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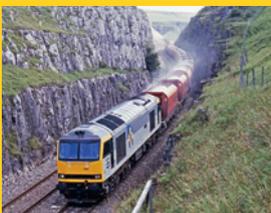
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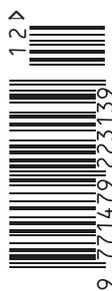


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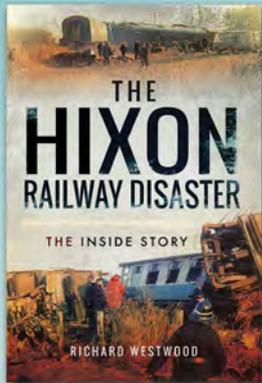
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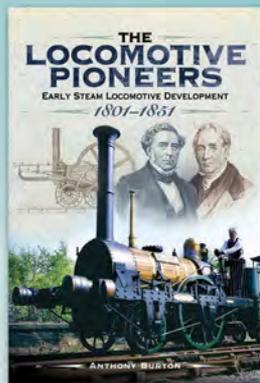
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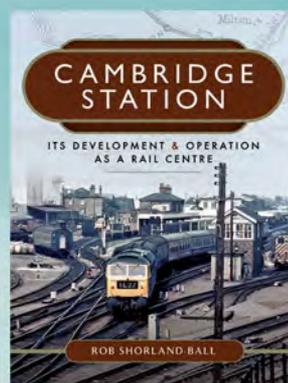
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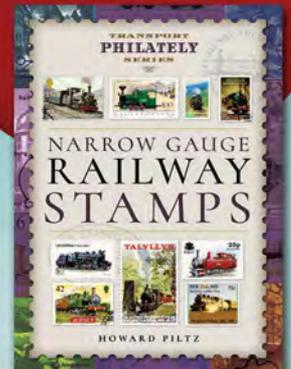
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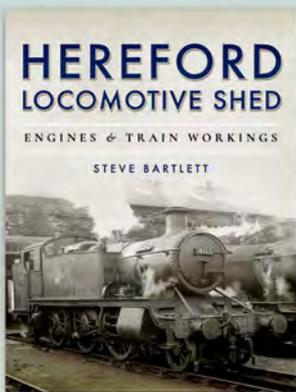
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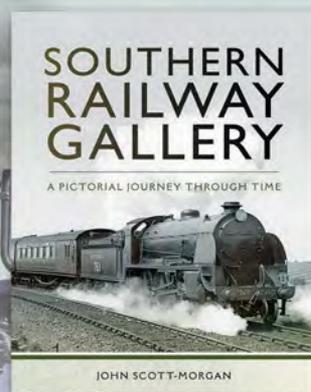
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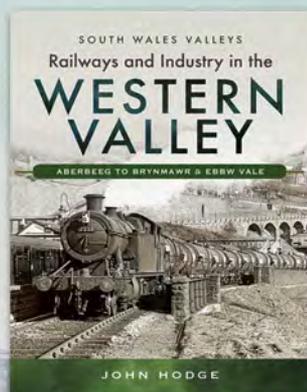
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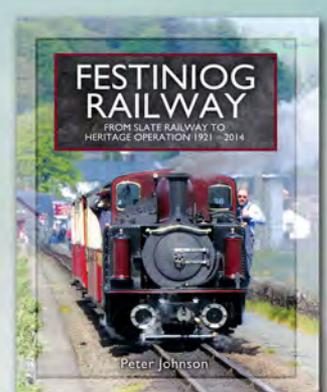
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**PEN & SWORD BOOKS LTD**

**A** warm welcome to the December issue of *Railways Illustrated*. Love them or loath them, the first Hitachi Class 800 units of the InterCity Express Programme entered service with Great Western Railway on October 16. Many questions have been raised about the government-led procurement for the new InterCity fleet, particularly regarding the lack of flexibility about the interior, especially concerning the seats. That said, the trains do offer many passengers their first new carriages for more than 40 years. Not that there's anything wrong with the High Speed Train they are replacing, as ScotRail is discovering.

But of course the national media didn't see it that way when the first service suffered some technical issues leading to its late arrival at Paddington. Credit goes to Hitachi for holding its hands up and apologising but, to be fair, problems usually occur with something new, rail-related or otherwise. I'm sure Hitachi will iron out any issues quickly, as it is renowned for its product's reliability. Once the GWML is fully electrified, well, as far as has been currently authorised, it will be interesting to see how the new fleet settles down. By the time Virgin

Trains East Coast introduces its first sets in December next year, any bugs should have been ironed out, allowing the fleet to really stretch its legs on the ECML.

