC |
| Nov 1 | 45407 & 44871 | 'The Tin Bath' Preston-Wigan-Manchester Vict-Sheffield-Penistone-Manchester | RTC |
| Nov 6 | 60163 | 'Golden Age of Steam' Victoria-Surrey Hills-Victoria | BEL |

10A Carnforth Pool: 45690, 45699, 46115, 48151 **Fort William Pool:** 62005, 45407, 44871

Regular services

ScotRail (book through Steam Dreams)

| DATE | LOCO | ROUTE | PROMOTER |
|-----------------|-------|---|----------|
| Oct 1/4/7/8 | 60009 | 'Borders Steam Special' Edinburgh-Galashiels-Tweedbank and return | |
| Oct 11/14/15/18 | 60009 | 'Borders Steam Special' Edinburgh-Galashiels-Tweedbank and return | SCOT |

West Coast Railways

| DATE | LOCO | ROUTE | PROMOTER |
|-------------------------|----------|---|----------|
| Oct 27/28/29 | 10A Pool | 'Scarborough Spa Express' York-Normanton-Wakefield-Woodlesford-Castleford-York-Scarborough and return | WCR |
| Mon-Fri (to October 23) | FW Pool | 'The Jacobite' Fort William-Mallaig and return | WCR |

NON-STEAM DIARY

| DATE | LOCO | ROUTE (note: tours may start and finish elsewhere) | PROMOTER |
|--------|---------------|--|----------|
| Oct 10 | HST (FGW) | 'First Devon and Exeter Explorer' Paddington-Reading-Didcot-Swindon-Bristol TM-Taunton-Exeter-Buckfastleigh-Heathfield and return | BLS |
| Oct 10 | 2x47/57 (WCR) | 'The Conway Valley Explorer' Hereford-Gt Malvern-Worcester FS-Bamt Green-Wolverhampton-Betws-y-Coed-Blaenau Ffestiniog and return | WCR |
| Oct 11 | 2x47/57 (WCR) | 'West Highland & Jacobite Statesman' Fort William-Preston-Crewe-Wolverhampton-Kidderminster-Cheltenham-Bristol | STATE |
| Oct 14 | 2x47/57 (WCR) | 'The Cumbrian Lakelander' Kidderminster-Rowley Regis-Walsall-Rugeley Town-Crewe-Carlisle and return | WCR |
| Oct 16 | 67 | 'Golden Age of Travel' Victoria-Victoria circular service | BEL |
| Oct 17 | 2x57 (WCR) | 'Snowdonia Statesman' Didcot Parkway-Swindon-Stroud-Cheltenham-Worcester SH-Kidderminster-Tame Bridge Parkway-Betws-y-Coed-Blaenau Ffestiniog and return | STATE |
| Oct 21 | 67 | 'Historic Bath' Victoria-Bath and return | BEL |
| Oct 23 | 2x57 (DRS) | 'Afternoon Tea' Chester-Liverpool circular service | BEL |
| Oct 24 | 2x57 (DRS) | 'Edinburgh and Britannia' Manchester-Preston-Edinburgh and return | BEL |
| Oct 25 | 67 | 'Discover Folkestone' Victoria-Folkestone and return | BEL |
| Oct 29 | 67 | 'Historic Canterbury' Victoria-Canterbury and return | BEL |
| Oct 30 | 2x57 (DRS) | 'Spirit of Travel Dinner' Birmingham circular service | BEL |
| Oct 31 | 67 | 'Golden Age of Travel' Victoria-Surrey Hills-Victoria | BEL |
| Nov 1 | 67 | 'Discover Folkestone' Victoria-Folkestone and return | BEL |
| Nov 5 | 67 | 'Historic Canterbury' Victoria-Canterbury and return | BEL |
| Nov 6 | 2x57 (DRS) | 'Guy Fawkes Dinner' York circular service | BEL |
| Nov 7 | 2x57 (DRS) | 'Spirit of Travel Dinner' Manchester circular service | BEL |
| Nov 7 | 395 | 'Operation Javelin' Victoria-Cannon Street via Folkestone | UKR |

BOOKING CONTACTS

BEL Belmond
Tel: 0845 077 2222.
<http://www.belmond.com/web/luxury/trains.jsp>

BLS Branch Line Society.
Tel: 01624 862212.
www.branchline.org.uk

PMRT PMR Tours, PO Box 6233, The West Shed, Ripley DE5 4AD.
Tel: 01773 743986.
www.prlt.co.uk

RTC Railway Touring Company, 14A Tuesday Market Place, King's Lynn PE30 1JN.

Tel: 01553 661500.
www.railwaytouringcompany.co.uk

SCOT Book through Steam Dreams

SD Steam Dreams, PO Box 169, Albury, Guildford, Surrey GU5 9YS. Tel: 01483 209888.
www.steamdreams.com

SRPS Scottish Railway Preservation Society, 82 Busby Road, Carmunnock, Glasgow G76 9BJ.
Tel: 01698 263814.
www.srps.org.uk

STATE Statesman Rail, PO Box 83, St Erth, Hayle, Cornwall TR27 9AD.
Tel: 0845 310 2458.
www.statesmanrail.com

UKR UK Railtours, PO Box 350, Welwyn, Herts AL6 0WG.
Tel: 01438 715050.
www.ukrailtours.com

WCR West Coast Railway Company, Jesson Way, Crag Bank, Carnforth, Lancs LA5 9UR. Tel: 0845 128 4681.
www.westcoastrailways.co.uk

Railtours Portfolio Track Record



Bathed in golden light, 375s Nos. 37218 and 37425 pass Eckington with the first leg of Pathfinder's multi-day 'Autumn Chieftain' to Scotland on September 25. JACK BOSKETT



A cool September 17 morning hints at the first signs of Autumn as 'Royal Scot' No. 46115 Scots Guardsman rushes past Beckfoot, near Shap, with the southbound 'Lakes Express'. The 4-6-0 failed at Rugby with a hotbox. JOHN COOPER-SMITH

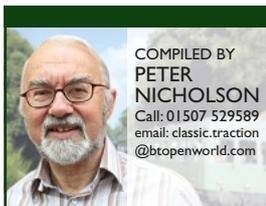
'Black Five' No. 45231 *The Sherwood Forester* heads for its home at Bay Horse with the return August 12 'Fellsman' to Lancaster. PHIL METCALFE





Small Prairie No. 5521, wearing fictitious London Transport 'red', runs through Croxley with one of the LT Museum's heritage specials between Chesham and Watford on September 12. JOHN TITLOW

Vale of Berkeley project site receives first loco



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DIARY

October

10 Mid-Norfolk Railway, 'Peak' No. 45133 100-mile running day
10-11 Glos/Warks Railway, diesel weekend
10-11 Nene Valley Railway, mixed traction event
17-18 Mid-Norfolk Railway, multiple unit weekend
24-25 Locomotion, Shildon, Diamond Deltics event

November

7 East Lancashire Railway, diesel theme day
7-8 South Devon Railway, diesel gala

December

27-28 GCR(N), mixed traction event
29-30 Glos-Warks Railway, mixed traction event

FORMER LMS 0-6-0DE shunter No. 7069 became the first item of rolling stock to arrive at the newly formed Vale of Berkeley Railway's restoration site at the old engine shed at Sharpness Docks, Gloucestershire, on September 1.

The loco was built by English Electric at Hawthorn Leslie's works in 1935 for the LMS, but was sold to the War Department in 1940.

Shipped to France it served there for the rest of the war and then passed into industry. Following repatriation for preservation it has been undergoing restoration at Toddington on the Gloucestershire Warwickshire Railway.

It will now be completed at Sharpness, where it will be joined



Restoration of ex-LMS 0-6-0DE No. 7069 will be completed at Sharpness Dock shed, where it arrived from Toddington on September 1. PAUL FULLER

by steam locos 'Black Five' No. 44901 and the NRM's 4F 0-6-0 No. 4027, and a Class 14 0-6-0DH. The old diesel shed was formally handed over to Mike

Hoskin for the VBR project by Mike Headley of the Canal & River Trust on August 19.

This is the first phase of the project, launched back in April

2011, to restore the original Sharpness station site and run a passenger service on the branch line between Sharpness and Berkeley.

Four Sulzers star at Great Central gala



THE Great Central Railway's September 4-6 diesel gala provided a unique opportunity to see a representative of all four Sulzer-powered Type 2 classes together.

Resident Class 25 No. D5185 and Class 27 No. D5401 were joined by Class 24 No. 5081 from the Gloucestershire Warwickshire Railway and Class 26 No. 26007 from Barrow Hill.

The Friday featured five Type 2s, the four Sulzers, plus Brush Class 31 No. D5830, which was running on that day of the event only.

The Sulzers were joined over the weekend by residents Class 33 No. D6535, Class 45 No. D123 and 45041 to work an intensive timetable.

The two visiting Sulzer Type 2s at the GCR autumn diesel gala double-head 2A39, the 16.30 Loughborough-Leicester North service, passing Woodthorpe on September 6. A third Sulzer Type 2, resident Class 25 No. D5185, is on the rear. PAUL BIGGS

SIDELINES

NSR acquires a 'Bubblecar'

CLASS 121 No. 977859 Pandora, originally No. 55025, is to be moved to a secure location for restoration following acquisition for the North Somerset Railway project (*RM* August, p99). It has been in store for a long period at Tyseley, but was not in preservation.

BR departmental loco moved south

FORMER BR departmental 0-6-0DE No. 97651 (PWM651) (Ruston & Hornsby 431758 of 1959) has been moved down from the Strathspey Railway to the Swindon & Cricklade Railway.

Essex 'Rat' repairs

EPPING Ongar Railway's Class 25 No. D7523 has gone to the Battlefield Line for work including bodywork repairs. It is not expected back in Essex for the foreseeable future.

'Vanguards' scrapped

ALTHOUGH 4wD Ruston & Hornsby 441934 found a good home on the Derwent Valley Railway when the NYMR decided to dispose of some diesel shunters in 2013, the two Thos Hill 'Vanguards' (129V and 131V both of 1963) were not so lucky, and were broken up at the railway in June.

Dean Forest visit for East Lancs 'Teddy Bear'

CLASS 14 No. D9537 made a guest appearance at the Dean Forest Railway's September 4-6 diesel gala (*RM* September, p110) in unique 'desert sand' livery. It is seen on the level crossing with the busy road through Lydney town while heading the 16.25 Parkend-Lydney Junction on September 4.

PICTURE: JAMIE SQUIBBES



4-CIG EMU makes its debut

CLASS 421 4-CIG EMU set No. 1753 was propelled by Class 73 No. 73130 to break a banner formally announcing its preservation on August 1.

The event took place at the old Finmere station, Oxfordshire (RM May, p92) and was watched by well-known retired railwaymen Chris Green and Gordon Pettitt.

This is the sole-surviving Phase One 4-CIG and it was

moved into its dedicated siding at this secure, private site, 'driven' by owner Neil Bird of the Network SouthEast Railway Society.

Still wearing Connex livery it then carried passengers for the first time since its last revenue-earning journey on February 5, 2004, running a short shuttle service for the rest of the weekend.

The event, held in association

with site owners Coulsdon Old Vehicle & Engineering Society, was a launch gala attended by members and their guests, including long-term supporters of 1753.

Although this is a private site it is hoped to hold a public open day or two next year, for which a limited number of tickets will be available in advance.

Notification of such events will be announced in these pages.



The sole-surviving 4-CIG, in complete and original condition, No. 1753 (previously Nos. 7327 and 1127) had its preservation launch and made its passenger-carrying debut runs in preservation at a private railway site on August 1. Propelled by Class 73 No. 73130 it is seen about to break through a banner. Following this, owner Neil Bird was presented with an inscribed picture of the unit by Chris Green, who was responsible for creating BR's Network SouthEast sector, launched in June 1986. The EMU will be sheeted over again, as it has been for many years, to protect it from the coming winter months' weather. ISSIE BARRINGTON

Locomotion to celebrate 'Deltic's' 60th anniversary

THE prototype English Electric 'Deltic' – DP1 – entered service with BR, being allocated to Speke shed, Liverpool from October 24, 1955.

And Locomotion museum at Shildon will be marking this event on October 24-25 in a special exhibition, with four 'Deltics' present.

The original loco, *Deltic*, has been on display at the Ribble

Steam Railway (RSR), Preston, but is due to return home in early October.

It will be joined by National Collection No. 55002 *The King's Own Yorkshire Light Infantry* and the Deltic Preservation Society's Nos. D9009 *Alycidon* and 55019 *Royal Highland Fusilier* from Barrow Hill.

Nos. 55002 and D9009 will be in operation giving train

rides, while visitors will be able to access the cabs of the other two locos.

Shildon Model Railway Club will be running a layout with 'Deltics' and there will be free 'Deltic'-themed family-learning activities.

The NRM is releasing new limited-edition 00 gauge models of *Deltic* and No. 55002 at the event.



The Ribble Steam Railway staged a 'quick' shunt of the prototype 'Deltic' to Strand Road on September 14. *Deltic* was built about 50 yards from there, at English Electric's Dick Kerr Works on Strand Road, Preston, 60 years ago. It will return to Locomotion, Shildon, from where it has been on loan to the RSR, for the Diamond Deltics event on October 24-25. PHIL METCALFE



The Mid-Norfolk Railway's September 11-13 diesel gala featured three visiting locos. GBRf supplied a pair of Class 20s – Nos. 20311 and 20314 – which it has on hire from HN Rail and in whose orange livery they appeared. They are seen preparing to depart from Dereham with the 09.40 service to Wymondham Abbey on September 12. The other visitor was Class 25 No. 25057 from the North Norfolk Railway. ANDY MARRISON

Mid-Norfolk Railway announces more events

AN EXTRA diesel event is booked for October 10 when the Class 45/1 Preservation Society marks the 25th anniversary of its preservation of No. 45133, which is on long-term placement to the MNR.

The day features 100 miles of running with the loco, which will carry commemorative headboards. Special souvenir items, including mugs and key rings, will be available from a sales stand at Dereham.

A multiple unit and classic

transport event takes place the following weekend, October 17-18.

The railway will stage a 'festive' diesel gala on January 2-3. Visiting locos are to be confirmed, with residents due to be in operation, including Class 47s Nos. 47367 and 47596 *Aldeburgh Festival*, and long-term visitor 'Peak' No. 45133.

Yaxham and Kimberley Park stations will be closed during this event.

Prince of Wales assists the Royal Deeside Railway



The Royal Deeside Railway's diesel gala on Sunday, September 6 saw some trains double-headed by a pair of ex-BR 0-6-0 diesel mechanical shunters – Nos. D2094 and D2134. TREVOR GREGG

THE Royal Deeside Railway (RDR) received a welcome donation from HRH The Prince of Wales after he heard about an attack at the line by vandals.

The August 11 incident resulted in damage to a Mk 2 second class open coach awaiting restoration, and 0-4-0DH Barclay 415 of 1957.

In the week before the RDR's diesel gala on September 6, the railway received a substantial donation from Prince Charles, who was enjoying his annual stay on the nearby Balmoral Estate.

Disappointed to learn about

the damage inflicted he was keen to help and give support to the work being done by volunteers in rebuilding the railway and renovating the coach.

The donation was made from The Prince of Wales Charitable Foundation and will be used to repair the damage, with any money left over going towards the railway's aim of extending the line westwards to Banchory.

The publicity has also resulted in an Aberdeen firm donating CCTV cameras and another company offering to replace the broken carriage windows.

Classic Traction Track Record

Type 1s help out on the Moors

CLASS 20s Nos. 20142 and 20189 have been on hire to the North Yorkshire Moors Railway this summer from owners 20189 Ltd.

They have been helping out with loco shortages as Class 24 No. 24061 has been under repair, and latterly, Class 37 No. 37264 has been stopped.

The 20s arrived on the railway on June 20, running light engines from Derby, ready for the June 26-28 diesel gala. Unfortunately, No. 20189 was not able to be used at the event as it had some issues with paperwork regarding its vacuum brakes.

No. 20142 did run during the gala, working solo on most trains it headed. It has seen almost constant use since then on the daily diesel diagram – Pickering-Grosmont. Both locos are main line passed and No. 20142 first worked through to Whitby on August 18. By early September it had been used on 54 days.

No. 20189 was first used on July 31, working Grosmont to Whitby. However, it failed with an exhaust problem and had to be rescued by a steam loco. Since then it has worked the daily diesel diagram between Grosmont and Pickering when No. 20142 has not been in operation. No. 20189 had been used on 24 days up to September 14.

As the hire agreement was due to finish mid-September



the railway planned a farewell running weekend on September 5-6. The intention was to use the pair on several trains in various combinations, single and paired. This did not happen

and although both engines were working, neither made it to Whitby, and all trains were with a single loco.

It was not known at the time of writing if the hire agreement was

Running on what may have been their farewell weekend on the North Yorkshire Moors Railway, the two hired Class 20s took it in turns to work trains between Pickering and Grosmont on September 5-6. The lesser-used No. 20189 passes Sadlers House, near Goathland, on the 6th with 1T15, the 14.40 Grosmont-Pickering service. ANDY MASON

Shillingstone acquires an unusual 'Gronk'

THE North Dorset Railway Trust has been fortunate in securing an interesting Class 08 from DB Schenker – by means of a sealed bid.

The shunter in question is No. 08995, which received a cut-down cab at Landore in 1987, and when named *Kidwelly*, was used on coal trains on part of the old Burry Port & Gwendraeth Valley line, which has restricted height clearance.

It is currently in EWS maroon and gold livery and has been in store at Crewe.

The "Gronk" will be overhauled before arrival at the former Somerset & Dorset Joint Railway station at Shillingstone.



A busy day for enthusiasts at the Aln Valley Railway

THE ever-expanding Aln Valley Railway at Alnwick, Northumberland, hosted an enthusiasts' day at its Lionheart station on August 8.

The event featured three diesels shunters, with brakevan and driver-experience rides.

Drax (English Electric 8199 of 1963) was in operation, having entered service following restoration and repainting.

Barclay 615 of 1977 is in the platform (left), and to its right is ex-BR Class 11 No. 12088 *Shirley*.

Picture: ALISDAIR ANDERSON

Caledonian diesels not available for viewing

AN ENQUIRY by a railway society wishing to visit the Caledonian Railway (CR) to view the locos has been told this is not currently possible due to a lack of volunteer staff.

A statement from CR director Ken Joy said: "Our diesel locomotives are not available for public viewing, no access would be given. We have had various enthusiasts groups visiting, expecting access to everything, which has resulted in their disappointment and extremely bad publicity for ourselves."

Regarding the Easter holiday in 2016, he added: "We are only

open on Easter Sunday and being a 100% volunteer organisation we are unable to accommodate visits on non-public open days as we do not have the staff to open the site and escort people.

"I need to advise so as to protect our reputation and avoid disappointment."

It is not clear what is meant by a 'non-public open day'.

The railway is, however, prepared to host visits by organisations wishing to charter a train, as occurred on September 5 for the Branch Line Society (BLS) and Preserved Locomotive Enthusiasts Group (PLEG).



The BLS and PLEG visited the Caledonian Railway on September 5 when their train was hauled by Class 26 No. D5314 and Class 27 No. D5370 from Bridge of Dun to Brechin and return. The two Sulzer Type 2s are seen propelling the train out of Platform 1 at Brechin before diesel shunters brought it back into Platform 2. Participants were allowed to look in the loco shed at Brechin from the doorway, but not take photos, and some BLS members were permitted to look in the diesel shed at Bridge of Dun after trains had stopped running. ANDREW MURRAY

Crash-damaged Pontypool Class 31 repaired

CLASS 31 No. D5627 *Steve Organ GM* returned to the Pontypool & Blaenavon Railway on July 28 following a three-year visit to Nemesis Rail

at Burton-on-Trent. It had been there for repairs following damage sustained when struck by runaway Class 37 No. 37216 on

November 13, 2012. It is hoped it will re-enter service later this year, subject to some further work and inspections.



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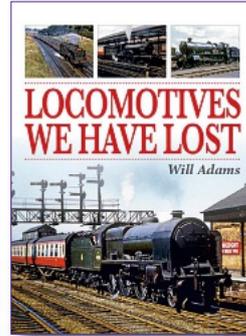
And don't forget, if you want to keep up-to-date, or you would like to benefit from discounts on our publications, then why not join now, and you will receive our monthly fully detailed illustrated Newsletter, **The London Bus (TLB)**, which covers everything on the current operators in the former London Transport area.



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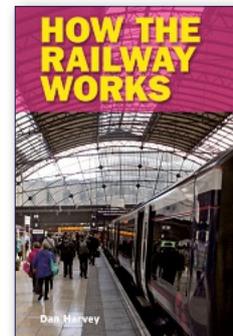
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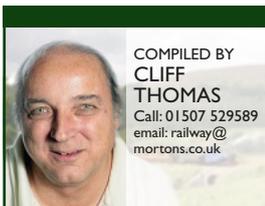
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Launceston SR knifepoint raid

A MAN stole more than £1,000 from Launceston Steam Railway on August 30.

The thief is believed to be in his 40s or 50s.

The raider entered the line's shop just after 16.00 and threatened the assistant with a knife, leaving her shocked but unhurt.

A police officer was then assaulted when he tried to apprehend the man on the nearby 'zig-zag' path.

The following day police arrested a suspect.

Vandals hit Talyllyn – again

WHILE Talyllyn Railway's The 1865-2015 Gala weekend was a success (see separate story) it was again hit by vandalism in the early hours of August 9.

Bricks (removed from NR's nearby bridge parapet) were thrown at the Wharf narrow gauge railway museum, breaking a window.

The perpetrators then hurled a concrete block through the windscreen of a volunteer's car. CCTV images have been passed to police.

Talyllyn was previously hit when damage to overnight raiders forced it to close Aberynolwyn station on April 26 while repairs were undertaken.

William Finlay appeal launch

NARROW Gauge Railway Museum Trust has launched a £60,000 appeal to buy ex-Dorking Greystone Lime Co 3ft 2¼in gauge Fletcher, Jennings 0-4-0T *William Finlay* (173L/1880).

Currently stored in north-east England, its current owner wishes it only to be cosmetically restored.

With Talyllyn Railway's locomotives No. 1 *Talyllyn* and No. 2 *Dolgoch* built by Fletcher, Jennings, this is a unique chance to gather the largest collection of locos by this builder in one location – at Tywyn Wharf station.

Statfold Mallet steams at Welshpool & Llanfair

STATFOLD Barn Railway's O&K 0-4-4-0T Mallet (1473/1905)

Pakis Baru No. 5 was the star of Welshpool & Llanfair Light Railway's September 5-6 steam gala. The first visiting locomotive at a W&L gala for five years, *Pakis Baru No. 5* worked demonstration freight shuttles between Llanfair and Cyfronydd. W&L's Beyer, Peacock 0-6-0Ts *The Earl* and *Countess* handled the bulk of passenger trains, supported by Kerr, Stuart 0-6-2T *Jean*.

The gala featured displays at both Raven Square and Llanfair and a Saturday night photo session. Barclay 0-4-0T *Dougal* (2207/1946), on a trailer, provided added novelty, initially at Raven Square then hauled to Castle Caereinion by Fowler traction engine *Foremost* on the Saturday.

On Sunday, *Foremost* delivered the trailer carrying *Dougal* into the yard at Llanfair Caereinion.



Statfold Barn's O&K 0-4-4-0T Mallet *Pakis Baru No. 5* works W&L freight stock past Heniarth station on September 6 during Welshpool & Llanfair Light Railway's steam gala. CLIFF THOMAS



Shortly before withdrawal, Fairbourne Railway's 2-6-2T *Yeo* starts away from Penrhyn Point on August 18 with the 11.30 departure for Fairbourne. BARBARA FULLER

Yeo boiler to Boston Lodge

THE boiler of Fairbourne Railway's 2-6-2T *Yeo* should have arrived at Ffestiniog Railway's Boston Lodge by the time this edition of *The RM* is published.

It will be receiving a new inner firebox and having the six outer firebox washout plug bosses replaced. The work has been commissioned following two years of fundraising.

Yeo should return to traffic for Easter 2016.

Fairbourne's 2-6-4T *Russell* and 0-4-0ST *Sherpa* have been joined in full service by rebuilt A1-1A diesel *Tony* (ex-*Lilian Walter* and previously *Sylvia*) following fitting of a Land Rover TDI engine.

Fairbourne traffic is up for the third successive year, going a long way to stabilising the railway's finances after the 2011 crisis which followed the death of benefactor Prof Tony Atkinson, after whom *Tony* is named.

Updated design plan for £2million Welsh Highland Caernarfon station

FFESTINIOG and Welsh Highland Railway has unveiled updated designs for its proposed new Caernarfon station.

Initial proposals were revealed in May 2014 (*RM* Headline News, July 2014) for a new two-storey building at the WHR's Caernarfon terminus to replace the temporary station opened in 1997.

Ideas gathered from public consultation events have been

incorporated into the new design, which includes retail, catering and display areas in a development on land currently utilised for the temporary station buildings and car park.

F&WHR is preparing detailed information required by potential funders with the aim of raising around £2million to finance the project. Work could start in winter 2016/17.

Glyder and Ogwen head back towards steaming again

EX-PENRHYN pair Andrew Barclay 0-4-0WT *Glyder* and Avonside 0-4-0ST *Ogwen* vacated the loco shed at Beamish at the beginning of August.

They have been displayed in the shed since May 2012, following repatriation from USA.

Graham Morris' *Glyder* was relocated to Beamish's Regional Heritage Engineering Centre erecting shop, where it will be stripped, cleaned, have its boiler removed for overhaul and the wheelsets removed for regauging to 2ft.

It will be returned to steam to run at Beamish with as much of its external appearance retained

as possible (*RM* July), largely in the condition when it last worked at Penrhyn. It will join Andrew Neale's Hunslet 0-4-0ST *Edward Sholto* and Beamish's new replica Lewin 0-4-0T *Samson* on the 2ft gauge colliery line. Martyn Ashworth's *Ogwen* left Beamish on September 2, initially to appear at Penrhyn Quarry Railway's September 19-20 event then at Vale of Rheidol Railway's September 26-27 steam festival, before proceeding to Statfold Barn for attention to its wheelsets.

Following re-gauging (from Penrhyn 1ft 10¾in) *Ogwen* will be taken to a private site for full restoration.

Jack Lane to visit the seaside

STATFOLD Barn Railway's Hunslet 0-4-0ST *Jack Lane* will work steam-hauled passenger trains at Hayling Seaside Railway on November 7-8.

This visit replaces a projected HSR appearance by Hampshire Narrow Gauge Railway Trust's Hunslet 0-4-0ST *Cloister*, which is unavailable.

HNGRT's Bagnall 0-4-0ST *Wendy* – which has visited HSR twice (the last occasion on returning to service after extensive boiler work during 2011-2012) – is also unavailable. After its 2013 spell at HSR, *Wendy* returned to HNGRT's line at Bursledon Brickworks Industrial Museum, Hampshire to provide steam motive power. She is now out of action with axlebox problems and needs attention to

a cylinder valve chest crack.

Cloister returned to steam following overhaul in 2014 and has been on loan to The Purbeck Mineral and Mining Museum at Norden, next to the Swanage Railway's station.

Wendy's boiler work and *Cloister's* overhaul depleted HNGRT funds, hence the former remains sidelined.

Hayling Seaside Railway has laid a new platform line and run-round loop at Eastoke Corner station to the north of the existing platform, moving the station lines closer to the pavement and road.

The old platform line and loop to the south (seaward side) of the platform will be incorporated into HSR's new depot building.

Themed days for Talyllyn gala celebrations

AFTER its superlative and most ambitious gala to date – the 150th party on July 3-5 – Talyllyn Railway pitched its follow-up 150th anniversary celebration events somewhat differently.

The August 7-9 1865-2015 gala presented days with individual themes.

A family orientated day based around Lewis Carroll's *Alice in Wonderland* – originally published in 1865, the same age as the railway – was followed by an engineering day featuring works trains hauled by Fletcher, Jennings 0-4-0WT No. 2 *Dolgoch* and recently commissioned ex-RNAD Trecwn 99hp Baguley Drewry diesel No. 11.

Saturday evening featured

'The Breeze Special', comprising all open carriages with brakevan No. 5.

Sunday centred on a 1920s theme with appropriate live music, period costumes and special trains.

Each day succeeded in its own way with passenger numbers substantially up on the corresponding 2014 weekend.

The August 29-31 Heart of Gold Weekend featured a 32-hour continuous steam service. A special train ran to commemorate the 50th anniversary of Talyllyn's Traffic and Operating Committee being founded and a novel operation centred on the number 7 – TR 0-4-2T No. 7 *Tom Rolt* hauling carriages Nos. 7 and 17 with brakevan No. 70.



Talyllyn Railway's ex-RNAD Trecwn 99hp Baguley Drewry diesel (3779/1983) No. 11 enjoyed a rare appearance in the limelight during The 1865-2015 gala, held at the line on August 7-9. It is seen at Wharf on August 8 with a demonstration works train. The second of TR's ex-Trecwn locos to be regauged from 2ft 6in to 2ft 3in by Alan Keef Ltd (No. 12) returned to Tywyn on August 4. The pair will be officially named *Trecwn* and *St. Cadfan*. BARBARA FULLER

Double joy for LBR station plan

LEIGHTON Buzzard Railway's efforts to build a new station at Page's Park have received a double boost.

New planning permission, forced by changes to the original Museum Gateway plans, was granted on September 1, with a new 'double your money' fundraising appeal following this news. Having succeeded in raising £50,000 by the June 7 deadline to unlock a £1 for £1 matching offer by a benefactor (*RM* Headline News, April), making the donations worth £100,000, the total in hand has passed £220,000.

The benefactor has made a further offer – every £1 donated in the next three months up to £50,000 will be doubled.



Arn Jung 3175/1921 0-4-0WT *Jenny* arrives at Richmond Light Railway's main station (visiting Simplex 9869/1953 No. 12 *Bicknor* is on the tail) with a branch line train, while Orenstein & Koppel 3136/1908 0-4-0WT *Susan* (right) waits to depart with the other passenger train around the main circuit. CLIFF THOMAS

Richmond LR unveils branch line extension

RICHMOND Light Railway unveiled its newly constructed extension on August 15, the second Richmond Steam Fair at the private Kent line.

When Jeremy Martin first opened his railway to holders of pre-paid tickets on August 16, 2014 (*RM* October 2014) the line from the station/yard comprised a two-thirds-of-a-mile circuit with a stock siding at one end.

The extension is a quarter-mile branch off the main line (where the siding was previously) which crosses a substantial steel bridge over a deep pond to reach recently constructed New Barn Halt.

New Barn Halt run-round loop was not used on August 15, branch passenger trains being worked top-and-tail by Arn Jung 3175/1921 0-4-0WT

Jenny and Motor Rail Simplex 9869/1953 No. 12 *Bicknor*, visiting from Bredgar & Wormshill Light Railway.

A second passenger train on the main circuit alternated with the branch service, mostly worked by Orenstein & Koppel 3136/1908 0-4-0WT *Susan*, with occasional turns handled by Baguley Drewry 4wDH MoD No. NG49. French petrol-powered E. Campagne Type TS Locotracteur 1925/903 made a demonstration run from New Barn Halt over the full line and back. Restoration of 0-4-0T *Chuouitanta*, built by Couillet (810/1885) and sold by Decauville, is advancing, with a steam debut likely next year.

RLR's own Motor Rail (MR7403/1939) should also be ready for 2016 running.

Veteran LCLR loco returns to service

LINCOLNSHIRE Coast Light Railway's Motor Rail Simplex *Wilton* made its first run over the Skegness line on August 5, following its rebuilding.

An LCLR veteran, *Wilton* ran on the original LCLR at Humberston, which closed in 1985.

Reconstruction has included replacement of the old wooden bodywork with a new sheet metal cab and body. It will haul passenger services at the Skegness Water Leisure Park, incarnation of the LCLR, when air brake connections are completed and painting finished. LCLR hopes to introduce steam in 2016.

Restoration of Peckett

0-6-0ST *Jurassic* (1008/1903), which last ran in the mid-1980s at the Humberston line, is progressing.

Following an appeal last year (*RM* June 2014) the boiler is being overhauled at North Norfolk Railway. The frames, tank and cab remain at LCLR.

A wooden building, based on an Ashover Railway wayside structure, was added to the station prior to LCLR's September 20 'Everything that can move will move' gala.

The station, previously known as Lakeview station, is being re-named Walls Lane.

Restoration of 1917-built Clayton First World War Class 'D' wagon is also advancing.

It will provide a carriage accessible to wheelchair users, a project boosted by a £43,400 The People's Millions award to Lincolnshire Coast Light Railway Historic Vehicles Trust.

With work on the steel chassis completed the frame has been moved to Mark Eldin Joinery for completion of the woodwork. The bogies are being restored at Golden Valley LR.

The wagon saw First World War service, 40 years working on a potato farming rail system at Nocton, Lincolnshire, and a further 25 years service converted into an open coach on the original LCLR.

It fell into disrepair during subsequent outside storage.



ALL action at Isle of Man Railway's Douglas station on August 2 as Beyer, Peacock 2-4-0T No. 4 *Loch* storms away with the 11.50 departure to Port Erin, while No. 12 *Hutchinson* heads back to the shed after arriving with the first train of the day. Station pilot Hunslet diesel No. 18 *Alisa* waits patiently for its next duty. PICTURE: DAVID LLOYD-JONES

DIARY

October
3-5; 10-12 Isle of Man, heritage open days
4 West Lancashire Light Railway, gala
11 Amberley Museum, industrial trains day
31 Expo-NG exhibition, Swanley, Kent

November
1 Bredgar & Wormshill Railway, steam gala
7-8 Apedale Valley Light Railway, military trains

2016
February
20 NG South West exhibition, Shepton Mallet, Somerset

March
5 NG North exhibition, Pudsey, West Yorkshire

May
9 Pallot Museum, annual NG running day
14-15 Westonzoyland Pumping Station, Steam on the Levels event

Pumped up: Successful first gala at Westonzoyland

WESTONZOYLAND Pumping Station museum near Bridgwater held its first railway gala on August 31, reports Peter Nicholson.

Relaying the 2ft-gauge line with 35lb/yd rail was completed just before the event opened.

Westonzoyland's first purpose-built bogie passenger coach, the extensively rebuilt ex-Creekmoor & Crockway Light Railway vehicle was also ready in time. It was bought earlier this year (*RM* May).

Visiting locos were ex-ICI

Nobel's Explosives 4wDH Andrew Barclay 555/1970 (from Welsh Highland Heritage Railway – where it was regauged from 2ft 6in) and Brian Faulkner's twin-cylinder 4wP Lister 8022/1936.

Two Eclipse Peat Co (later Fisons) peat wagons from the

Somerset & Dorset Railway Trust's demonstration line at Washford (West Somerset Railway) were authentically hauled by resident ex-Eclipse 4wD Lister 34758/1949 and Lister 8022 to demonstrate trains once common on the Somerset Levels.



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Further NET expansion – £168m line

NO SOONER had the Phase 2 lines of Nottingham Express Transit to Chilwell and Clifton opened on August 25 (see *RM* Headline News, September issue), than a report was issued into a further extension.

The study by engineering consultants Mott MacDonald looked at extending the line from Phoenix Park, in the north of the city, west to Kimberley and Giltbrook Retail Park.

Various alignments were examined, all making use of former LNER and LMS trackbeds in the area, but the basic idea would be a four-mile (6km) line costing £168million.

If built, it would be the first stage towards reaching Langley Mill (on the National Rail network) and Ripley in Derbyshire.

If the scheme goes ahead it could be at least six years before trams start running.

T&W Gosforth depot to close?

NEXUS, owner of the Tyne & Wear Metro, has been approached by a property developer about using the land currently home to the system's depot at Gosforth.

A depot move could take place as part of plans to introduce a new fleet of trams in the early 2020s, with possible sites at Hebburn and Heaton.

A Nexus spokesman said: "We have no plans to move Metro facilities at this time, and we would consult carefully through the North East Combined Authority first if we were thinking of doing so."

However, the operator has also indicated that the cost of a new depot would be greater than that realised by selling the land at Gosforth.

Some of the costs would therefore have to be met by the North East Combined Authority.



METROLINK RECONNECTED: Phase 2 of work to remodel the St Peter's Square stop in the centre of Manchester for the Second City Crossing began on August 28. Phase 1 saw the stop and line completely closed for two months from the end of June, but now one line has reopened for bi-directional running. Trams will not call at the stop, however, which will remain closed until autumn 2016. Phase 3 of the project next summer will again see the entire line closed for two months for finishing works.

This view down Mosley Street from St Peter's Square towards Piccadilly Gardens on September 3 shows tram No. 3003 on an East Didsbury working taking a token for the temporary single line section.

PICTURE: GREG MAPE

Gridlock fears as Edinburgh Trams trials extra services

EDINBURGH Trams is trialling a new earlier start to its service, while also running trams more frequently throughout the day.

The move follows better than expected loadings during the summer.

During the summer months of June to August, the system carried 1.5million passengers,

up more than 50,000 on the same period last year. August also saw new records made as the trams carried 137,000 passengers in the week ending August 15, with 23,000 passengers on August 29 alone.

On the back of this, October 19 will see the start of a six-week trial of the first trams

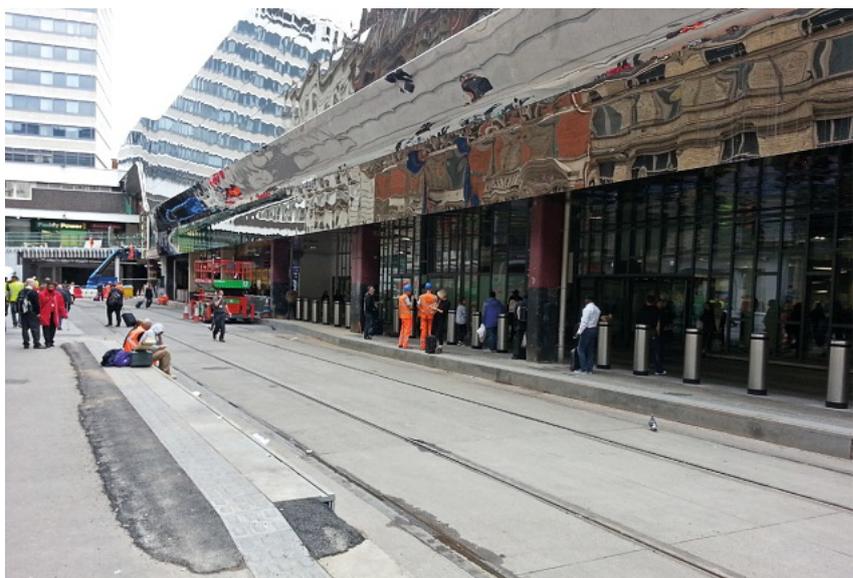
leaving Edinburgh Airport for the city at 04.46 – around 90 minutes earlier than now – with the first returning from the city 29 minutes earlier at 05.00.

If successful, the trial could become permanent in 2016.

Extra day services are also being planned following overcrowding during the rush

hour, particularly on trams heading for the airport in the morning and towards the city in the evening.

However, critics have said that running more trams will just lead to traffic chaos, as they get priority at junctions, potentially leading to gridlock at busy times.



NEW STREET AWAITS WIRES: While the shiny new main line station at Birmingham New Street opened on September 20, this is how construction of the adjacent tram stop looked the following day. The stop is on the

£127million, 0.7 mile (1.2km) city centre extension from Snow Hill, initial construction of which began in 2012.

Testing is due to begin in late autumn, although the overhead wires and masts are

still to be installed. Opening could be later this year or early 2016, then work will switch to a further extension to Centenary Square, which is planned for completion in 2017.

PICTURE: PAUL BICKERDYKE

Extra services on Docklands LR

LONDON'S Docklands Light Railway has significantly increased the number of services it runs on a number of key routes.

From August 23, there is now a third more trains between Stratford and Lewisham during the Monday to Friday morning peak; increased frequency between Stratford and Canary Wharf during the Monday to Friday off-peak; twice as many weekend trains between Stratford and Canary Wharf; and twice as many trains between Bank and Lewisham on Saturday evenings.

The changes form part of a series of work over the next three years that will see a more frequent service across the whole network.

DLR has also introduced a new seating layout to increase the space available inside its trains, but without reducing the total number of seats. One third of the fleet will have been converted by the end of 2015.



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Trio of new diesel types taking over in Poland

Thalys gunman overpowered

A LONE gunman was overpowered by passengers on a Thalys high-speed service from Amsterdam to Paris in northern France on August 21.

Two passengers were hurt in the process, one seriously, but fortunately nobody was killed.

The train was diverted to Arras station and the gunman, a 25-year-old Moroccan man, who had boarded the train in Brussels was arrested. It later turned out he had two guns – nine magazines of ammunition for his machine gun and a bottle of petrol in his luggage.

Highest honour

Three American passengers and a British man who had stopped the gunman were given France's highest honour – the Légion d'honneur – three days later by French President Hollande: two French citizens also involved will receive the same award later in 2015.

Another incident involving Thalys occurred on September 18 resulting in heavily armed anti-terror police removing a man from a train at Rotterdam, although it later transpired he had done nothing wrong.

Following the thwarted August attack security has been visibly increased and wider security controls for Thalys and other services are under discussion.

More 'KISS' for Westbahn

AUSTRIAN open access operator Westbahn has ordered 10 more Stadler-built 'KISS' double-deck EMUs.