It is with particular sadness that we report the death of artist and conservationist David Shepherd. His efforts in establishing the East Somerset Railways and the preservation of steam locos are legendary. The heritage movement has lost a great gentleman and wonderful character.

As the magazine was closing for press news came in that Martin Walker is looking to divest himself of his two Deltics. Martin has done a wonderful job keeping D9000/55022 *Royal Scots Grey* on the main line and doing all he could to keep 55016 *Gordon Highlander* in working order. On behalf of all Deltic enthusiasts I'd like to thank Martin for his efforts and I'm sure he'll find a suitable home for the two classic locos.

In this issue we look at the commuter's lot and how it has changed over the decades, something I'm sure many readers will understand. The Peak Forest aggregates industry comes into focus as we examine the role played by rail in

moving vast amounts of the vital commodity. Alex Fisher continues his series on British depots, this month heading west to Plymouth Laira, still one of the most important facilities on the former Western Region. Ayrshire coal, or what remains of it, comes under the spotlight, as we examine the diminishing fortunes of what was once a thriving business. Pip Dunn reports on 'The Caledonian' raitour, which saw a pair of Class 50s thunder down the West Coast Main Line from Crewe to Glasgow Central – oh, the memories!

There are two competitions for you to try your luck in, with ten copies of a new title from Mainline & Maritime – *The River Kwai Railway Today* up for grabs, and also the opportunity to win tickets to the London Model Engineering Exhibition in January 2018.

Many thanks to all contributors to this issue, especially the photographers who continue to fill my inbox, and I hope you enjoy this issue.



**Mark Nicholls**  
Editor

GB Railfreight's last Class 66/7 (66725) to wear the 'Barbie' livery has succumbed to the paint brush and is now in the firm's latest colour and adorned with embellishments and the name *Sunderland*. The immaculate loco passes East Goscote on October 17 with the 6M60 1112 Whitemoor Yard LDC to Mountsorrel empty IOA and low ballast wagons. (Paul Biggs)



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ISSN 1479-2230

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# Contents

## Regulars

- |                                   |                                |
|-----------------------------------|--------------------------------|
| <b>03</b> Welcome                 | <b>50</b> Pictorial            |
| <b>06</b> Headlines               | <b>54</b> Industrial News      |
| <b>08</b> News                    | <b>64</b> From The Front Coach |
| <b>18</b> Fleet Review            | <b>82</b> In Box               |
| <b>22</b> Heritage News           | <b>84</b> Traction Action      |
| <b>28</b> What's Happening To...? | <b>88</b> Reviews              |
| <b>32</b> Steam News              | <b>90</b> Railwayana           |



**40** Peak Forest aggregates



**56** British Depots - Laura

# Features

## 27 WIN!

An chance to win 10 copies of the new book *The River Kwai Railway Today*.

## 40 Aggregates are King

The Peak Forest area has a long association with aggregate production. Alex Fisher charts the history of this vital commodity flow.

## 46 Late-Summer Galas

A pictorial look at East Lancashire, Epping Ongar, Nene Valley, Dean Forest and Great Central Railways diesel galas.

## 56 British Depots – Laira

Plymouth's Laira Depot was the first on the Western Region to have new diesel facilities built. Alex Fisher charts its history.

## 72 Ayrshire Coal in Focus

Stuart Fowler takes a look at the diminishing traffic from the once very productive Ayrshire coalfield.

## 78 All Steamed Up

The Epping Ongar Railway is celebrating its fifth year of steam services, Simon Murdoch takes a look at the line's history and its steam galas.

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A subscription to **Railways ILLUSTRATED** makes a great gift this Christmas. See pages 76 and 77 for details.

**THAT LASTS ALL YEAR!**

## 82 WIN!

Your chance to win tickets to the London Model Engineering Exhibition in January.

## 92 The Commuters' lot

Commuting can be a pain, but it is often necessary to get to work. Editor Mark Nicholls examines the evolving commuter railway.



92 The commuter lottery

**ABOVE:** Europhoenix/Rail Operations Group Class 37 37884 waits at Derby at 0630 on October 8 with the ECS to form the Lickey Incliner II railtour to Worcester and Hereford. (Thomas Nicklin)

**FRONT COVER:** The first GWR Class 800 service, the 1A03 0600 departure from Bristol with 800006 leading, arrives at London Paddington on October 16. (Russell Wykes)



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## CP6 Funding Revealed

**SECRETARY OF** State for Transport Chris Grayling has released details of the funding for Network Rail's infrastructure support, maintenance and renewals for England and Wales during Control Period 6, which runs from April 1, 2019 to March 31, 2024. Scotland is covered by the Scottish Government.