The order for one more six-car train (to add to the current fleet of seven) and nine four-car trains is worth around €180million.

Expanded services on the Vienna to Salzburg route are planned with the new trains from December 2017.

POLISH long-distance operator PKP Intercity (PKP IC) is introducing three new types of diesel loco – one brand new, the other two rebuilt from earlier locos.

When deliveries are complete in 2016 very few earlier diesel locos will remain in passenger service; new DMUs have already largely replaced locos used by regional operator Przewozy Regionalne (PR) during the last decade.

Polish train manufacturer Pesa is building 10 brand new diesel locos for PKP IC. The Bo-Bo locos are the diesel-electric version of Pesa's 'Gama' loco, which is also available as an electric loco.

The Pesa 'Gama 111Db' has a 2,400kW MTU16V 4000 R84 engine. The £23 million contract to buy the 10 new diesel locos includes maintenance by Pesa – paid for at 60p every kilometre, based on the distance run. The first three Class SU160 locos (as the Pesa 'Gama 111Db' has been numbered) entered service at Lublin, south east of Warsaw, in April.

Polish rail engineering firm Newag has delivered 10 rebuilt SM42 Bo-Bo diesel electric locos (originally built 1965-1992), now known as Class SU42 1000, fitted with completely new bodies and two Caterpillar C18 engines, plus electric train supply equipment for use on passenger services. Ten more rebuilt SM42s are also on order, classified as SM42 3000 and fitted with one C18 engine plus batteries, enabling gen-set type operation. They are designed for empty stock duties, although the prototype was used for passenger services in 2014.

Polish manufacturers built thousands of diesel locos in the 1970s and 1980s to replace steam, which remained in fairly widespread use until the early 1990s. Most of the Polish diesel locos used for



New this year – in service since April – the first Pesa 'Gama' diesel for PKP IC, SU160001, at Lublin on August 13, backing on to a TLK semi-fast train to Rzeszów. On the left is older PR-operated SU42 535, being used as station pilot loco, moving empty stock. These locos have lost nearly all their passenger work. KEITH FENDER

passenger services in recent years have already lost their passenger work, or will do in the next 12 months, as delivery of the remaining SU160 locos is completed.

The once-common small Bo-Bo SM42 type (and the ETS-fitted SU42 version) have again worked some summer-period trains during 2015, although the new SU 42 1000 conversions have largely replaced them.

PKP IC used pairs of unrebuilt SM42s for two summer train pairs between Łęborz and Łęba, while PR used a single SU42 for a Chojnice-Gdynia-Hel daily diagram in July and August; this is likely to continue for much of the autumn as well.

The most modern Polish-built Co-Co diesels – the SU46 (built 1974-1977) – are now all owned by PKP Cargo and lost their remaining passenger work in April when the new SU160s took over in Lublin.

The once-common SU45



Delivered earlier this year, PKP IC rebuilt loco SU42 1006 at Gdynia on August 16. This summer up to six of the 10 SU42 1000 series locos were used for summer services on the line between Gdynia and the Baltic beach resort of Hel. KEITH FENDER

Co-Co (built 1970-1976) is now reduced to a few locos, with PR in northern Poland, and just one daily diagram between Krzyż and Gorzów Wielkopolski, on loan to PKP IC.

These locos and one of the few remaining SP32

Romanian-built Bo-Bo locos (from a class once totalling 150) can sometimes be found working, often with a single double-deck coach, on the Krzyż-Piła-Chojnice route, although the locos are only used if DMUs are not available.



Possibly the last of its type in passenger service: PR-operated SP32 206 at Piła on August 19, deputising for a DMU with a single double-deck coach, working a service to Chojnice. Four built 150 of these ETH-fitted locos in Romania between 1985 and 1991. Never very reliable, 10 were rebuilt with MTU 12V396TC14 diesel engines from 2000 onwards. Only around 15 SP32s remain officially in service – mostly the rebuilt SP 32 200 series locos – although almost all of these are stored, especially at Krzyż and Chojnice in Northern Poland. KEITH FENDER



Co-Co SU45 115 leaving Piła on August 19 with one coach operating a lunchtime service to Krzyż. Piła, nowadays in western Poland, but before 1945 in Germany, near the pre-war border with Poland, was known as Schneidemühl. Located on the Ostbahn main line from Berlin to Königsberg, Schneidemühl was a major railway centre with depots and steam loco works. The large station is currently receiving a much-needed refurbishment. KEITH FENDER



Locos from other Finnish narrow gauge lines are also preserved at the Jokioinen Museum Railway. Here, Hyvinkään-Karkkila Railway 2-8-2T No.5 arrives at Minkiö on July 26 with a train from Jokioinen. This was the first loco (Tampella. 289 /1917) to be built in Finland after it gained independence from Russia in 1917, and was the first to be used by preservationists on the Jokioinen Railway in 1971 when tourist trains ran alongside freight services for three years before closure in 1974. TIM EASTER

Wood-burning steam locos in action at Finnish museum railway

A HERITAGE railway in Finland is using wood-burning steam locomotives on a regular basis.

Steam trains began running on the Jokioinen Museum Railway (JMR), in south-west Finland, on the 6km line between Jokioinen and Minkiö in the summer of 1978. The track was extended in 1994 by another 8km to Humpplia.

The line had originally opened in December 1898 as a 23km track from Humpplia to Forssa via Jokioinen.

It closed to revenue freight trains in March 1974 and several years of difficult negotiations followed before the heritage

railway could be established.

The line had a variety of locos from American and German builders, but these were either lost during the Second World War or taken by the Soviet Union as reparations after 1945.

Two new locomotives – numbered 4 and 5 – were ordered from S A Les Ateliers Métallurgiques Nivelles Division de Tubize in Belgium and delivered in 1947/48.

Unlimited supply

Number 4 is operational at the Jokioinen Museum Railway, while number 5 was sold in 1972, and used on the Welshpool &

Llanfair Light Railway.

In October 2006 it was brought back to Finland and is also in use on the JMR.

The railway's locomotives, in common with many in Finland, are designed to burn wood – much of the country is covered in forests so there was an almost unlimited supply of this fuel in steam days.

The JMR locos mostly burn silver birch according to our photographer!

The exception to this is No. 5, converted to coal burning in Wales (where coal was probably more plentiful in 1972 than wood).

Unique Korean electric locos being phased out

SOUTH Korean national operator Korail is gradually phasing out its 8000 class locos from service in the country.

It originally bought 94 unique Bo-Bo electric locos, built by Alstom in France and BN in Belgium. The first 90 of the Korail 8000 Class were delivered in six batches between 1972 and 1977, with the final four locos arriving between 1986 and 1990.

The locos, which operate on 25kV AC supplies, were designed by the pan-European 50 Cycles Group, including Alstom, Siemens, Brown Boveri, MTE, AEG and ACEC.

The locos' exterior design is very similar to French electric locos built in the 1970s, such as SNCF BB15000 or BB7200.

The Korean locos were designed to have low axle weights and to be suitable for

steep mountain routes with short radius curves, hence the tri-Bo wheel arrangement rather than a simple Co-Co.

Initially, the Class 8000 locos were used for both passenger and freight trains, although passenger work ended several years ago.

The 8000 Class locos have now been largely replaced on freight services by modern Co-Co locos – the new 8500 Class, built by Hyundai Rotem in 2012-14, using traction equipment supplied by Japanese firm Toshiba.

Around 15 8000 Class locos remain in service, mainly working freight trains on the Chung-Ang line between Seoul and Jecheon.

Many are stored out of service at depots and stations elsewhere in Korea.

Swiss 'Krokodil' snakes its way to Sweden

THE centenary of electric trains operating in Sweden was marked in September with a weekend of celebrations on the 12th and 13th at the Swedish national railway museum at Gävle.

This event followed on from the successful steam-operated celebrations in May to mark the centenary of the Swedish National Railway Museum.

Highlight for many was the visit from Switzerland of classic loco *Krokodil* (Croccodile) Ce 6/8 III 14305. This loco, one of 18 built in 1926/27 for freight trains on the Gotthard route, was in regular service until 1977, and since then has been part of Swiss Railways' historic fleet.

Sweden uses the 15kV 16 2/3 Hertz electrical system, in common with the German, Austrian and Swiss networks.

Plans for the "Krok" to operate a special train from Switzerland to Stockholm via a German Baltic port had to be changed several times as the train was eventually



SBB Ce 6/8 III 14305 at Storvik with train 20868, the 10.20 Avesta Krylbo-Gävle Sveriges Järnvägmuseum, on Sunday, September 13. D LANGHAM

routed via the Polish port of Świnoujście and the train ferry from there to Ystad in Sweden.

The Swiss loco developed problems with its bearings so had to remain in Berlin for several days while these were repaired, but despite all these setbacks the loco made it to Sweden and was used to operate special trains on the main line.

On Saturday, September 12, two specials ran from Stockholm to Gävle, one operated by SJ locos Rc1 1007 and Rc4 1290,

the other by SBB 14305.

Next day (Sunday, September 13) three sets of coaches were used to operate trains with different historic electric locos on the 95km stretch between Gävle and Avesta Krylbo, one set working from Stockholm.

In total, 10 different historic electric locos – nine Swedish and one Swiss – operated trains during the weekend.

Our thanks to D Langham for some of the information in this report.



Korail Tri-Bo 8079 passing Jecheon on September 8 with cement wagons. Cement traffic is one of the main freight flows in South Korea for the many new roads (and railways) currently under construction across South Korea. KEITH FENDER

Christchurch trams bounce back after earthquake

TRAMS returned to the streets of Christchurch on November 27, 2013, following the February 2011 earthquake that seriously damaged the centre of Christchurch.

And the city centre circuit – used for tourist trams from 1995 until 2011 – has now been fully restored to use.

On February 6 this year – New Zealand's national Waitangi Day – the new extension of the heritage tram system opened; it had been under construction prior to the earthquake, but was damaged.

The new 1.4km extension to the south of the original city centre loop is constructed to allow a bigger loop service to be operated, although the new line is effectively a branch with a figure-of-eight-like configuration preventing the need for reversals.

The city centre tourist tram network now totals around 4km in length. Christchurch closed its once extensive original tram network in 1954.



Christchurch Boon 152 (so called as it was built by local firm Boon and Co between 1921 to 1926 for the Christchurch Tramway Board) returning to the Cathedral Square and about to pass former Invercargill Birney 15 on the double-tracked section of the new extension along High Street from Cashel Street on March 18. It is operating special services for the local Ferrymead Tramway Historical Society. D L A TURNER

Regular trains from the Vatican

THE Pope's private railway – connecting the Vatican with the Italian network – started operating trains every Saturday to Castel Gandolfo, south-east of Rome (for visits to the Pontifical Villas), from September 12.

The railway opened in 1934 and is under 1km long. It has rarely been used and has not

been open to the general public apart from occasional special trains.

The trains are operated by Italian national operator Trenitalia using modern EMUs. Fares start at €16.

The Vatican Museum website (www.museivaticani.va) has information about the service.

Operations Track Record



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OBSERVED on Wednesday, August 12 the 07.00 Hull-King's Cross was started from Doncaster, being operated by DVT No. 82219 BN03 set and with Class 91 No. 91108 (dead in train) and powered by No. 91119. The empty stock had shunted from the two-way goods line via the Thorne Route reversing at Marshgate Junction, so made an interesting sight of an electric train arriving from that direction.

ON WEDNESDAY, August 12 the 1E03 Edinburgh to King's Cross formed by Nos. 43316+41190+41044+40737+42340+42127+42063+42160+42065+44045+43320 encountered problems (reported as defective doors) between Temple Hurst Junction and Shaftholme Jct, and again between Shaftholme Jct and Doncaster station, where the train called additionally and was terminated at platform 1. The train was later shunted onto the two-way goods line where it received attention. The passengers were transferred to 1A19 the 09.16 Leeds-King's Cross, which left Doncaster 12 minutes late.

VTEC continue to hire in EMT HST power cars, with



Power car No. 43073 prepares to leave Doncaster on September 9 with the 05.25 Leeds-London St Pancras East Midlands Trains service.
JACK BOSKETT

No. 43073+43075 and a full EMT set used on August 7. Observed on August 17 passing Gilberdyke was power car No. 43060 leading and 43055 on the rear. On August 19 the 1A41 16.45 service was worked by Nos. 43073 and 43075 and was seen passing through Grantham at 18.08 running 13 minutes late, arriving at King's Cross at 19.14 instead of the booked 19.04. No. 43060+43055 continued in use until September 9 when No. 43060 was paired with No. 43076.

OBSERVED on August 28, the 1Y14 06.00 Berwick-upon-Tweed-King's Cross encountered problems with the train and was terminated at Morpeth. The defective train, formed with DVT No. 82208+BN06+Class 91 No. 91111, was later noted at 09.49 in platform 1 at Doncaster being hauled by Class 67 No. 67024 en route to Bounds

Green TRSMD. The Doncaster "Thunderbird" No. 67008 ran light loco to Newcastle and the King's Cross "Thunderbird" No. 67012 likewise to Doncaster to ensure locos were at the required locations.



CLASS 158 No. 158824 was seen arriving at Doncaster at about 05.30 on Tuesday, August 1, having worked across empty stock with the 01.00 Bristol St Phillips Marsh-Doncaster Wabtec. It returned to Cardiff Canton on August 27 following overhaul.

AN UNUSUAL move on August 13 had HST power car No. 43193 take a single coach from Bristol St Phillips Marsh to Laira.

FIRST Great Western Class 57 No. 57602 ran light engine from

Old Oak Common HST to Laira TRSMD on August 18, being observed passing Thatcham at 10.51.

SERVICES between Bath Spa and Bristol suffered delays on Sunday, August 23 and Monday, August 24, as working by Pilotman was introduced between Oldfield Park and Bath Spa due to signalling problems.

DBS Class 66 No. 66107 hauled a rake of HST coaches from Kilmarnock to Laira on August 28, taking a further rake in the opposite direction on the following day.



REGULAR moves of coaches to and from Crown Point to Wolverton included Mk3 Nos. 12031+12041 being moved to Wolverton by DRS Class 37

No. 37059 on August 10. The same Class 37 moved Nos. 12120+11080 to Wolverton on August 24, collecting No. 11066 at Ilford on its return to Norwich where it had been for tyre turning. Three days later the Class 37 returned to Wolverton to return No. 10200 to Crown Point. A change in power occurred on September 3 when Class 37 No. 37425 ran light engine from Crown Point to Wolverton to return Nos. 11090+12057 to Norwich.

WORKING the Norwich to Great Yarmouth loco-hauled service on Saturday, August 15 were Class 37 Nos. 37425 and 37422 in top-and-tailed mode.

CLASS 321 No. 321303 arrived at Doncaster West Yard at 17.59 on Thursday, August 20, having worked under its own power from Ilford as the 13.20 Ilford EMUD-Doncaster West Yard.

DVT No. 82133 was moved from Crown Point to Brush Loughborough for overhaul by Class 47 No. 47828 on September 1.

A DIFFERENT move on September 2 saw Class 37 No. 37059 and Class 47 No. 47828 take Mk 3 No. 11070 from Norwich to Bounds Green for tyre turning. It was returned to Crown Point on September 10 by Class 37 No. 37422.

DB-LIVERIED Class 90 No. 90034 was in Liverpool Street at noon on September 3.



THE 19.30 London Euston-Wolverhampton service on August 28 was formed of 'Pendolino' No. 390118, hauled by Class 57 No. 57309.



A pair of Northern Class 150/2s – Nos. 150204 and 150271 – arrive at Harrogate with the 15.11 York-Leeds on September 2. TONY CHRISTIE



RECENT haulage of the Caledonian sleepers hasn't been fully worked by Class 92 locos. On August 29 the northbound Highland sleeper passed through Lancaster, hauled by DBS Class 90 No. 90036, while on August 31 it was worked by Freightliner Class 90 No. 90043. The southbound Lowland sleeper on August 29 was worked through Lancaster by Class 86 No. 86101.



FURTHER problems with the railway swing bridge over the River Ouse at Goole on Friday, August 28 saw a ban on more than one train being on the bridge at any one time. This resulted in delays to Northern Rail services operating between Doncaster and Hull.



ON AUGUST 28, First Hull Trains 1A92 08.23 Hull-King's Cross was formed with Class 180 Nos. 180110 and 180113 to deal with the large numbers of Hull Kingston Rovers fans travelling to London in connection with the Rugby League Challenge Cup Final being played at Wembley the following day.



AT 19.15 on September 5 Class 321 Nos. 321412 and 321416 arrived at Doncaster West Yard with the 13.05 Northampton EMU depot-Doncaster ECS move. The units were booked to enter the Wabtec Works as part of their onward transfer to ScotRail.



CHILTERN services from the south were up to 64 minutes late at Leamington Spa on July 31 due to a signalling problem in the Marylebone area. Others had different calling patterns to normal and/or different starting/terminating stations. In addition the Class 68-hauled 'Silver' services did not keep to their normal working pattern. On the same day the 15.12 1H64 Birmingham Snow Hill-Marylebone service, comprised of Class 168 No. 168217 plus an unidentified set, was unusually put into Platform 3 at Dorridge, normally used by terminating/originating London Midland services. This was done to allow the late-running CrossCountry 1088 Newcastle to Southampton Central service not to be delayed further.

FORMER TransPennine Express Class 170 No. 170309, now renumbered 168329, was out on test from Aylesbury on September 11.



You can almost imagine the noise from DRS Type 3 No. 37409 as it restarts a Barrow-in-Furness train from Seascale on September 7. COLIN IRWIN



SUMMER Saturday extras ran on August 8 with Class 67 No. 67022 and DVT No. 82308 working a Holyhead-Chester-Bangor-Crewe-Llandudno-Crewe diagram. The following two Saturdays it was powered by No. 67014 and DVT No. 82308. The final extras ran on August 29 and September 5, both hauled by Class 67 No. 67014.

ALSO on August 8 the rugby international between Wales and Ireland led to an extra train from Holyhead to Cardiff via Crewe, returning via Wrexham, powered by Class 67 No. 67002 with DVT No. 82306.

CLASS 67 No. 67022 dominated the Manchester to North Wales loco-hauled passenger turns from early June to early August, with No. 67014 taking over the reins from August 10. These workings are still substituted by Class 175 sets from time to time, as on August 24.



GBRf Class 92 No. 92032 I Mech E Railway Division – relegated to empty stock duties as a temporary move – waits a path from Edinburgh Waverley on September 7 with the empty sleeper stock working to Llandudno, where the carriages will be serviced. CHRIS MILNER

THE Holyhead to Cardiff set with Class 67 No. 67002 was employed on August 10 to form a special train conveying the Wales rugby team to Colwyn Bay for training, and again on August 12 for another special taking them back from Colwyn Bay.

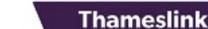
'PACER' No. 142080 arrived at Doncaster having worked 5E42 00.05 Cardiff Canton-Doncaster Works on Monday, August 17. It was still stabled in the West Yard on Wednesday 19.



CLASS 180 No. 180105 *The Yorkshire Artist Ashley Jackson* was observed passing Thornhill LNW Junction, Ravensthorpe, between Mirfield and Dewsbury, on August 17. It was heading onto the former L&Y line to Wakefield Kirkgate with the 10.21 Bradford Interchange-King's Cross service.



CLASS 378 unit No. 378205 was on the wheel lathe at Hornsey on August 18, having run from Willesden TMD. It was followed on August 20 by No. 378227



IN AN unusual move on August 8, the two driving cars from Hastings unit No. 1001 ran from St Leonards to Three Bridges depot, where they were used to shunt the vehicles from new Class 700 No. 700106.

MOVEMENTS of units between Hornsey and Ilford have included Class 365 No. 365510 being taken to Ilford by Class 317 No. 317342 on August 13 for a C4. The following day the Class 317 hauled No. 365502 to Ilford for a C6 overhaul, returning to Hornsey with No.

365541, which had also had a C6, along with Class 317 No. 317343, following a C4 overhaul. No. 317343 itself was used on August 18 to return Class 365 No. 365510 to Hornsey.



'ELECTROSTAR' No. 375307 was returned to Ramsgate from Derby Litchurch Lane, hauled by Class 57 No. 57312, on August 22. The following day the Class 57 took No. 375309 to Derby from Ramsgate. The following week (August 27) Class 57 No. 57310 returned No. 57302 to Ramsgate and took No. 375303 back to Derby.



OBSERVED arriving at Doncaster Wabtec on Wednesday, August 19 were vehicles 67712 and 74112, which were unloaded and placed near the former Class 460 driving vehicles, just inside the works fencing.



One of Northern Rail's recently introduced 319's – No. 319371 – waits in the early morning sunshine at platform 6 with the 06.38 Liverpool Lime Street via St Helens Central service on August 13. LACHLAN MAIN

Operations Track Record

SWT Class 159 No. 159102 moved north for maintenance on August 15 as the 10.05 Salisbury TMD-Loughborough Brush e.c.s. movement. Passing Market Harborough at slow speed it gave time to appreciate the visitor rarely seen on the Midland Main Line.

Charter Trains

CLASS 57 No. 57306, in DRS livery, was observed passing Healey Mills on July 24, at the head of the 1Z16 06.48 York-Bangor 'Belmond Northern Belle', with No. 57305 *Northern Princess* in 'Northern Belle' livery at the rear.

DBS Class 67 No. 67016, in EWS livery, was observed heading across Kirkstall Viaduct in Leeds on August 1 with the 12.38 Harrogate-York Holgate Sidings e.c.s. move. The stock was from the 1Z50 08.18 King's Cross-Harrogate UK Railtours charter, 'The Gondoliers'.

CLASS 57 Nos. 57301 and 57310, in DRS livery, were observed in top-'n'-tail formation on August 21, passing through Horbury Cutting. The pair were hauling the 1Z42 07.04 Chester-Alnmouth 'Northern Belle' towards Wakefield.

A VERY rare visitor to the Midland Main Line on August 22 was 'The Royal Scotsman', working through Market Harborough as the 1Z55 08.45 London Victoria-Malton, top-and-tailed by WCR Class 47 Nos. 47804+47802.

ON FRIDAY, August 28 a charter service operated by WCR – the 1Z73 06.40 Bishop Auckland-Great Yarmouth – was observed passing Doncaster at 09.11, top-and-tailed by Class 47 Nos. 47851 and 47786.

THE West Coast Railway 'Conwy Valley Explorer' from Scarborough to Blaenau Ffestiniog and return on September 9 was top-and-tailed by Class 47 Nos. 47802 and 47854.



DRS Class 37 No. 37667 top-and-tails with 37605 on an ultrasonic test train at Aylesbury on August 28. Train 3Q23 was the 19.58 from Old Oak Common to Derby RTC and had paused at platform 2 to allow the ultrasonic probes to be lowered, ready to monitor the single line to Claydon Jct. ANDREW ROYLE



NUMEROUS scrap metal trains have been reported in recent weeks.

All have been hauled by the ubiquitous Class 66s.

On August 7, No. 66020 was on a Cardiff Tidal-Swindon-Cardiff Tidal diagram. The next day, No. 66021 worked a Tidal-Handsworth-Newport Docks, and No. 66057 a Cardiff Tidal-Attercliffe-Cardiff Tidal.

August 10 saw No. 66161 on a Cardiff Tidal-Swindon-Aldwarke diagram. Saltley was the destination on August 11 for No. 66148, working from Cardiff Tidal. A variation the following day involved No. 66134 working from Aldwarke to Kingsbury. Saltley was again the destination from Cardiff on August 13 with No. 66059.

No. 66187 worked a Cardiff Tidal-Handsworth-Newport

Docks circuit on August 15.

Reported on August 17 was No. 66192 on a Cardiff Tidal-Swindon-Aldwarke diagram. A change on August 18 had No. 66151 on a Liverpool Alexandra Dock to Saltley and back. On the same day, No. 66002 worked on a Port Talbot to Aldwarke diagram.

Two trains out South Wales on August 22 had No. 66070 going to Lincoln and back, while No. 66187 worked from Newport Docks to Handsworth and back. The same loco took a Newport-Beeston-Newport circuit on August 24. Handsworth was visited again on August 27 by No. 66094, working out from Newport and returning to Cardiff Tidal.

Handsworth was the destination again two days later with No. 66053 working off Newport. Observed on September 4, No. 66095 was on the Cardiff Tidal-Swindon-

Cardiff Tidal diagram. Three days later the same loco worked a Newport-Beeston-Newport train.

CLASS 66 No. 66082, in EWS livery, was observed passing through York station on August 5, at the head of a rake of loaded coal hoppers bound for Ratcliffe P.S.

CLASS 66 No. 66172 was seen on August 10 working an empty steel train from Mossend to Cardiff Tidal.

OBSERVATIONS of the Warrington-Middleton Towers-Ellesmere Port sand trains in recent weeks, all hauled by Class 66 locos, produced the following: August 11 and 13 – No. 66114; August 25 – No. 66113; August 27 – No. 66015; September 1 – No. 66085; September 3 – No. 66232; September 8 – No. 66183; September 10 – No. 66116.

THE weekly stone trains between Acton-Griffin Wharf-Watford was powered by Class 66 No. 66107 on August 10; No. 66122 on August 17; and No. 66192 on August 24.

THE reduction in coal traffic over the past year on the G&SW line has become increasingly evident. Twelve months ago, a train each way about once an hour was typical, whereas on August 16 Class 66 No. 66135 took empties northbound mid-morning, the same train returning loaded at 18.45, the only one of the day.

AN UNUSUAL move on August 17 saw Class 66 No. 66184 on a stone train from Peak Forest to Eccles Road, Norfolk. A further arrival at Eccles Road followed on September 9 when Class 66 No. 66108 arrived with aggregate from Dowlow Quarry.

OBSERVED at Carlisle station on August 21 was Class 66 No. 66105 with a cement train for Clitheroe which, due to line closures, was held until Class 66 No. 66193 cleared platform 1 with the returning Dalston oil tank empties.

THE Wednesday-only 6S94 Dollands Moor to Irvine china clay tanks is regularly electric loco hauled, but on August 26 it was observed passing through Carnforth worked by Class 66 No. 66107.

OBSERVATIONS at Gerrards Cross on the morning of August 28 produced two of the regular freight trains running with a slight difference. The 608F 09.05 Bow East-Calvert spoil train was hauled by Class 66 No. 66207. This train usually consists of bogie wagons, but on that day the whole train consisted of four-wheel wagons.

In addition the 6Z57 Calvert to Willesden Euroterminal empty spoil train was hauled by BARS Class 56 No. 56303. Although our correspondent could not confirm if this was the first time No. 56303 has hauled this train, it was the first time they had seen the loco on this working.

NOTED on Sunday, August 30 heading south at Euxton was an engineers' train hauled by Class 66 No. 66132, with Class 60 No. 60040 on the rear.

A GREAT number of engineering trains were observed working in the Westhoughton area recently. This has resulted in trains coming back from Westhoughton heading north through Wigan and up to Preston, then reversing at Preston and going down to Crewe.

OBSERVED at Deepcar on September 2 and 9, Class 66



A rare outing for six ex-FGW Motor-Rail vans behind hired-in DRS 37601 Class 37-'Fifty' on September 2 as part of a three-day Colas route-learning exercise ahead of taking over Network Rail test trains. The Type 3 sweeps through the reverse curves north of Whiteball tunnel, working from Exeter Riverside to Bristol East Depot. STEPHEN GINN

Nos. 66188 and 66134, respectively, were observed performing the fuel-saving, auto-shutdown procedure while waiting for the handbrakes to be applied along the evening train to Stocksbridge Steelworks.

A MOSSEND to Daventry Intermodal on September 9 was hauled south by Class 90 Nos. 90029+90018.

Freightliner

THE aging fleet of Class 86 electrics remain in regular use with Freightliner. The pair of Nos. 86614+86628 had charge of a Ditton to Felixstowe on August 10. A further report on September 4 involved Nos. 86622+86637 on a Coatbridge to Felixstowe diagram.

SCRAP trains reported include Class 66 No. 66520 on an Aldwarke to Basford Hall empty move on August 17. A further move on August 21 involved No. 66522 taking empty wagons from Aldwarke to Whitemoor. Later, on August 24, No. 66547 hauled a loaded rake from Basford Hall to Aldwarke. In a move on September 2, Class 66 No. 66555 took loaded wagons from Whitemoor to Aldwarke.



A VARIETY of motive power has been employed on the flask trains reported.

On August 7, Class 57 Nos. 57002+57004 worked a Kingmoor-Seaton-Sellafield diagram. A pair of Class 37s – Nos. 7612+37610 – were used on the regular Crewe-Berkeley-Crewe circuit on August 10.

The following day Class 57 No. 57002 and Class 37 No. 37259 worked a similar train. On the same day, Class 57 Nos. 57009 and 57011 worked a Kingmoor-Seaton-Sellafield.

Valley was the destination on August 12 with Class 57 No. 57301+57306 working from and to Crewe. On the same day, Class 57 Nos. 57009+57010 were on the Kingmoor-Hunterston-Sellafield diagram. The following day Class 37 Nos. 37218+37259 were in charge of a Kingmoor to Torness turn. A further Kingmoor-Seaton-Sellafield flask on August 18 was worked by Class 37 Nos. 37259+37606.

A further pair of Class 37s – Nos. 7610+37612 – worked a Kingmoor to Torness on August 20. Unusually, on August 25, Class 57 Nos. 57301+57310 were employed on a Crewe-Dungeness-Crewe diagram. Somewhere after Willesden the train was stopped and returned to Willesden due to Class 57s being banned on the Dungeness branch.

A Crewe-Valley-Crewe diagram on August 26 was worked by Class 37 Nos. 37609+37405. A further Crewe-Torness-Sellafield

diagram on August 27 was powered by Class 37 Nos. 37259+37610. Class 30 Nos. 20308+20305 worked a Crewe to Dungeness Crewe diagram on September 3. On the same day, Class 57 Nos. 57011+57012 worked the Kingmoor-Torness-Sellafield.

A DIVERTED flask train passed into Oxenholme at 14.35 on August 14, having been seen earlier at Shap Summit, hauled by Class 37 Nos. 37610 and 37612.

CLASS 37 No. 37422 ran light engine from Crewe Gresty Bridge to Norwich Crown Point on August 14.

THE Dalston to Grangemouth empty oil tanks were hauled by Class 66 No. 66305 on August 14.

ON AUGUST 17, Class 66 No. 66430 and Class 57 No. 57305 ran light from Crewe to Eastleigh Works. Class 66 No. 66429 then left the Works light engine to Willesden, where it met up with Class 37 No. 37419, which had run south from Crown Point with Mk 2 No. 6046. All three then went north from Willesden to Crewe Gresty Bridge.

FRESHLY liveried Class 66 Nos. 66421 and 66429 were on departmental duties on August 21, the former passing Carlisle for Pettefill Junction with a variety of ballast wagons, while the latter was at Shap Cemex at around 13.00, being loaded with 'path-gravel'.

FOLLOWING their move to Bounds Green on September 2 (see Greater Anglia notes), Class 37 No. 37059+Class 47 No. 47828 ran light to Willesden where they were joined by Class 57 No. 57310, which had previously worked coaches Nos. 1680+6067 from Eastleigh Works to Willesden, and Class 68 No. 68012 from Wembley Depot. All four locos and two coaches ran from Willesden to Crewe Gresty Bridge.

GBRf

IN THE early hours of August 1 Class 66 No. 66769 delivered new Thameslink Class 700 unit No. 700106 from Dollands Moor to Three Bridges depot.

CLASS 66 No. 66761 was a relatively unusual visitor to Marks Tey sand yard on August 5. It arrived around 15.30 on the 09.35 6V65 from Angerstein Wharf and departed as the 20.20 6Z81 Marks Tey-Peterborough Maintenance Shed.

CLASS 87 No. 87002 was out on a positioning move from Willesden to Stratford and back on August 11.

ELECTRO-DIESELS Nos. 73965+73964 *Jeanette* were out on test on August 12, working from Brush Loughborough to



EWS-liveried Class 66 No. 66187 threads its way along the Newport Docks branch on August 15 with a scrap train from Handsworth (Birmingham) for Sims Metals. ROB PRITCHARD



With autumnal tints beginning to appear, grey-liveried GBRf No. 66748 rumbles through Barrow-upon-Soar on September 17 with 4E83 13.15 Hotchley Hill (East Leake)-Doncaster Down Decoy empty gypsum containers. The train is on the way to Leicester to run round. PAUL A BIGGS



Hauling a single FNA nuclear flask wagon from Dungeness to Crewe is DRS Class 37 Nos. 37259 and 37611, leaving Lydd Town on September 10. AUBREY EVANS

Operations Track Record



Hard to believe that some Class 59s are 30 years old. On September 10, No. 59004 *Paul A Hammond* passes Kensington Olympia hauling an Acton to Crawley aggregate train. BRAD JOYCE

Leicester, Derby and back. The following day they worked south light engine as the 0Y73 10.05 Loughborough Brush-Tonbridge West Yard. On August 19, Class 66 No. 66750 and ED No. 73965 ran light

from Tonbridge to Brush Loughborough.

CLASS 20s made a welcome sight passing Market Harborough on August 15 when BR Blue No. 20205+

Underground-liveried No. 20227 formed a 0Z20 10.00 Ripple Lane-Butterley MRC light engine movement.

CLASS 66 No. 66717 *Good Old Boy* was observed at Thornhill LNW Junction on August 17, heading the 4Z70 09.41 Doncaster Down Decoy-Trafford Park Euro Terminal Intermodal towards Mirfield.

MOVEMENTS of Tube stock reported had Class 20 Nos. 20118+20132 and 20107+20096 deliver a rake of new stock from Old Dalby to West Ruislip on August 19. A further move, reported on August 28, involved Class 20 Nos. 20096+20107 and 20311+20314 on a Derby Litchurch Lane to Old Dalby diagram.

CLASS 73 Nos. 73109+73212 ran light from Eastleigh Works to Tonbridge on August 25, following extensive repairs and a repaint.

CLASS 66 No. 66704 *Colchester Power Signalbox* was observed on August 26 heading the 6E84 Middleton Towers to Monk Bretton sand train along the former MML past the site of Royston Locomotive Shed. The former MML from Leeds to Sheffield used to have six main lines at this location, along with a line running into the shed, plus a four-road wagon repair siding running alongside the down mainline, and sidings alongside the up lines. The current single line is used by sand trains serving the glassworks at Monk Bretton. Northern Rail use it occasionally for DMU driver training and it is also used by the occasional charter train, up to Monk Bretton loop.

NOTED heading south through Euxton on August 27 was GBRF Class 66 No. 66772. GBRF Class 66s are unusual through Euxton. The loco was running light after hauling some Caledonian stock north earlier in

the day from Crewe to Carlisle.

CLASS 92 No. 92038, in Caledonian Sleeper livery, was rather incongruous passing through Shortlands at 18.10 on August 30 in what appeared to be a light engine movement from Dollands Moor to Willesden.

A NEW traffic flow from Felixstowe to Birch Coppice on September 1 was hauled by Class 66 No. 66761.

THE former Class 508 barriers were moved from Eastleigh Works to Doncaster Wabtec by Class 66 No. 66757 on September 11.



CLASS 70 No. 70802 was observed heading the 6E32 Preston to Lindsey empty bitumen tanks past Healey Mills on July 30. This was the first time that a Class 70 had worked this turn, which is usually worked by a Class 60.

A VARIETY of locomotives have made appearances on the Washwood Heath-Boston-Washwood Heath steel trains in recent weeks. Class 56 No. 56302 was used on August 7, 10, 11, and 12; Class 56 No. 56078 on August 17, 24, 25, September 2, 4, and 7; Class 47 No. 47727 on September 8; and Class 56 No. 56113 on September 9 and 11.

CLASS 56 No. 56078 had charge of the Grangemouth to Sinfine oil tanks on August 12. The



There are just a small number of bottle kilns left around the Potteries. One is situated next to the railway line at Longton, where West Coast Railway's No. 57316 passes with an empty stock working from Carnforth to Derby on September 11. BRAD JOYCE



As clouds gather, red stripe Railfreight-liveried Class 20 Nos. 20118 and 20132 enter Melton Mowbray station on August 19 working 7X09 11.47 Old Dalby-West Ruislip LUL 'S' stock move. At the rear are 20107 and 20096. PAUL A BIGGS



Unusual motive power for the East Coast Main Line are GBRF electro-diesels Nos. 73963 and 73964, seen approaching Fletton on September 16, with an 09.00 from Tonbridge to Peterborough running as 6Z19. PETER FOSTER

empty tanks were returned to Grangemouth the following day by fellow class member No. 56302. The same Class 56 was observed again on August 20 returning empty tanks to Grangemouth.

CLASS 50 No. 50007 moved Class 56 No. 56078 from Washwood Heath to Tyseley on August 15 for tyre-turning.

COLAS Rail Class 70 Nos. 70804 and 70803 worked 0Z44, a special working from Westbury Down TC to Hinksey Sidings. It was observed passing Thatcham at 20.30 on August 18.

USE of Class 60s on the log trains saw the following reports received.

On August 11, No. 60002 moved loaded wagons from Baglan Bay to Chirk, taking empties from Chirk to Exeter the following day. It returned the loaded wagons to Chirk on August 13. No. 60085 passed Carlisle at 13.08 on August 21 heading for the Settle and Carlisle line with the Chirk logs. A further move on September 8 had No. 60096 working loaded wagons into Chirk from Baglan Bay, returning with empties to Baglan Bay the following day.

CLASS 60 No. 60056 failed while working the Rectory Junction to Lindsey Refinery tanks on August 27. It was rescued by No. 60095, sent from Derby.

TWO Colas Class 70s – Nos. 70809+70810 – were noted passing light through Thatcham from Westbury to Langley on September 15 in readiness for use on engineers' trains.



THE 'Sussex Statesman' tour ran from Crewe to Eastbourne for the air show on Saturday, August 15. It was top-and-tailed by Class 57 Nos. 57313 and 57315

UK Rail Leasing

CLASS 56 No. 56104 formed a 0Z56 14.30 Willesden Euroterminal-Leicester Depot light engine move on August 6. It was 32 minutes early passing Market Harborough.

BARS

SCRAP metal trains from moving the North East to Cardiff Tidal continue to attract much attention from our correspondents.

Reported on August 8 it was double-headed from Tyne Dock to Chaddesden by Class 56 Nos. 56103+56303, continuing to Cardiff Tidal the following day. The next reported sighting was on August 12 when No. 56103 worked a rake of empty scrap wagons from Willesden to Tyne Dock via the ECML, being observed passing through Peterborough. It returned south to Cardiff Tidal on August 14 with a rake of loaded wagons.



West Coast Class 37 No. 37669 pilots Class 47 No. 47245 from York to Carlisle on September 6, the 37 being added after the 47 had problems the previous day. DUNCAN SCOTT

On August 17 the same loco took empty wagons from Tidal to Stockton. The next reported move was on August 20 when No. 56312 was employed to bring a further loaded rake from Stockton to Cardiff Tidal. It was a return to a pairing of Nos. 56103+56312 on August 25 when they went north from Cardiff Tidal to Stockton.

CLASS 31 No. 31601 took coach Nos. 3330+3340+5998+1683 from Crewe to Leamington Spa on August 11 to rescue Riviera FO coach No. 3386. From here they departed as 5Z31 to Nemesis Rail, Burton-on-Trent in the late evening due to it having a max speed restriction of 35mph; the errant coach was top-and-tailed by the other coaches. The rescued coach had been detached

from a Pathfinders rail tour on December 13, 2014 due to a brake problem, when it caused a three-hour delay.

AFTER arriving at Stockton on August 25 (see above) Class 56 Nos. 56103+56312 ran light engine from Stockton to the Weardale Railway on August 26 to collect Class 31 No. 31452, which they took south to Washwood Heath.

Derby RTC & Network Rail

CLASS 37 No. 37688 *Kingmoor* TMD worked a 10.59 Hither Green-Derby RTC light engine move on August 3.

COLAS Rail tamper No. DR73908 formed a 6J90 09.56 Lincoln Terrace-Kettering move on August 5.

INSPECTION saloon No. 975025 *Caroline* has been out and about, powered by DRS Class 47 No. 47818. On August 18 the pair formed a 12.10 Derby RTC-Willesden Brent, returning north two days later on August 20 as the 09.32 Willesden Brent-Derby RTC.

ON THE evening of August 31, DRS Class 37 Nos. 37607+37606 top-and-tailed a 19.14 Derby RTC-Old Oak Common test train.

A DERBY test-train, with DBSO No. 9703 but without a locomotive, was abandoned in Carlisle Wapping sidings on August 21.

NETWORK Rail Class 97 No. 97303 passed through Tywyn on August 20 light engine going to Porthmadog.

It passed light again through Tywyn heading towards Machynlleth at 16.27.

OBSERVED on August 13, Class 37 No. 37219+9702 and a NR Test train stabled at Ipswich Holding Sidings.

Our thanks

THE *Railway Magazine's* thanks for information go to: Henry Allum, Owen Armstrong, Paul Atkinson, David Birkby, Gene Collins, David Cressey, Nigel Cripps, Phil Dalton, Andrew Deamer, Kevin Driscoll, Chris Horne, Andrew Hurrell, Martin James, Barry Knock, Wesley Paxton, Roger Phillips, John Podgorski, Fred Rhodes, Mike Thompson, Roger Tozer, Craig Wellum, Colin Woof and Guy Woollven.



Network Rail's measurement train, led by power car No. 43062 with 43013 at the rear, work through Powderham on August 28 while working 1Q19 09.37 Plymouth-London Paddington. STEPHEN GINN

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Meetings

Are you staging an event you think should be on this page? Send brief details, no later than the 10th of the month before the issue you wish the event to appear in, to: Meetings, Railway Magazine, Media Centre, Horncastle, Lincs LN9 6JR. Alternatively, email to railway@mortons.co.uk

MEETINGS

MONDAY, OCTOBER 5

Mirfield Railway Enthusiasts' Society. Navigation Tavern, Station Road, Mirfield. 19.30.
'50 Years of Railway Photography – Part 1': Les Nixon.
North Yorkshire Moors Railway (Northallerton area group). Northallerton Town Cricket Club, Farnedale Avenue, Northallerton DL7 8SN. 19.30.
'Vintage British Steam in Digital Colour': David Williams.
Railway and Canal Historical Society (London group). Rugby Tavern, Rugby Street (off Lamb's Conduit Street), London WC1N 3ES. 18.45. 'Rails to the Arabian Desert – the Hedjaz Railway in Syria, Jordan and Palestine': Nick Lera.
Railway Correspondence and Travel Society (RCTS). The Elwick Club, Church Road, Ashford. 19.30.
'Southeastern Railways Update': David Statham.
RCTS. Christ Church Community Hall, Burney Lane, Ward End, Birmingham. 14.00. 'Midland Metro': Derek Taylor.
Stafford Railway Society. Amasal Sports & Social Club, St Albans Road Industrial Estate, Stafford ST16 3DR. 19.30. TBA.

TUESDAY, OCTOBER 6

Enfield Transport Circle. First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield EN2 6PJ. 20.00.
'The Royal Mail Travelling Post Office – 1830 to 2004': Julian Stray.
Locomotive & Carriage Institution. District Room (Room 272), 7th Floor, London Underground Headquarters, St James Park Station, 55 Broadway, London SW1. 18.00. 'The Churchill Train': Jim Lester (freeman on the funeral train of Sir Winston Churchill).
RCTS. Beechen Grove Baptist Church, Clarendon Road, Watford. 19.00. 'Great Western Renaissance': Mark Hopwood.
Southern Electric Group/Light Rail Transit Association (South Hampshire branch). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. TBA.

WEDNESDAY, OCTOBER 7

Basingstoke & District Railway Society. Wote St Club, New Road, Basingstoke RG21 7NG. 19.45.
'BR in Black & White': Mike Goodfield.
Burton Railway Society. Marston's Social Club, Shobnall Road, Burton-upon-Trent DE14 2BG. 19.30.
'Isle of Man System in Steam Days Past': David Mitchell.
Cheshire Lines. The Blossoms Hotel, Stockport. 19.30.
'A History of BR Diesels Type 1 to 5': Steve Fort.
Pennine Railway Society. Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. 'Project Miller Restoring the Prototype HST: John Zabernik – The 125 Group.
RCTS. Palatine Hotel, Isles Road, Garston, Liverpool. 14.00.
'West Country Memories of the 1960s and 70s': John Cashen.
Stephenson Locomotive Society (SLS). Coney Hill Baptist Church, Coney Hill Road, West Wickham, Kent BR4 9BU. 19.30.
'Neither Passenger nor Freight': Geoff Brockett.
Talking of Trains. Surbiton Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00.
'Northern Ireland Railways – a Success Story': Tim Morton.
Warwickshire Railway Society. Lamp Tavern, Barford Street, Highgate, Birmingham B5 6AH. 19.30. 'More from the Colour Rail Archives (BR steam pre-1968)': Dick Coghlan.

THURSDAY, OCTOBER 8

Continental Railway Circle (London and the Home Counties). St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 19.15.
'Spanish Railways' followed by 'Turkey in the 60s': Tom Wyatt.
Severn Valley Railway (Cheshire branch). Queens Hotel, Sunderland Station, Macclesfield SK11 6JW. 19.45.
'Tales of a Traction Inspector': Barry Laycock.

FRIDAY, OCTOBER 9

Altrincham Electric Railway Preservation Society. Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire WA14 1HF. 19.30. 'More British Transport Films from the Steam Era': a digital presentation by Alvin Barker.
Great Central Railway (Leics Area Supporters' Group). Church Hall, Church Lane (opposite Quomond Fox pub), Quorn, Leics. 19.30. 'Firing Days at 36E Retford': Terry Curzon.
Great Western Society (GWS). Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon SN3 1JE. 19.15. 'A Swindon Tour': Bob Townsend.
Mid Hants Railway (Croydon group). West Croydon Baptist Church, Whitehorse Road, West Croydon CR0 2JH. 19.30.
'Bluebell Carriage Restoration': Richard Salmon.

SATURDAY, OCTOBER 10

Bournemouth Railway Club. Avon Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 14.30. 'Midland Extremities': Terry Nicholls.
Cornwall Railway Society. Redruth Community Centre, Foundry Row, Redruth. 18.30. 'Last Years of British Steam': Derek Huntriss.
Ffestiniog Railway Society (Hants & Sussex area group). Physic Garden, 16 High Street, Petersfield, Hants GU32 3JJ. 19.00. TBA.
Irwell Vale Railway Photographers. Irwell Vale Methodist Church, Milne Street, Irwell Vale BLO OQP (off the B6257). 19.30.
'When the North Wind Doth Blow...': Harold Collier.
SLS. Kiddermister Railway Museum, adjoining SVR station, DY10 1QX. 14.00. 'The Crossrail Project. Moving London Forward; the Biggest Engineering Project in Europe': Patrick Griffin.

MONDAY, OCTOBER 12

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30.
'Bridging the Gap at the Great Central': Tom Inggall.
Narrow Gauge Railway Society/Welshpool & Llanfair Railway (London areas). MRC Keen House, Calshot Street, London N1 9DA. 19.30. 'India and Pakistan Steam': Roy Laverick.
RCTS. Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon. 19.30.
'The Southern Electric': David Brown.
RCTS. Bridge Ward Club, 68 Austin Street, Ipswich. 19.30.
'Rail Privatisation – the First Eight Years – 1994-2001': Arthur Turner.
RCTS. Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield. 19.00. 'Grand Central Railway': Sean English.

Southern Electric Group (Sussex branch).

Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'North Eastern Railway Journey': John Burling.
SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. 'The Archaeology of Early Steam Locomotives': Dr M R Bailey.
Wrexham Railway Society. St Mary's Catholic Club, Regent Street, Wrexham LL11 1RB. 19.45. 'Diesels in the 1960s': Barry Shore.
York Railway Circle. Library, Archbishop Holgate's School, Hull Road, York YO10 5ZA. 19.30.
'North Yorkshire Moors Railway Past & Present': Ted Parker.

TUESDAY, OCTOBER 13

GWS. BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.45. 'Brunel's Bristol': Chris Biggs.
Monmouthshire Railway Society. Theatre A10, University of South Wales, City Campus, Usk Way, Newport, South Wales NP20 2BP. 19.00. 'In Search of Steam': Malcolm Ranieri.
Pewsey Vale Railway Society. Woodborough Social Club, Smithy Lane, Woodborough, Pewsey Wilts SN9 5PL. 19.30.
'WD Light Railways on the Western Front': Nigel Tansley.
RCTS (Merseyside, Chester and North Wales branch). Observation at Nuneaton between 10.30 and 15.30. Alan Turton 01606 854227 alan.christine@daisyally.fsnet.co.uk
RCTS. Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 19.00.
Annual meeting and 'Rare Cine Films': Stephen Harrison.
Wells Railway Fraternity. Wells Town Hall. 19.30. 'Swanage Railway – Project Warehouse': Frank Roberts and Mike Walshaw

WEDNESDAY, OCTOBER 14

Bradford Railway Circle. Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford BD6 1DJ. 19.30.
'Around Britain by Rail': John Holroyd.
Bromsgrove Railway Club. St Godwald's Church Hall, Bromsgrove. 19.15. 'The Redditch to Ashchurch line': Philip Jarvis with the Michael Mensing collection.
Oxfordshire Railway Society. Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LD. 19.30.
'The Great Railway Revolution': Christian Wolmar.
RCTS. Old Church Rooms, Park Road, Radyr, Cardiff. 19.30. 'Early Days: 1949-1961 (Trainspotting from 1949 to the early 1960s)': David Maidment.
RCTS. Hitchin Christian Centre, Bedford Road, Hitchin. 19.30.
'GN Suburban Electrification and Re-signalling': Paul Hepworth.
SLS. Scout and Guide Headquarters, Godalming. 14.30.
'Railways of Gloucestershire': Bernie Holland.
Talking of Trains. Surbiton Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00. 'On the Route of the Midland Express': Dick Crane.

THURSDAY, OCTOBER 15

Aln Valley Railway. Old Waiting Room, Alnwick station, Alnwick. 19.15. 'The Coal Loaders at Bates Staithes, Blyth': David Fraser.
Barrow Hill Engine Shed Society. Roundhouse Lecture Theatre, Barrow Hill Roundhouse Railway Centre, Chesterfield, Derbyshire. 19.00. 'Manchester to Cleethorpes on Former GCR Routes': Phil Lockwood & Enid Vincent.
Grantham Railway Society. St John's Church, Station Road East, Grantham NG31 6BX. 19.30. 'Saxonia': Graham Lightfoot.
Irish Railway Record Society (London area). The Cock Tavern, 23 Phoenix Road, London NW11 1HB. 19.00. 'Reflections on NIR – Looking Back and Looking Forward': Mal McGreevy MBE.
Lutterworth Railway Society. United Reformed Church, George Street, Lutterworth, Leics LE17 4EF. 19.30.
'Paington, Penzance & Pwllhel': Dick Yeomans.
Marlow & District Railway Society. Bourne End Community Centre, Bourne End, Bucks SL8 5SX. 19.45. 'Mainly Great Western from the Rail Archive Stephenson': Brian Stephenson.
North Yorkshire Moors Railway (Northallerton area group). Northallerton Town Cricket Club, Farnedale Avenue, Northallerton DL7 8SN. 14.00.
'50 Years of Railway Photography – Part 3': Les Nixon.
RCTS. St Luke's Church, Mayors Walk, Peterborough. 19.00.
'Midsomer Norton – Sad & Derelict back to Steaming & Delightful': John Baxter.
RCTS. Salthaire Methodist Chapel, Salthaire Road, Shipley. 19.30.
'The Great Railway Time Machine – Northern Rails': Steve Armitage.
SLS. St John's United Reformed Church Hall, Mowbray Road, New Barnet, Herts EN5 1RH. 19.30. 'Waterloo Sunset': Jim Blake.

FRIDAY, OCTOBER 16

Gosport Railway Society. Methodist Church, Stoke Road, Gosport. 20.00. 'Vintage railway films': Alan Wallbank.
GWS. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30.
'Restoring a Steam Sentinel Locomotive': Andy Chapman.
Purbeck Railway Circle. Harman's Cross Village Hall, Haycrafts Lane, Harman's Cross, Dorset. 19.30. Joint meeting with the Purbeck Film Festival: 'The Tiffed Thunderbolt' (1953) and 'Single Line Working' (1958).
SLS. Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle-upon-Tyne NE1 1SE. 19.00.
'1960s and 70s Railway Nostalgia': Trevor Ermel.

SATURDAY, OCTOBER 17

GWS. Parish Centre, Church End Road, Kingskerswell, Torbay TQ12 5LD. 18.30. 'Medley's Medley – Slides of 1970-80s Diesels with a Smattering of Steam': John Medley.

MONDAY, OCTOBER 19

Great Central Railway Society (Killamarsh branch). The Travellers Rest, Mansfield Road, High Moor, Killamarsh, Sheffield S21 2BW. 19.30. 'Coming up with the Goods': Stewart Donohoe.
RCTS. The Town Crier, City Road/Station Road, Chester (opposite station entrance), 19.30.
'Aspects of the Chester and Birkenhead Line': John Ryan.
RCTS. Maudslay Hotel, 190 Allesley Old Road, Coventry. 19.30. 'Nostalgia of Steam': Chris Pratt.
RCTS. Roade Village Hall, Bailey Brooks Lane Road, Roade. 14.00. Joint meeting with the Milton Keynes branch – TBA.
RCTS. Didcot Civic Hall, Birwell Road, Didcot. 19.15.
'Preserving Swindon Panel Signalbox': Danny Scroggins.
RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield. 19.30. '1967 – A Year of Travel': Chris Horricks.
Stafford Railway Society. Amasal Sports & Social Club, St Albans Road Industrial Estate, Stafford ST16 3DR. 19.30. 'West Midlands slides 1950s' and 'West Midlands films 1950s': Michael Clemens.

Wensleydale Railway.

Northallerton Cricket Club, Farnedale Avenue, Northallerton DL7 8SN. 19.30. 'Northallerton's Road & Rail Problems and Their Solutions': John Parkinson.

TUESDAY, OCTOBER 20

Grimby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30.
'Travels Across the World – Part 2': Mike Fish.
Leicester Railway Society. Cricketers Inn, Grace Road, Leicester LE2 8BD. 19.30. 'Railways in a Cornish Landscape': Stephen Gay.
Permanent Way Institution (West Yorkshire section). The Pullman Room, Cosmopolitan Hotel, 2, Lower Briggate, Leeds LS1 4AE. 18.30. TBA.
RCTS. Abbey Meadows Community Wing, Primary School, Galford Road, Cambridge. 19.30.
'Engine Sheds in Steam Days – Part 9': Chris Banks.
RCTS. The Ashby Star Inn, Rochdale Road, Scunthorpe. 19.30.
'Scottish Steam in the 1950s and 1960s': David Kelso.
SLS. Pot and Glass, Church Road, Eaglescliffe TS16 9DQ. 19.30.
'HD Video from the Age of Steam to Modern Traction': Ted Parker.

WEDNESDAY, OCTOBER 21

Basingstoke & District Railway Society. Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. Annual photographic competition.
Pennine Railway Society. Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00.
'Streamlined Pacifics and Mallard's Record Run': Chris Nettleton.
RCTS/Mid Hants Railway. Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30.
'The East Coast Main Line in the 1970s': David Peel.
Talking of Trains. Surbiton Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00. 'Scottish Miscellany': Bob Sweet.
Thorncombe Rail Activities Club. Thorncombe Village Hall, Thorncombe TA20 4NE. 19.30. 'The SNCF and Me': Mike Hedderly.

THURSDAY, OCTOBER 22

Ffestiniog Railway Society (Bristol group). BAWA Club, Southmead Road, Bristol BS34 7RF. 19.45.
'Welshpool & Llanfair Light Railway: Recent Developments on the Line': Andrew Charman, W&LLR publicity officer and editor of Narrow Gauge World.
Locomotive Club of Great Britain (NW branch). The Pied Bull Hotel, High Street, Newton-le-Willows. 19.30.
'BR Blue': Roger Sutcliffe.

MONDAY, OCTOBER 26

Railway and Canal Historical Society (London group). The Rugby Tavern, Rugby Street (off Lamb's Conduit Street), London WC1N 3ES. 18.30.
'Tourism and the Lakes Branches': Michael Peasood.
RCTS. Brighton Railway Model Club, London Road station, Shafsbury Place, Brighton. 19.30.
'Padstow to Waterloo – The Withered Arm': Peter Jones.
RCTS. Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead. 19.30. 'The Mid Hants Railway': Brian Dalton.
RCTS. Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield. 19.00.
'Capturing the Present and Re-creating the Past': Jason Cross.
SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. Annual dinner and 'Why Ardrossan had Five Stations and Other Mysteries': John Yellowlees.

TUESDAY, OCTOBER 27

RCTS. Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 19.30. 'A Pot Pourri in Six Decades on Gauges Large and Small': David Walker.
RCTS. Methodist Church, junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 14.00.
'16mm Archive Films': Frank Banfield.

WEDNESDAY, OCTOBER 28

Bradford Railway Circle. Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford BD16 1DJ. 19.30.
'40 Years Back': John Holroyd.

THURSDAY, OCTOBER 29

Stevenson Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30.
'Railways of 3shires (Part 2) – Herefordshire': David Postle.

FRIDAY, OCTOBER 30

GWS. St Hilda's Clubroom, Latchford, Warrington WA4 1DN. 19.30.
'Cutting of the Manchester Ship Canal': Mike Kenwright.
GWS. Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS. 19.30. TBA.
North Yorkshire Moors Railway (Teesside area group). Room 3, Newport Settlement Centre, Union Street, Middlesbrough. 19.00. 'NE Retrospect': Maurice Burns.
Railway Club of the New Forest. McLellan Hall, Lymington Community Centre, Cannon Street, Lymington. 19.30. 'Salute to the GWR & SR': Simon Foote.
SLS. The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle-upon-Tyne NE1 1SE. 19.00.
'Armstrong's Alternative Alphabet – a Look at the Collection of all Shapes and Sizes': Richard Barber.

MONDAY, NOVEMBER 2

Mirfield Railway Enthusiasts' Society. Navigation Tavern, Station Road, Mirfield. 19.30.
'A Tour Around Britain in the 60s': Edward Lamb.
North Yorkshire Moors Railway (Northallerton area group). Northallerton Town Cricket Club, Farnedale Avenue, Northallerton DL7 8SN. 19.30. 'Yorkshire Film Archive'.
RCTS. The Elwick Club, Church Road, Ashford. 19.30.
'French High Speed Rail': Mike Bunn.
RCTS. Christ Church Community Hall, Burney Lane, Ward End, Birmingham. 14.00.
'Slides from John Edgington Collection': Tim Cooper.
Stafford Railway Society. Amasal Sports & Social Club, St Albans Road Industrial Estate, Stafford ST16 3DR. 19.30. 'Loco Sheds (Part 9) Peterborough-Rugby': Chris Banks.

TUESDAY, NOVEMBER 3

Enfield Transport Circle. First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield EN2 6PJ.

20.00. 'Fire and Steam – a New History of the Railways of Britain':

Christian Wolmar.
Locomotive & Carriage Institution. District Room (Room 272), 7th Floor, London Underground Headquarters, St James Park station, 55 Broadway, London, SW1. 18.00.
'Ramblings of a Railwayman': Geoff Birch, ex-Southern Region.
RCTS. Salthaire Methodist Chapel, Salthaire Road, Shipley. 14.00.
'American Wanderings – Heading West': Gordon Davies.
RCTS. Beechen Grove Baptist Church, Clarendon Road, Watford. 19.00. 'Touring Around the BR Blue Era': Rob Freeman.
Southern Electric Group/Light Rail Transit Association (South Hampshire branch). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30.
Annual meeting followed by members' slides.

WEDNESDAY, NOVEMBER 4

Basingstoke & District Railway Society. Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. 'Railways on Picture Postcards from The Big Four to The Bullet Train': John Hollans.
Burton Railway Society. Marston's Social Club, Shobnall Road, Burton-upon-Trent DE14 2BG. 19.30.
'Around South Yorkshire & North Derbyshire': Les Nixon.
Cheshire Lines. Blossoms Hotel, Stockport. 19.30.
'Shed Bash – Part 2': John Sloane.
North London Railway Historical Society. Keen House, 4 Calshot Street, London N1A 4AA. 14.00.
'Photographs of Dr Tice Budden': John Minnis.
Pennine Railway Society. Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. Slide presentation: Rhys Jones.
SLS. Coney Hill Baptist Church, Coney Hill Road, West Wickham, Kent BR4 9BU. 19.30.
'Steam in the Last Year of the C20 (20th century)': Dave Longman.
Warwickshire Railway Society. Lamp Tavern, Barford Street, Highgate, Birmingham B5 6AH. 19.30.
'BR Steam (pre-1968) from the North of England': Roger Johnstone.

FILMS

WEDNESDAY, OCTOBER 7

Railways Remembered/Harborough Railway Association. Conservative Club, Fairfield Road, Market Harborough, Leics LE16 9QQ. 19.30. 'Loco-Spotting Days' (BR 1950s/60s): Rob Foxon. Details: 01858 446300.

WEDNESDAY, OCTOBER 14

Railways Remembered. The Benn Hall, Newbold Road, Rugby, Warks CV21 2LN. 19.30. 'British Narrow Gauge Railways' (new programme): Rob Foxon. Details: 0116 289 0531.

THURSDAY, OCTOBER 22

Railways Remembered. Rolls Royce Pavilion, Moor Lane, Derby DE24 9HY. 19.30. 'British Narrow Gauge Railways': Rob Foxon. Details: 0116 289 0531.

MONDAY, OCTOBER 26

Railways Remembered. Corn Market Hall, London Road, Kettering, Northants NN15 7QA. 19.30.
'British Narrow Gauge Railways': Rob Foxon. Details: 0116 289 0531.

WEDNESDAY NOVEMBER 4

Railways Remembered. The Rothley Centre, Mountsorrel Lane, Rothley, Leics LE7 7PR. 19.30.
'British Narrow Gauge Railways': Rob Foxon. Details: 0116 289 0531.

EXHIBITIONS

OCTOBER 5-30

'East Lincolnshire Railway...45 years after closure.' The Manor House Museum, West Street, Alford, Lincs LN13 9HT. A unique exhibition of railwayana from the Grimby to Boston line, on close on October 5, 19. On October 5, exhibition arranger Mike Fowler will give a presentation entitled: 'The Origins, Development and Decline of the East Lincolnshire Railway'. Advance tickets and details from the museum. Opening times: 10.00-16.00, Sundays: 12.00-16.00, October 5-11 (except Saturday 10th) then for three weeks on Tuesdays, Fridays and Sundays until October 30. Museum admission: £4; concs £3. Information: 01507 46307, www.alfordmanorhouse.co.uk

SATURDAY, OCTOBER 10

Meccano Show 2015. United Reformed Church, 1 Court Road, Eltham SE9 5AD. 10.30-16.30. Admission: £3, accompanied children free, unaccompanied children £1. Three halls of working Meccano models. Build your own model at the Make it With Meccano area. Sales stands and refreshments. Nearest stations: Eltham or Mottingham. Information: www.selmec.org.uk

SATURDAY-SUNDAY, OCTOBER 10-11

Corby and District Model Railway Society exhibition supported by Keith's Model Railways. Saints Peter & Andrew Church Hall, Beaufield Avenue, Corby, Northants NN18 0EH. Sat: 10.00-17.00; Sun: 11.00-16.00. Admission: £4, concessions £3, children £2, family (2+2) £10. Layouts and demonstrations. Refreshments and trade support.

SATURDAY, OCTOBER 24

Chichester Annual Model Railway Exhibition. Chichester High School for Boys, Kingsham Road, Chichester PO19 8AE. 10.00-16.30. The exhibition is designed for the enjoyment of families and enthusiasts alike, and will include 18 model railway layouts in N-gauge, TT, OO, O and 16mm Narrow Gauge; train rides outside on live steam trains for children of all ages; an opportunity to drive trains on some layouts; servicing and re-maintaining of engines, how a steam engine works etc; trade support; specialist toy auctioneer; refreshments.
Admission: £5, under 12s £2, family (2+2) £12, seniors £4.00

SATURDAY-SUNDAY, OCTOBER 24-25

Hazel Grove and District Model Railway Society exhibition. Hazel Grove Recreation Centre, Jacksons Lane, Stockport SK7 5JX. Sat: 10.00-17.00; Sun: 10.00-16.00. Admission: £5, children £3 (under 16s free if accompanied by an adult). More than 20 layouts plus full trade support. Refreshments. Travel by train or car to Hazel Grove station – free park and ride by heritage bus both days (courtesy of Northern Rail and Manchester Museum of Transport). Information: www.hgdms.org.uk or 01625 850188.

Where to go for steam & classic traction in October & November

ABBEY PUMPING STATION December 6 (Christmas Toys and Steam Day)

Corporation Road, Leicester LE4 5PX (0116 299 51110).
www.abbeypumpingstation.org/events.asp
Museum open Feb-Oct 13.00-16.30.

ALDERNEY RAILWAY

December 20 (Santa Specials)
Braye Road station, Alderney, Channel Islands GY9 3DA. www.alderneyrailway.com

ALFORD VALLEY RAILWAY

December 5-6, 12-13, 19-20, 26-27 (Santa Specials)
Alford station, Alford, Leicestershire (01975 564332).
www.alfordvalleyrailway.org.uk/timetable.asp

AMBERLEY MUSEUM & HERITAGE CENTRE

Wednesday-Sunday (until November 1)
Houghton Bridge, Arundel, West Sussex BN18 9LT (01798 831370). Open 10.00-17.30.
www.amberleymuseumgauge.co.uk
Events: October 11 Autumn Industrial Trains Day.

AMERTON RAILWAY

October 10-11, 17-18, 24-November 1
Stowe-by-Chartley, Weston, Staffs ST18 0LA (01785 850965). www.amertonrailway.co.uk

APEDALE VALLEY LIGHT RAILWAY (home of the Moseley Railway Trust)

October 10-11, 17, 24, 31-November 1, 7-8
Apedale Country Park, Newcastle-under-Lyme, Staffordshire ST5 7LB (0845 0941953).
www.avl.org.uk
Events: October 31-November 1 Halloween Spooky Specials, 7-8 Remembrance Day, Military Trains and Trench Visits.

AUDLEY END MINIATURE RAILWAY

October 10-11, 17-18, 24-November 1, 28-29
Saffron Walden, Essex CB11 4JL (01799 542134).
www.audley-end-railway.co.uk/
Events: October 24-November 1 Halloween Specials, 28-29 Christmas Specials.

AVON VALLEY RAILWAY

October 11, 17-18, 25-30, November 1, 28-29
Bitton station, Bath Road, Bitton BS30 6HD (0117 932 5538/7296). www.avonvalleyrailway.org
Events: October 17-18 End-of-Season Gala, November 29 Santa Specials.
See website for dining trains.

BALA LAKE RAILWAY

October 24-31, December 12-13
Llanuwchllyn station, Gwynedd.
www.bala-lake-railway.co.uk
Events: October 30-31 Halloween Trains, December 12-13 Santa Visits.

BARROW HILL ROUNDHOUSE RAILWAY CENTRE

October 10-11, 17-18, 24-25, 31-November 1, 7-8, 14-15, 21-22, 28-29
Campbell Drive, Barrow Hill, Chesterfield (01246 472450). Open: 10.00-16.00.
www.barrowhill.org.uk

BARRY TOURIST RAILWAY

November 5 (Bonfire Night Trains), December 12-13, 19-20 (Santa Specials)
The Station Buildings, Barry Island, Barry Island, CF62 5TH, South Wales (01446 748816).
www.barrytouristrailway.co.uk

BARTON HOUSE RAILWAY

October 18, December 21
Barton House, Hartwell Road, Wroxham, Norfolk NR12 8TL (01603 782470/722858).
www.bartonhouserrailway.org.uk
Events: December 21 Santa Specials.

BATTLEFIELD LINE

October 10-11, 17-18, 21, 23-25, 28, 31-November 1, 6-8, 15, 22, 28-29
Shackerstone station, Shackerstone, Leics CV13 6NW (01827 880754). www.battlefieldline.co.uk
Station open most Sats and Suns (11.45-17.00) and bank holidays. Events: October 23-25 Autumn Steam Gala, 31-November 1 Halloween trains, 6 Bonfire Night, 28-29 Santa Specials.

BLUEBELL RAILWAY

October 1-31, November 1, 7-8, 28-29
Sheffield Park station, East Sussex (01825 720800).
www.bluebell-railway.co.uk
Events: October 5-23 Autumn Tints specials on weekdays, 31-November 1 Giants of Steam. See website for Afternoon Tea Lounge Car and Sunday Carvery Dining Trains.

BODMIN & WENFORD RAILWAY

October 6-8, 10-11, 14, 18, 25-November 1

Bodmin General station, Cornwall (01208 73666).
www.bodminrailway.co.uk
Events: October 10-11 Victorian Weekend, 31-November 1 Half Price Weekend, 7 Modellers' Day and Behind The Scenes.

BO'NESS & KINNEIL RAILWAY

October 10-11, 13-15, 17-18, 21-22, 24-25, 31-November 1, 28-29
Bo'ness station, Bo'ness, West Lothian EH51 9AQ (01506 822298). www.srps.org.uk/railway
Events: October 24-25 Steam Gala, 31-November 1 Steam'n'Scream Weekend, 28-29 Santa Specials.

BOWES RAILWAY

See website for open days
Springwell Village, Gateshead, Tyne & Wear NE9 7QJ (0191 4161847). www.bowesrailway.co.uk
Site open all year Mon-Sat, trains operate on selected Sats and special days.

BRECON MOUNTAIN RAILWAY

October 6-8, 10-11, 13-15, 17-18, 20-22, 24-November 1, 28-29
Pant station, Merthyr Tydfil CF48 2UP (01685 722988).
www.breconmountainrailway.co.uk
Events: November 28-29 Santa Specials.

BREDGAR & WORMSHILL RAILWAY

November 1 (Steam Gala)
The Warren, Bredgar, Sittingbourne ME9 8AT (01622 884254). www.bwfr.co.uk/

BRESSINGHAM STEAM & GARDENS

October 1-November 1, 29
Bressingham Steam Experience, Diss (01379 686906). www.bressingham.co.uk
Open 11.00-16.00 Steam Days Weds-Suns, Bank Holiday Mondays and every day in school holidays. Events: November 29 Santa Specials.

BRISTOL HARBOUR RAILWAY

October 10-11, 24-25, 31-November 1
M Shed, Princes Wharf, Wapping Road, Bristol BS1 4RN (0117 3526600). www.mshed.org
Museum open Tues-Fri (10.00-17.00), weekends (10.00-18.00).

BUCKINGHAMSHIRE RAILWAY CENTRE

October 11, 18, 25, 28, November 1, 28-29
Quainton Road, Quainton, Aylesbury, Bucks HP22 4BY (01296 655720).
www.bucksrailcentre.org
Events: October 18 Diesel Running Day, November 28-29 Days Out With Thomas.

BURE VALLEY RAILWAY

October 1-November 1, 7-8, 14-15, 21, 28-29
Aylsham station, Norwich Road, Aylsham, Norfolk (01263 733858). www.bvrv.co.uk
Events: October 24-November 1 Spooky Expresses, 29 Santa Specials.

BURSLDON LIGHT RAILWAY (HNGRT)

November 1 (Halloween Steam Up), 15 (Winter Flower Festival), December 6 (Christmas at The Brickworks)
Bursledon Brickworks Industrial Museum, Coal Park Lane, Swanwick, Southampton SO31 7GW (01489 576248). www.hngtr.org.uk

BURY TRANSPORT MUSEUM

Open Wednesday-Sunday (10.00-16.00)
Bolton Street, Bury, Lancs BL9 0EY (0161 763 4457).
www.eastlancsrailway.org.uk/burytransportmuseum
or email: transport.museum@east-lancs-ry.co.uk
www.burytransportmuseum.co.uk

CALEDONIAN RAILWAY

December 6 (Santa Specials)
The Station, Park Road, Brechin DD9 7AF (01356 622992). www.caledonianrailway.com

CAMBRIAN HERITAGE RAILWAYS

Llynclys: October 31, December 13, 20
Oswestry: December 5, 12, 19
Llynclys South Station SY10 8BX and Suite 1, Cambrian Visitor Centre, Oswald Road, Oswestry, Shropshire SY11 1RE (01691 688763).
www.cambrianrailways.com
Events: Santa Specials on dates in December.

CARNFORTH STATION VISITOR CENTRE

Daily (10.00-16.00)
Carnforth station, Lancashire LA5 9TR.
www.carnforthstation.co.uk
Events: October 10 Ghost hunt at the Station, November 20-21 Beer Festival. See website for David Lean films season.

CHASEWATER RAILWAY

October 10-11, 17-18, 24-25, 29, 31-November 1, 8, 15, 22, 28
Chasewater Country Park, Pool Road, Brownhills, Staffs (01543 412121).
www.chasewater.co.uk
Events: October 31 Halloween Specials, November 28 Santa Specials.

CHICHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS

December 6, 13 (Santa Specials)
Blackberry Lane, off Bognor Road, East Chichester, West Sussex PO19 7FS. www.cdsmc.co.uk

CHINNOR & PRINCES RISBOROUGH RAILWAY

October 10-11, 18, 25, November 1
Chinnor station, Oxon OX39 4ER (timetable 01844 353535).
www.chinnor.co.uk
Events: November 1 Spooks Specials.

CHOLSEY & WALLINGFORD RAILWAY

October 31-November 1 (Halloween Trains)
Wallingford station, Hithercroft Road, Wallingford (01491 835067).
www.cholsey-wallingford-railway.com

CHURNET VALLEY RAILWAY

October 11, 18, 25, 28, 31
Station Road, Cheddleton ST13 7EE (01538 750755).
www.churnet-valley-railway.co.uk
Events: October 25 Classic Car & Music Day, 31 Ghost Train Express.

COLEFORD GREAT WESTERN RAILWAY MUSEUM

Open on Fridays, Saturdays and bank holidays (14.30-17.00)
The Old Railway Station, Railway Drive, Coleford, Gloucs GL16 8RH (01594 833569/832032).
www.colefordgw.150m.com/aboutus.html

COLNE VALLEY RAILWAY

October 10-11, 25, 27-29, 31-November 1
Castle Heddingham, Essex CO9 3DZ (01787 461174).
www.colnevalleyrailway.co.uk
Events: October 11 Colne Valley at War, 27-29 Halloween Trains.

CORRIS RAILWAY

October 24-25, December 12-13
Station Yard, Corris, Machynlleth SY20 9SH.
www.corris.co.uk
Events: December 12-13 Santa Specials.

CREWE HERITAGE CENTRE

October 10-11, 17-18, 24-25, 31-November 1, 7-8, 14-15, 21-22, 28-29
Vernon Way, Crewe CW1 2DB (01270 212130).
www.creweheritagecentre.co.uk
Events: October 17 Crewe Railwayana Auction.

CRICH TRAMWAY VILLAGE

Daily (until November 1)
Matlock, Derbyshire DE4 5DP (01773 854321).
www.tramway.co.uk
Events: October 28-31 Starlight Specials.

DARLINGTON RAILWAY MUSEUM

HEAD OF STEAM
Open Wednesday-Sunday (11.00-15.30)
North Road Station, Darlington DL3 6ST. (01325 460532).
www.darlington.gov.uk/culture/headofsteam

DARTMOUTH STEAM RAILWAY

October 1-November 1, 4-5, 7, 11-12, 14, 19, 21, 26, 28
Queens Park station, Torbay Road, Paignton TQ4 6AF (01803 555872). www.dartmouthrailer.co.uk

DEAN FOREST RAILWAY

October 7, 11, 14, 18, 21, 24-25, 28, 30-November 1, 28-29
Norchard, Forest Road, Lydney (01594 845840).
www.deanforest.co.uk
Events: December 5-6, 12-13, 19-20, 24 Santa Specials.

DERWENT VALLEY LIGHT RAILWAY

See website for Santa Specials
Yorkshire Museum of Farming, Murton Park, Murton Lane, Murton, York YO19 5JF (enquiries via Murton Park 01904 489966).
www.murtonpark.co.uk/the-railway/

DEVON RAILWAY CENTRE

October 10-11, 17-18, 24-25-November 1
The Station, Bickleigh, Tiverton, Devon EX16 8RG (01884 855671). www.devonrailwaycentre.co.uk
Events: October 24-31 Halloween Specials.

DIDCOT RAILWAY CENTRE

October 10-11, 17-18, 24-November 1, 7-8, 14-15, 21-22, 28-29
Didcot, Oxon OX11 7NU (01235 817200).
www.didcotrailwaycentre.org.uk
Events: December 5-6, 12-13, 19-20, 22-23 Thomas and Father Christmas.

EAST ANGLIAN RAILWAY MUSEUM

Daily (10.00-16.30) for static viewing
Chappel station, Wakes Colne, Colchester CO6 2DS (01206 242524). www.earm.co.uk
Events: October 31-November 1 Spooky Days Out With Thomas, December 6, 13, 20 Days Out With Thomas and Santa.

EAST KENT RAILWAY

October 25, 31-November 1 (Halloween Train of Terror), 8 (Forty Shilling Specials)
White Cliffs Colliery Line, Station Road, Shepherdswell, Dover CT15 7PD (01304 832042).
www.eastkentrailway.co.uk/

EAST LANCASHIRE RAILWAY

October 10-11, 17-18, 24-25, 28-November 1, 7-8, 14-15, 21-22, 28-29
Bolton Street station, Bury, Lancs BL9 0EY (0161 764 7790). www.east-lancs-ry.co.uk
Events: October 17-18 Steam gala, 29-31 Ghost Trains, November 7 Diesel Day, 21-22 Lancashire Weekend, 28-29, December 5-6, 12-13, 19-24 Santa Specials.

EASTLEIGH LAKESIDE STEAM RAILWAY

October 10-11, 17-18, 24-November 1, 7-8, 14-15, 21-22, 28-29
Lakeside Country Park, Wide Lane, Eastleigh, Hampshire SO50 5PE (02380 612020).
www.steamtrain.co.uk
Events: October 31 Halloween Specials, December 12-13, 19-20 Santa Specials.

EAST SOMERSET RAILWAY

October 7, 10-11, 14, 17-18, 24-25, 28, 31
Cranmore station, Cranmore, Shepton Mallet, Somerset BA4 4QP (01749 880417).
www.eastsomersetrailway.com

ECCLESBOURNE VALLEY RAILWAY

October 6, 8, 10-11, 13, 15, 17-18, 20-22, 24-25, 27, 29, 31-November 1, 3, 7, 10, 14, 17, 21, 24, 28
Wirksworth station, off Coldwell Street, Wirksworth DE4 4FB (01629 823076). www.e-v-r.com
Events: October 17-18 Model Railway Exhibition.

ELECTRIC RAILWAY MUSEUM

October 10
Station Yard, Baginton, Coventry CV3 4LE.
www.electrictailwaymuseum.co.uk

ELSECAR HERITAGE RAILWAY

October 10, 18, 25, November 1, 8, 15, 22, 28-29
Elsecar Heritage Centre, Wath Road, Elsecar, Bamsley S74 8HJ (01226 746746). Open daily for static viewing. www.elsecarrailway.co.uk
Events: November 28-29, December 5-6, 12-13, 19-22 Santa Specials.

EMBSAY & BOLTON ABBEY STEAM RAILWAY

October 6, 10-11, 13, 17-18, 20, 24-25, 27, 31-November 1, 8, 15, 22, 29
Bolton Abbey station, Skipton, North Yorkshire BD23 6AF (01756 710614).
www.embsayboltonabbeyrailway.org.uk
Events: October 31-November 1 Halloween Specials, 29, December 5-6, 12-13, 19-20 Santa Specials.

EPPING ONGAR RAILWAY

October 10-11, 17-18, 24-25, 28, 30-November 1
Ongar station, Station Approach, Ongar, Essex CM5 9BN (01277 365200). http://eorailway.co.uk/ (023 8089 1203). Open 10.00-17.00.
www.exbury.co.uk

EVESHAM VALE LIGHT RAILWAY

October 10-11, 17-18, 24-November 1, 28-29
Evesham Country Park, Twyford, Evesham, Wors WR11 4TP (01386 422282). www.evlr.co.uk
Events: November 28-29, December 5-6, 12-13, 19-24 Santa Specials.

EXBURY GARDENS RAILWAY

Daily (until November 8)
Exbury Gardens, Southampton SO45 1AZ (023 8089 1203). Open 10.00-17.00.
www.exbury.co.uk

FAIRBOURNE RAILWAY

October 6-8, 10-11, 13-15, 17-18, 20-22, 24-29
Beach Road, Fairbourne, Gwynedd LL38 2EX (01341 250362). www.fairbournerailway.com

FFESTINIOG RAILWAY

October 1-November 1, 4-5, 7, 11-12, 14, 18-19, 21, 25-26, 28
Harbour station, Porthmadog LL49 9NF (01766 516073). www.festrail.co.uk/
Events: October 9-11 Victorian Weekend, 29-31 Halloween trains.

FOXFIELD RAILWAY

October 11, 18, 25, 28, November 28-29
Caverswall Road station, Blythe Bridge, Stoke-on-Trent ST11 9EA (01782 396210/259667).
www.foxfieldrailway.co.uk
Events: October 26-27 Steam Gala, November 28-29, December 5-6, 12-13, 19-20, 23-24 Santa Specials.

GARTELL LIGHT RAILWAY

October 25
Common Lane, Yenston, Templecombe, Somerset (01963 370752). www.glr-online.co.uk

GLOUCESTERSHIRE WARWICKSHIRE RAILWAY

October 6-7, 10-11, 13-14, 17-18, 20-21, 24-25, 27-28, 31-November 1, 28-29
The Railway Station, Toddington (01242 621405).
www.gwsc.com
Events: October 10-11 Autumn Diesel Weekend, 31 Halloween Specials, November 28-29, December 5-6, 12-13, 19-20, 22-24 Santa Specials.

GREAT CENTRAL RAILWAY

October 10-11, 17-18, 21, 24-25, 28, 31-November 1, 7-8, 14-15, 21-22, 28-29
Great Central Road, Loughborough, Leicestershire (01509 230726). www.gcrailway.co.uk
Events: October 31 Halloween Specials, November 28-29, December 5-6, 9, 12-13, 16, 19-24 Santa Specials.

GREAT CENTRAL RAILWAY (NOTTINGHAM)

October 11, 17-18, 24-25, November 28-29
Mere Way, Ruddington, Nottingham NG11 6NX (off the A60) (0115 940 5705). www.gcm.co.uk
Events: November 28-29, December 5-6, 12-13, 19-20, 24 Santa Specials.

GROUDLE GLEN RAILWAY

December 13, 19-20, 26
Onchan, Isle of Man (01624 670453).
www.ggr.org.uk
Events: December 13, 19-20 Santa Specials.

GWILI RAILWAY

October 7-8, 10, 14-15, 18, 24-November 1
Bronwydd Arms, Carmarthen (01267 238213).
www.gwili-railway.co.uk
Events: October 10 Autumn Gala.

HAYLING SEASIDE RAILWAY

October 7, 10-11, 14, 17-18, 21, 24-November 1, 4, 7-8, 11, 14-15, 18, 21-22, 25, 28-29
Hayling Island, Hants PO11 0AG (023 9237 2427).
www.haylingseasiderailway.com
Events: November 7-8 Model railway exhibition.

HEATHERSLAW LIGHT RAILWAY

Daily (until November 1)
Ford Forge, Heatherslaw, Cornhill-on-Tweed, Northumberland TD12 4TJ (01890 8203170).
www.heatherslawlightrailway.co.uk

HELSTON RAILWAY

October 8, 11, 15, 18, 22, 25, 29 November 1, 5, 8, 12, 15, 1

KENT & EAST SUSSEX LIGHT RAILWAY

October 10-11, 17-18, 24-25, 27-28 November 1
Tenterden TN30 6HE (01580 765155).
www.kesr.co.uk Events: October 10 Autumn Countryes Car Rally, 27 and 31 Fright Night Expresses.

KEW BRIDGE STEAM MUSEUM

Open Tuesday-Sunday (11.00-16.00)
Green Dragon Lane, Brentford TW8 0EN
(Kew Bridge station) (020 8568 4757).
www.kbsm.org

KIRKLEES LIGHT RAILWAY

October 10-11, 17-18, 24-28 November 1
Clayton West station, Huddersfield (01484 865727).
www.kirkleeslightrailway.com
Events: October 30-November 1 Halloween Trains, 14-15 Days Out With Thomas, 28-29, December 4-6, 11-13, 18-20, 22-24 Santa Specials.

LAKESIDE & HAVERTHWAITE RAILWAY

October 1-11, 17-8, 14-15, 21-22, 28-29
Haverthwaite station, Ulverston, Cumbria LA12 8AL
(01539 531594). www.lakesiderailway.co.uk

LAPPA VALLEY STEAM RAILWAY

Daily (until November 1)
St Newlyn East, Newquay, Cornwall
(01872 510317). www.lappavalley.co.uk

LAUNCESTON STEAM RAILWAY

October 25-31
St Thomas Road, Launceston, Cornwall PL15 8DA
(01825 750515). www.launcestonr.co.uk

LAVENDER LINE

October 11, 18, 25, 31-November 1, 8, 15, 22, 29
Isfield station, Uckfield, East Sussex TN22 5XB
(01825 750515). www.lavender-line.co.uk

LEADHILLS & WANLOCKHEAD RAILWAY

December 5-6 (Santa Specials)
Lowthers Railway Society, The Station, Leadhills, Lanarkshire ML12 6XS. www.leadhillsrailway.co.uk/

LEIGHTON BUZZARD RAILWAY

October 11, 18, 25, 28
Page's Park station, Billington Road,
Leighton Buzzard LU7 4TN (01525 373888).
www.buzzrail.co.uk

LINCOLNSHIRE WOLDS RAILWAY

October 11, 31, November 15, 29
Ludborough station, Grimsthy DN35 5QS
(01507 363881).
www.lincolnshirewoldsrailway.co.uk
Events: October 31 Fireworks, November 15 Jacket Potato Day, 29 Santa arrives.

LLANBERIS LAKE RAILWAY

October 4-8, 11-15, 18-22, 25-31
Giffach Ddu, Llanberis, Caernarfon, Gwynedd LL55 4TY (01286 870549). www.lake-railway.co.uk

LLANGOLLEN RAILWAY

October 10-11, 17-18, 24-November 1, 7-8
The Station, Abbey Road, Llangollen LL20 8SN
(01978 860979). www.llangollen-railway.co.uk
Events: October 17 Real Ale Train, 31 Ghost Train, November 1 Ride The Rocket Firework Train.

LOCOMOTION: THE NRM AT SHILDON

Daily (10.00-16.00)
Shildon, Co Durham. Free admission
(01388 777999). www.nrm.org.uk

LONDON TRANSPORT MUSEUM

Daily
Covent Garden Piazza, London WC2E 7BB
(020 7565 7299 -24-hour recorded information,
020 7379 6344 -switchboard).
www.tmmuseum.co.uk

LONDON TRANSPORT MUSEUM DEPOT

October 30-31, November 27-28
2 Museum Way, 118-120 Gunnersbury Lane, London W3. Check the website for more open weekends and guided tours - www.tmmuseum.co.uk
Tickets for guided tours (11.00 and 14.00) must be pre-booked - book online or telephone the booking office on 020 7565 7298.

LYNTON & BARNSTAPLE RAILWAY

October 6-8, 10-11, 13-15, 17-18, 20-November 1, 8
Woody Bay station, Paracombe, Devon EX31 4RA
(01598 763487). www.lynton-rail.co.uk
Events: November 8 Remembrance Sunday.

MANGAPPS RAILWAY MUSEUM

October 10-11, 17-18, 24-25, 31
Southminster Road, Burnham-on-Crouch, Essex
(01621 784898). www.mangapps.co.uk

MANX ELECTRIC RAILWAY

Daily (until November 8)
Douglas, Isle of Man.
www.manxelectricrailway.co.uk

MAUD RAILWAY MUSEUM

Ring museum for opening times
Station Road, Maud, Aberdeenshire AB42 5LY
(01771 622906). Open noon to 16.00.
Enquiries to bdps@cotmail.net

MIDDLETON RAILWAY

October 10-11, 17-18, 24-25, 28, 31-November 1, 7-8, 14-15, 21-22
The Middleton Railway Trust Ltd, The Station,
Moor Road, Hunslet, Leeds LS10 2JQ
(0113 271 0320). www.middletonrailway.org.uk
Events: October 31-November 1 Halloween Specials.

MID-HANTS RAILWAY

October 10-11, 17-18, 23-November 1
The Station, Alresford, Hants SO24 9JG
(01962 733810). www.watercressline.co.uk
Events: October 23-25 Autumn Steam Gala,
30-31 Wizard Weekend.

MIDLAND RAILWAY-BUTTERLEY

October 10-11, 17-18, 24-November 1, 8, 15, 21-22, 28-29
Butterley Station, Ripley, Derbyshire
(01773 747674).
www.midlandrailway-butterley.co.uk
Events: October 10-11 Stanier Steam,
November 21-22, 28-29, December 5-6, 9, 12-13,
16, 19-20, 22-24 Santa Specials.

MID-NORFOLK RAILWAY

October 7-8, 10-11, 14-15, 17-18, 21-22, 24-25, 28-29
Station Road, Dereham, Norfolk (01362 690633).
www.mnr.org.uk Events: October 17-18 Multiple
Units and Classic Transport Weekend.

MID-SUFFOLK LIGHT RAILWAY

December 5-6, 12-13, 20 (Santa Specials)
Brockford station, Wetheringsett, Stowmarket IP14
5PW (01449 766899). www.msrl.org.uk

MONKWEARMOUTH STATION MUSEUM

Daily (Monday-Saturday 10.00-17.00, Sunday 14.00-17.00)
North Bridge Street, Sunderland SR5 1AP
(0191 567 7075).
www.tvmuseums.org.uk/monkwearmouth
Free admission.

MUSEUM OF RAIL TRAVEL

Daily (11.00-16.00)
Ingrow Railway, South Street, Keighley,
West Yorkshire BD21 5AX Centre
(on A629 Keighley-Halifax road) (01535 680425).
www.ingrowrailwaycentre.co.uk

MUSEUM OF SCIENCE & INDUSTRY

Daily (10.00-17.00)
Liverpool Road, Castlefield, Manchester M3 4FP
(0161 832 2244). www.mosi.org.uk Free admission.

NATIONAL COAL MINING MUSEUM

Daily (10.00-17.00)
Caphouse Colliery, New Road, Overton, Wakefield
WF4 4RH (01924 848806).
www.ncm.org.uk Free admission.

NATIONAL RAILWAY MUSEUM

Daily (10.00-18.00)
Leeman Road, York (0844 8153 139).
www.nrm.org.uk Free admission.

NENE VALLEY RAILWAY

October 10-11, 17-18, 21, 24-25, 27-29, 31-November 1, 28-29
Wansford station, Stibbington, Peterborough
(01780 784444). www.nvr.org.uk
Events: November 28-29, December 2, 5-6, 9, 12-13,
16, 19-21, 23-24 Santa Specials.

NORTHAMPTON & LAMPOR T RAILWAY

October 11, 18, 25, November 29
Brampton station, Chapel Brampton, Northants
NN6 8BA (01604 820327). www.nlr.org.uk
Events: October 25 Halloween Specials, November
29, December 5-6, 12-13, 19-20 Santa Specials.

NORTH NORFOLK RAILWAY

October 1-11, 17-18, 21, 24-25, 27-29, 31-November 1, 7-8, 14-15, 21-22, 28-29
The Station, Sheringham NR26 8RA
(01263 820800). www.nnrailway.co.uk
Events: October 24-31 Halloween Week, November
29, December 5-6, 12-13, 19-20 Santa Specials.

NORTH YORKSHIRE MOORS RAILWAY

October 1-11, 17-18, 21, 24-25, 27-29, 31-November 1, 28-29
Pickering station Y018 7AJ (01751 472508).
www.nymr.co.uk
Events: October 16-18 Railway in Wartime,
24-November 1 Witches and Wizards Week,
28-29, December 5-6, 12-13, 19-22 Santa Specials.

OLD KILN LIGHT RAILWAY

See website for running dates
Rural Life Centre, Reeds Road, Tilford, Farnham,
Surrey GU10 2DL. www.oldkilnlightrailway.com

PEAK RAIL

October 10-11, 17-18, 24-25, 27-29, 31-November 1, 7-8, 14-15, 21-22
Matlock station, Derbyshire DE4 3NA
(01629 580381). www.peakrail.co.uk

PERRYGROVE RAILWAY

October 6, 10-11, 13, 17-18, 20, 24-November 1, 7-8, 14-15, 21-22, 28-29
Perrygrove Road, Coleford, Gloucs GL16 8QB
(01594 834991). www.perrygrove.co.uk

PONTYPOOL & BLAENAVON RAILWAY

October 30-31
Off B4248 between Blaenavon and Brynmawr
www.pontypool-and-blaenavon.co.uk
Events: October 30-31 Ghost Trains.

POPULAR MINIATURE RAILWAY

October 7-11, 14-18, 24-November 1, 4-8, 11-15, 18-22, 25-29
Poplar Nurseries, Coggeshall Road, Marks Tey,
Colchester CO6 1HR (07780 603001).
info@poplarrailway.co.uk

RAVENGLASS & ESKDALE RAILWAY

October 1-11, 17-18, 28-29
Ravenglass, Cumbria (01229 717171).
www.ravenglass-railway.co.uk
Events: October 30-31 Ghost Trains, November 28-29,
December 5-6, 12-13, 19-23 Santa Specials.

RHYL MINIATURE RAILWAY

December 19-22 (Santa Specials)
Central Station, Marine Lane, Wellington Road, Rhyll
LL18 1LN (01352 759109)
www.rhylminiaturerailway.co.uk/

RIBBLE STEAM RAILWAY

October 31-November 1 (Halloween Weekends)
Albert Edward Dock, Riversway Docklands, Preston.
www.ribblesteam.org.uk

ROMNEY, HYTHE & DYMCHURCH RAILWAY

Daily (until November 1)
New Romney station, Kent (01797 362353/6).
www.rhdr.org.uk

RÜDYARD LAKE RAILWAY

October 10-11, 17-18, 24-25, 31-November 1, 8, 15, 22, 29
Rudyard station, Rudyard Road, Rudyard, Leek,
Staffs ST13 8PF (01538 306704). www.rslr.org.uk

RUSHDEN, HIGHAM & WELLINGBOROUGH RAILWAY

Open Fridays (14.00-16.00), Saturday (14.00-16.00) and Sunday (10.00-16.00)
Rushden Transport Museum, Rushden station,
Station Approach, Rushden, Northants NN10 0AW
(01933 353111). www.rhts.co.uk
Events: October 10-11 LMS Branch Line at War -
1940s, 31 Ghost Train.

RÜTLAND RAILWAY MUSEUM — ROCKS BY RAIL

October 18, November 15
Ashwell Road, Cottesmore, Oakham LE15 7BX
(01572 813203 or 01780 764118 after 16.00).
www.rocks-by-rail.org/ General opening hours on
Tuesdays, Thursdays and Sundays: 10.00-17.00
(last admission 16.00).
Events: October 18 Quarry demonstration.

SEVERN VALLEY RAILWAY

October 10-11, 17-18, 24-November 1, 7-8, 14-15, 21-22, 28-29
Bewdley, Worcs DY12 1BG (01299 403816).
www.svr.co.uk Events: October 10-11, 17-18, 24-25
Tomado Steams Int, 29-31 Ghost Trains,
November 14-15 Manor 50.
Check website for details of dining opportunities.

SHIPLEY GLEN TRAMWAY

October 10-11, 17-18, 24-25, 31-November 1, 7-8, 14-15, 21-22, 28-29
Prod Lane, Baldon, West Yorkshire BD17 5BN
(07773 001250).
www.shipleyglentramway.co.uk/

SNAPELL MOUNTAIN RAILWAY

Daily (until November 8)
Laxey station, Snafell, Isle of Man (01624 675222).
www.iombusandtrail.info/events

SNOWDON MOUNTAIN RAILWAY

Daily (until November 1)
Llanberis, Gwynedd LL55 4TY (0844 493 8120).
www.snowdonrailway.co.uk

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Open Sundays (10.00-16.00) for static viewing and Mondays (13.00-16.00)
Midsomer Norton Station, Silver Street,
Midsomer Norton, Avon BA3 2EY (01761 411221).
www.sdrf.co.uk

SOUTH DEVON RAILWAY

October 1-11, 17-18, 24-25, 27-29, 31-November 1, 7-8, 14-15, 21-22
The Station, Buckfastleigh, Devon (0845 345 1420).
www.southdevonrailway.org
Events: October 24-30 Family Festival,
31 Halloween Express, 31-November 1 Half Price
Weekend, 7-8 Diesel Gala.

SOUTH TYNEDALE RAILWAY

October 6, 8, 10-11, 13, 15, 17-18, 20, 22, 24-25, 27, 29, 31
The Station, Alston, Cumbria CA9 3JB
(01434 381696; talking timetable 01434 382828).
www.south-tynedale-railway.org.uk/

SPA VALLEY RAILWAY

October 10-11, 17-18, 23-25, 29-November 1
West Station, Royal Tunbridge Wells, Kent TN2 5OY
(01892 537715). www.spavalleyrailway.co.uk/
Events: October 10-11 Days Out With Thomas, 17-18
Thumpers, Shunters and Brake Vans, 23-25 Beer and
Cider Festival, 23-24 Diesel Gala, 30-31 Halloween
Express. See website for details of dining trains.

ST ALBANS SOUTH SIGNALBOX

October 11, 25, November 8, December 13
Ridgmont Road, St Albans AL1 3AJ.
www.sigbox.co.uk Opening times 14.00-17.00.

STEAM — RAILWAY MUSEUM OF THE GWR

Daily (10.00-17.00)
Kemble Drive, Swindon SN2 2TA (01793 466646).
www.steam-museum.org.uk The library
and archive is open Mon-Fri (10.00-16.00) by
appointment only (01793 466607).

STEEPLE GRANGE LIGHT RAILWAY

October 25, 27, 29, November 1
Steeplehouse station, Old Porter Lane, Wirksworth,
Derbyshire (DE4 4LS for sat navs) (07769 802587).
www.steeplegrange.co.uk

STEPHENSON RAILWAY MUSEUM

October 11, 18, 25, November 1, 8, 15, 22, 29
North Tyneside Steam Railway Association,
Middle Engine Lane, West Chilton, North Shields
NE15 8DX (0191 2007146). www.nrsra.org.uk

STRATHSPEY RAILWAY

October 7-8, 10-11, 14-15, 17-18, 21-22, 24-25, 28-29, 31
Aviemore station, Dalrader Road, Aviemore,
Inverness-shire (01479 810725).
www.strathspeyrailway.co.uk
Events: October 31 Halloween Special,
December 5-6, 9-13, 16-20, 23-24 Santa Specials.

SUTTON HALL RAILWAY

Ring railway for running days
Tabors Farm, Sutton Hall, Shopland Road, Rochford,
Essex SS4 1LQ (01702 334337).

SWANAGE RAILWAY

October 1-11, 17-18, 24-25, 27-29, 31-November 1, 7-8, 14-15, 21-22, 28-29
Swanage station, Dorset BH19 1HB (01929 425800).
www.swanagerailway.co.uk
Events: October 16-18 Autumn Steam Gala.

SWINDON & CRICKLADE RAILWAY

October 10-11, 17-18, 24-25, 28, 31-November 1, 8, 15, 22, 28-29
Tadpole Lane, Blunsdon, Swindon SN25 2DA
(01793 771615).
www.swindon-cricklade-railway.org
Events: October 30-31 Ghost Trains, November 28-29,
December 5-6, 12-13, 19-20 Santa Specials.

TALYLlyn RAILWAY

Daily (until November 1)
Wharf station, Tywyn, Gwynedd LL36 9EY
(01654 710472). www.talyllyn.co.uk
Museum open 10.00-14.00.
Events: October 30-31 Halloween Trains.

TANAT VALLEY LIGHT RAILWAY

See website for opening times
Nant Mawr Visitor Centre, Rednal, West Felton,
Oswestry, Shropshire SY10 9HW (01948 781079).
www.tvlrc.co.uk

TANFIELD RAILWAY

October 11, 18, 25, 31-November 1, 8, 15, 22, 28-29
Marley Hill Engine Shed, Old Marley Hill, Gateshead,
Tyne & Wear NE16 5ET (for sat navs)
(0845 463 4938). www.tanfieldrailway.co.uk
Events: October 18 Coals to Newcastle,
31 Ghost Trains, November 28-29, December 5-6,
12-13, 19-20, 23-24 North Pole Express.

TARKA VALLEY RAILWAY

See website for activities each Thursday
Torrington Station/The Puffing Billy, Station Hill,
Great Torrington, Devon EX38 8JD. (07881 905260)
www.tarkavalleyrailway.co.uk

TEIFI VALLEY RAILWAY

See website for running dates
Henlan station, Henllan, Llansudly SA44 5TD
(01559 371077). www.teifivalleyrailway.org

VALE OF RHEIDOL RAILWAY

October 3-8, 10-15, 17-22, 24-November 1, 7-8, 14-15, 21-22, 28-29
Park Avenue, Aberystwyth, Ceredigion SY23 1PG
(01970 625819). www.rheidolrailway.co.uk

WEARDALE RAILWAY

October 10-11, 17-18, 21-22, 24-25, 31
Stanhope Station, Stanhope, Stanhope, Co
Durham DL13 2YS (01388 526203).
www.weardale-railway.org.uk

WELLS TO WALSLINGHAM LIGHT RAILWAY

Daily (until October 31)
Wells-next-the-Sea, Norfolk NR23 1QB
(01328 711630 - 08.00 to 17.00).
www.wells-walsinghamrailway.co.uk/

WELSH HIGHLAND RAILWAY (C)

October 1-11, 17-18, 21-22, 24-25, 28, 31-November 1, 4-5, 7, 11-12, 14, 18-19, 21, 25-26, 28
Harbour station, Porthmadog, Gwynedd LL49 9NF

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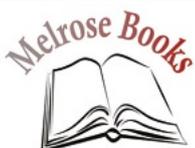
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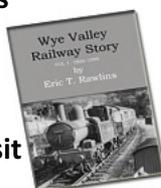
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| 1. GREAT CENTRAL RAILWAY www.gcrailway.co.uk | 24. MIDDLETON RAILWAY www.middletonrailway.org.uk |
| 2. FFESTINIOG RAILWAY www.festrail.co.uk | 25. EAST SOMERSET RAILWAY www.eastsomersetrailway.com |
| 3. NORTH NORFOLK RAILWAY www.nnrailway.co.uk | 26. DEAN FOREST RAILWAY www.deanforestrailway.co.uk |
| 4. RAILWAY PRESERVATION SOCIETY OF IRELAND www.steamtrainsireland.com | 27. PEAK RAIL www.peakrail.co.uk |
| 5. SOUTH DEVON RAILWAY www.southdevonrailway.org | 28. SCARBOROUGH RAILWAY SOCIETY www.scarboroughrailwaysociety.org.uk |
| 6. EMSAY & BOLTON ABBEY STEAM RAILWAY www.emsayboltonabbeyrailway.org.uk | 29. LINCOLNSHIRE WOLDS RAILWAY www.lincolnshirewoldsrailway.co.uk |
| 7. TALYLlyn RAILWAY www.talyllyn.co.uk | 30. ROYAL DEESIDE RAILWAY www.deeside-railway.co.uk |
| 8. MID-NORFOLK RAILWAY www.mnr.org.uk | 31. PUBS NEAR THE STATION www.pubsnearthestation.com |
| 9. SOUTH TYNDALE RAILWAY www.strps.org.uk | 32. PUBS NEAR THE TUBE www.pubsnearthetube.com |
| 10. SCOTTISH RAILWAY PRESERVATION SOCIETY www.srps.org.uk | 33. GREAT WESTERN (SVR) ASSOCIATION www.gw-svr-a.org.uk |
| 11. SPA VALLEY RAILWAY www.spavalleyrailway.co.uk | 34. UK STEAM www.uksteam.info |
| 12. BODMIN & WENFORD RAILWAY www.bodminandwenfordrailway.co.uk | 35. STEPHENSON LOCOMOTIVE SOCIETY www.stephensonloco.org.uk |
| 13. CHOLSEY & WALLINGFORD RAILWAY www.cholsey-wallingford-railway.com | 36. MARLOW & DISTRICT RAILWAY SOCIETY www.mdrs.org.uk |
| 14. FAIRBOURNE RAILWAY www.fairbournerrailway.com | 37. GAINSBOROUGH MODEL RAILWAY SOCIETY www.gainsboroughmodelrailway.co.uk |
| 15. CALEDONIAN RAILWAY www.caledonianrailway.co.uk | 38. WEST SOMERSET RAILWAY www.west-somerset-railway.co.uk |
| 16. BURE VALLEY RAILWAY www.bvrrv.co.uk | 39. CONTINENTAL RAILWAY CIRCLE www.continentalrailwaycircle.org.uk |
| 17. BRITISH TRAMS ON LINE www.britishtramsonline.co.uk | 40. RAILWAY PERFORMANCE SOCIETY www.railperf.org.uk |
| 18. EAST ANGLIAN RAILWAY MUSEUM www.earm.co.uk | 41. LNER (SVR) COACH FUND www.lnersvrcoachfund.org.uk |
| 19. CHASEWATER RAILWAY www.chasewater railway.co.uk | 42. KEITH & DUFFTOWN RAILWAY www.keith-dufftown-railway.co.uk |
| 20. BOWES RAILWAY www.bowesrailway.co.uk | 43. ALN VALLEY RAILWAY www.alnvalleyrailway.co.uk |
| 21. BARROW HILL ROUNDHOUSE www.barrowhill.org.uk | 44. SWANAGE RAILWAY www.swanagerailway.co.uk |
| 22. ENGINE SHED SOCIETY www.engineshedsociety.co.uk | |
| 23. ABRAIL www.abrail.co.uk | |

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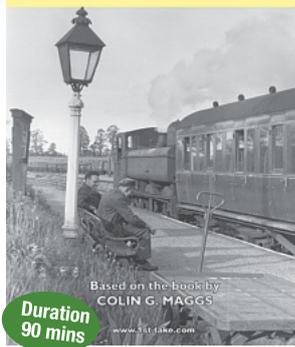


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- Hi-res JPEGs or TIFFs should be resized to min 7x5in at 300dpi with no layers or sharpening (with TIFFs, select byte order as 'PC').
- Captions plus your name and contact details MUST be embedded in the 'File Info' section. A brief contents list must be written on CD sleeves and on the CD itself (but do not stick labels on CDs).
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- If posting CDs, send thumbnails and captions. We cannot return CDs.
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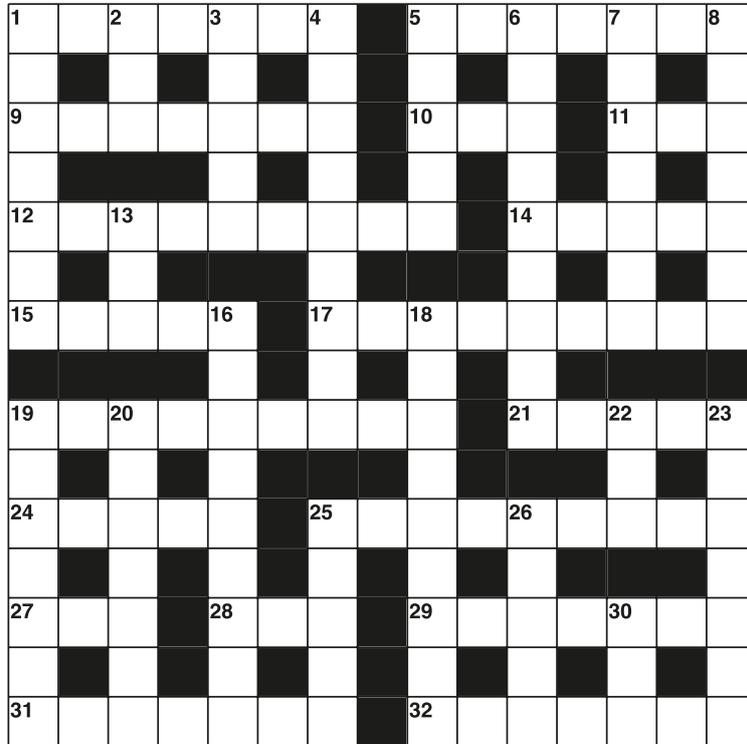
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■ Puzzle compiled by WILL ADAMS

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

Across

- 1 ___ Street, Caledonian terminus in Edinburgh (7)
- 5 Ex-LNER 'B17/1' No. 61601, and ___ Hall, ex-GWR No. 6926 (7)
- 9 'EM2' electric No. 27006 (7)
- 10 Alphabetical railway guide first published in 1853 (1,1,1)
- 11 The 'W' of 'WD' (3)
- 12 ___ & Addington, station on the LNWR Northampton-Peterborough line (9)
- 14 *Dornoch* ___, 'Britannia' No. 70054 (5)
- 15 ___ Castle, No. 5097 (5)
- 17 ___ Corner, race-goers' terminus? (9)
- 19 BR Standard No. 73085, formerly SR 'King Arthur' No. 753 (9)
- 21 Billinton's 'C2X' boilers carried two, unusually (5)
- 24 Intermediate station on the Newquay branch (5)
- 25 Class 40 No. 40020 (9)
- 27 InterCity 125 unit, in short (1,1,1)
- 28 ___ Marsh Sidings, near Hawarden Bridge/Shotton (3)
- 29 Terminus of a short spur from the Manchester-Hadfield line (7)
- 31 ___ Railway, company with loco works at Caerphilly (7)
- 32 BR express parcels service introduced in 1963 (3,4)



Down

- 1 'A3' No. 60096 (7)
- 2 New ___ Yard Junction, just outside the 13 down's Broad Street terminus (3)
- 3 New ___ Gate, southern end of the East London Line (5)
- 4 ___ Bridge, South Devon Railway station (9)
- 5 ___ Green, station on the Manchester-Wilmslow line (5)
- 6 City with City and Trent Valley stations (9)
- 7 Location of the principal depot of the Keighley & Worth Valley Railway (7)
- 8 Colliery after which Class 58 No. 58003 was named (7)
- 13 Company using London's Broad Street terminus (1,1,1)
- 16 Sir Eustace ___, Railway Executive chairman (9)
- 18 ___ (12th London Regt), 'Royal Scot' No. 46165 (3,6)
- 19 Brecon & ___ Tydfil Junction Railway (7)
- 20 Terminus of the CR branch from Killin Junction (4,3)
- 22 *Isle of* ___, 'Patriot' No. 45511 (3)
- 23 *The* ___, *The East Yorkshire Regiment, the Duke of York's Own, 'V2'* No. 60809 (7)
- 25 *The* ___ 3 down, 'D11/2' No. 62686 (5)
- 26 Curved line joining two routes where they cross (5)
- 30 Group of carriages operated as a fixed unit (3)

October crossword entry form

Name

Address

Postcode

Tel

Email

Send completed form (photocopies are accepted) to: October Crossword Quiz, The Railway Magazine, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle LN9 6JR. Open to UK entrants only. Winners will be announced in the December 2015 issue. The winners will be the senders of the first all-correct solutions opened in our office.

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Solution to the August issue.

Across: 9 Hurricane 10 Alice 11 Woods 12 Limehouse 13 Evenley 14 Testing 17 Gates 19 Sir 20 Linda 21 Rhondra 22 Cwmaman 24 Constable 26 Rolfe 28 Amble 29 North Pole

Down: 1 Shaw 2 Broome 3 Dieselised 4 Valley 5 Helmster 6 Bach 7 Silurian 8 Nene 13 Elgar 15 Saltmarsh 16 Grain 18 Thornaby 19 St Albans 22 Cherry 23 Melton 24 Clan 25 Tree 27 Eden

August winner: John Russell, Halstead, Essex.

Runners-up: Mike Page, Welwyn Garden City, Herts; P Lea, Bridgnorth, Shropshire.

The closing date for this month's crossword is Friday, November 6, 2015.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only



LAST month's mystery photo (right) from Chris Milner showed the down platform, canopies and station building at Melrose. A casualty of the Waverley line closure on January 6, 1969, the down platform alignment is now used by the A6091 road, and will be one of the obstacles to overcome if the newly opened Borders Railway is to extend to Hawick and beyond. Opened by the North British Railway on February 22, 1849, the station building is Grade A listed, and quite grand for a small town. It has had several uses, including a restaurant and craft shop. Replica signs have been erected.



Now, can you identify the location of the unusual station (left)? Answer next month.

Next month

The November issue will be on sale on November 4, 2015. Thank you for choosing *The Railway Magazine*

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson **NEW** £90.06



31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem **NEW** £90.06

Diesel locos



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains - weathered. DCC Sound **NEW** £203.96



32-763 Class 57/3 57309 'Pride of Crew' in DRS Compass blue **NEW** £106.21

DMUs

32-286A Class 101 2 Car DMU BR green yellow panel - weathered **NEW** £144.46

Coaches

34-081A Collect 60ft 1st/2nd brake composite BR crimson & cream **NEW** £24.61

Wagons

37-952 Conflat wagon in BR bauxite BD container in Speedfreight **NEW** £13.56
 37-983 Pack of 2 Conflat wagons in BR bauxite **NEW** £25.46
 38-144 29 ton VDA sliding door box van BR Railfreight - weathered **NEW** £21.21
 38-145 29 ton VDA sliding door box van in BR bauxite - weathered **NEW** £21.21
 38-146 29 ton VDA sliding door box van BR Civil Link - weathered **NEW** £21.21

Base Toys - Buses

B205B Bristol MW5G - Ribble (Ribble Red) (623) **NEW** £17

EFE - Buses

32005EFE RCL Routmeister Coach 'London Country' **NEW** £26.50
 36712EFE Plaxton SLF Dart 'Norfolk Green' **NEW** £26.50
 38122 Bristol VRT 'Solent BlueLine' **NEW** £26.50

Heljan - Diesel locos



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (list £129.95) **BARGAIN** £59
 2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (list £129.95) **BARGAIN** £59
 2322 Class 23 Baby Deltic D5902 green headcode discs and no frost grilles (list £129.95) **BARGAIN** £59



2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (list £139.95) **BARGAIN** £59

Electric locos



9000 Metropolitan Bo-Bo electric 20 in Metropolitan **NEW** £107



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan **NEW** £107
 9002 Metropolitan Bo-Bo electric 1 in wartime grey **NEW** £107



9003 Metropolitan Bo-Bo electric 8 "Sherlock Holmes" in London Transport **NEW** £107
 9004 Metropolitan Bo-Bo electric 5 "John Hampden" in London Transport (as preserved at the London Transport museum) **NEW** £107

DMUs



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (list £119.95) **BARGAIN** £69



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (list £119.95) **BARGAIN** £69



8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (list £119.95) **BARGAIN** £52



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (list £119.95) **BARGAIN** £52

Hornby - Steam locos



R3234 Class D16/3 "Claud Hamilton" 4-4-0 62530 in BR black early emblem **NEW** £101.90



R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BRITISH RAILWAYS black **NEW** £101.90



R3273 Class 9F 2-10-0 92027 Crosti boiler in BR early emblem - Railroad range **NEW** £111.20
 R3274 Class 9F 2-10-0 92023 Crosti boiler BR black late crest - Railroad range **NEW** £111.20



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR green early crest - Railroad range **NEW** £64.80
 R3303 Class D16/3 4-4-0 62581 BR black early emblem - weathered **NEW** £101.84

Diesel locos



R3263 Class 50 50024 "Vanguard" in BR Large Logo blue **NEW** £137.20



R3353 Sentinel 4wDH in Balfour Beatty **NEW** £51.84
 R3355 Sentinel 0-4-0 H103 in Wabtec **NEW** £51.84

Electric locos



R3350 Class 90 90029 in DB Schenker **NEW** £64.81

HSTs



R3366 Network Rail Measurement Train Drive Units **NEW** £189.99

EMUs



R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (list £189.99) **BARGAIN** £119

Coaches

R4618A BR Mk2E Standard Open Brake Coach **NEW** £23.14
 R4646 BR Mk1 Parcels Coach 'Express Parcels' **NEW** £23.14

Oxford Diecast - Coaches



76LRT006 Leyland Royal Tiger Coach Lough Swilly **NEW** £13

Cars



76ACF001 Austin Cambridge Persian blue/white **NEW** £5
 76PP005 Ford Popular 103E Ermine White **NEW** £5
 76MCT004 MGTC 2-door roadster in black **NEW** £5
 76ZE008 Ford Zephyr Monaco Red **NEW** £5

Cars - racing

76COR3007 Ford Cortina MkII Noel Edmonds **NEW** £5

Farming & Construction

76SET33 5 Piece Tractor Set Ford/Ferg/DB **NEW** £20

Military ground vehicles

76LAN188020 Land Rover Series 1 88" Canvas REM **NEW** £4

Public Service vehicles

76FT020 Ford Transit LWB High Roof West Sussex **NEW** £5



76FT003 Ford Transit Connect Cork City Fire Brigade **NEW** £5.75
 76LAN1109009 Land Rover Series 1 109" Canvas **NEW** £5
 76M1010 Morris J Van British Rail **NEW** £5
 76SET34 5 Piece British Rail Set K8/CA/Q25/LR **NEW** £20

N Gauge

Dapol - Steam locos

25-001-003 Class 7800 Manor 4-6-0 7805 "Broomie Manor" GWR green GWR lettering **NEW** £100
 25-001-004 Class 7800 Manor 4-6-0 7821 "Ditcheat Manor" in BR Mixed Traffic Black Early Crest **NEW** £100
 25-021-001 Class Q1 0-6-0 33016 in BR black early emblem **NEW** £94
 25-021-002 Class Q1 0-6-0 33018 in BR black late crest **NEW** £94

Coaches

2P-012-502 Mausell Coach BR Brake Van SR Green 430 **NEW** £13

Graham Farish - Coaches



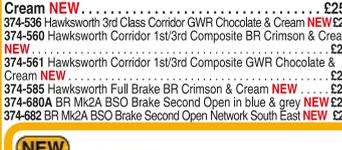
374-130B BR Mk1 GUV Maroon Weathered **NEW** £25.46



374-510 Haworth Brake 3rd Class Corridor BR Crimson & Cream **NEW** £25.46
 374-511 Haworth Brake 3rd Class Corridor GWR Chocolate & Cream **NEW** £25.46



374-535 Haworth 3rd Class Corridor BR Crimson & Cream **NEW** £25.46
 374-560 Haworth Corridor 1st/3rd Composite BR Crimson & Cream **NEW** £25.46
 374-561 Haworth Corridor 1st/3rd Composite GWR Chocolate & Cream **NEW** £25.46
 374-585 Haworth Full Brake BR Crimson & Cream **NEW** £25.46
 374-880A BR Mk2A BSO Brake Second Open in blue & grey **NEW** £24.61
 374-882 BR Mk2A BSO Brake Second Open Network South East **NEW** £24.61



374-710A BR Mk2A TSO Tourist Second Open in blue & grey **NEW** £24.61



374-711 BR Mk2A TSO Tourist Second Open in Network South East **NEW** £24.61

Wagons

377-235A Triple Pack of 16 Ton Steel Mineral Wagons BR grey - weathered **NEW** £36.51
 377-254A 16 Ton Steel Mineral Wagon in BR grey - weathered **NEW** £11.88
 377-525E 20 Ton Brake Van in BR bauxite (early) - weathered **NEW** £16.11
 377-528 20 Ton Brake Van in BR bauxite (late) - weathered **NEW** £16.11

Oxford Diecast - Military ground vehicles

NDEP003 Land Rover Defender 110 Hard Top **NEW** £4
 NMW001 Bedford MWD Royal Engineers **NEW** £4

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA08620 Jaguar XJ6 Series 1, 4.2 (SWB), Black Tulip (list £19.99) **NEW** **BARGAIN** £16

Dapol - Steam locos



7S-010-004 Class A1 Terrier 0-6-0 "Thames" in LSBCR improved engine green **NEW** £164

Oxford Diecast - Cars



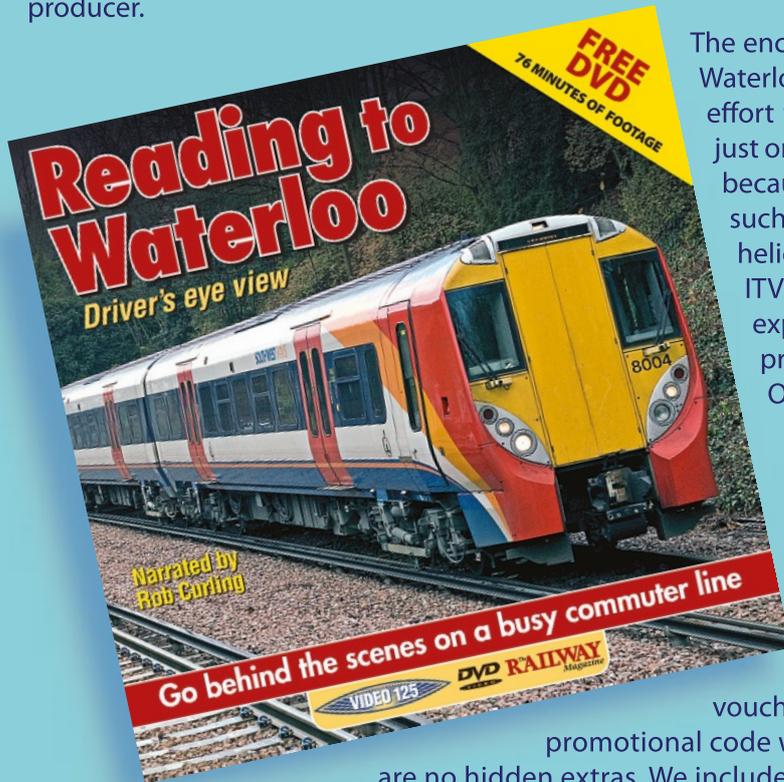
43ASS004 Austin Seven RN Saloon Westminster **NEW** £13



43BN6002 Bentley MK VI Balmoral Green Ice Green **NEW** £19
 43DS002 Daimler SP250 Royal Red **NEW** £20

CAB RIDES ARE BORING!

This is what we hear enthusiasts say time and again. So we came up with the Driver's eye view concept - the thinking man's cab ride. But don't take our word for it. With this magazine you have the opportunity to judge for yourself. We have been filming Britain's railways for 30 years and now cover all regions of the British Isles including Ireland. We have even ventured onto the continent. We have thousands of delighted customers who say Video 125 is their favourite producer.



The enclosed Driver's eye view of the journey from Reading to Waterloo is typical. You will appreciate the amount of time and effort that goes into our Driver's eye views. A cab ride takes just one day to film, whereas a Driver's eye view takes months because we back up the cab ride with all sorts of features, such as signalling, stations, driving cabs, runbys and even helicopter views on many of the more scenic routes. Former ITV cameraman and director Peter Middleton, uses his vast experience to add production values and technique to our productions. We only employ professional narrators too. Once again, we say, "judge for yourself"...

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During the month of October we are even offering you the chance to buy two Driver's eye views (DEVs) for the price of one. Enclosed with the free disc is a voucher. Send this in with your order or enter the unique promotional code when ordering on the internet (video125.co.uk). There are no hidden extras. We include the postage (to UK addresses) the money back guarantee and even are honest about what you pay - if it is £20 we say so (none of this £19.99 lark specifically designed to con you). We haven't even put any advertising on the enclosed DVD, just the Driver's eye view itself which has been on sale for a few years for £20.00. By the way, many of our DEVs are £15 or less (fully inclusive!)

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So sit back and enjoy the ride from Reading to Waterloo. We sincerely hope you enjoy it and the informative commentary by Rob Curling.

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All at Video 125 wish to thank Nick Pigott for his superb editorship and send him our best wishes for the future.
Ditto Chris Milner in his new demanding role.



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