The moneys will be used to deliver the High Level Output Specification published on July 20, which set out what the government expects the rail network to achieve in CP6. The UK government is to provide Network Rail with direct grants worth up to £34.7bn, while income from other sources such as track access charges and commercial activities will make up the rest of the £47.9bn total. Final refinement of the funding proposals will take place during the final stages of the Period Review being undertaken by the Office of Rail and Road and should be published in October 2018.

Details of which new projects are to be funded and to what extent have yet to be announced, although the Trans Pennine routes are expected to be among them. However, Grayling did confirm that funding to support a significant increase in renewals activity compared to the current period, and increased maintenance spending, will be included. There is a significant alteration to processes, though, with a change to the approach taken in previous control periods, meaning funds for major upgrades are to be allocated under a new process, the details of which are expected to be disclosed shortly. The idea is to ensure schemes are deliverable and provide the best value for money for taxpayers; the decision to separate funding for major upgrades follows significant cost over-runs on projects during the current CP5, such as the Great Western Main Line electrification.

Network Rail's CEO Mark Carne said the company was "transforming into devolved businesses to better respond to its local customers and communities". Combined with plans to enable third parties to participate in the financing and delivery of investment projects, the new focus would "help to drive efficiencies and value for the taxpayer".



# Hitachi C Enter S

**GREAT WESTERN** Railway introduced the first Hitachi Intercity Express Programme Class 800s to traffic on October 16. On the first day two diagrams were used (101 and 102), with sets 800005 and 800006 commencing with the 1A03 0600 departure from Bristol Temple Meads to London Paddington and sets 800008 and 800009 on diagram 102 starting with the 1C03 0700 Paddington to Bristol.

Unfortunately, some technical issues delayed the 0600 departure from Bristol until 0618, namely faulty air conditioning in one First Class coach and a small area in Second Class, as well as problems with the train management system. Everything then

went as planned until the train reached Maidenhead, where the change over from diesel to electric power currently takes place. The pantographs wouldn't rise, so the train came to a stand at Taplow before the diesel engines were restarted and the service got underway again. Arrival at Paddington was 39 minutes late, not ideal as the Secretary of State for Transport, invited guests and the press were on board. Due credit goes to Hitachi for apologising for the technical issues. The two IEPs were taken out of service and the remainder of the diagram was fulfilled by an HST.

The other diagram performed flawlessly, including the switch between electric and diesel power at speed at

M Maidenhead. Some teething problems were to be expected on service entry, despite the number of testing miles the sets have accumulated. However, given Hitachi's record with its Class 395 Javelin sets with Southeastern and its products on Japanese rails, any problems can be expected to be ironed out quickly.

Further diagrams will be introduced gradually. From October 28 four Saturday diagrams (two pairs of sets) were due to be introduced, with a similar situation the following day with Sunday diagrams.

GWR Managing Director Mark Hopwood, commenting on the launch day, said: "After much hard work across the rail industry, I am delighted our first

An artist's impression of one of the Bombardier Aventura variants for the new West Midlands franchise. (Bombardier)



# Class 800s service



GWR Class 800 diagrams (October 16)

#### Diagram 101 and 102

Train	Time	From-to
1A03	0600	Bristol-Paddington
1B12	0815	Paddington-Cardiff
1L51	1055	Cardiff-Paddington
1B40	1345	Paddington-Swansea
1L90	1729	Swansea-Paddington

#### Diagram 103 and 104

Train	Time	From-to
1C03	0700	Paddington-Bristol
1A11	0930	Bristol-Paddington
1B28	1145	Paddington-Swansea
1L76	1529	Swansea-Paddington
1C27	1900	Paddington-Bristol

**MAIN IMAGE:** GWR Class 800/0 800005 stands at Paddington on October 16 shortly after arriving with the delayed 1A03 0600 departure from Bristol. The train was the type's first scheduled passenger service. (Russell Wykes)

**BELOW:** First Class aboard GWR Class 800/0 800008 at Paddington on October 16 before it formed the 1B28 1145 to Swansea. (Russell Wykes)

Intercity Express Train has successfully completed its first journey in passenger service. During the next year we will continue to expand the use of these new trains across the southwest and Wales as far as Swansea, including the introduction of another IET fleet specific to Devon and Cornwall next year. The new trains, alongside our new Electrostar fleet for London and the Thames Valley for London and the Thames Valley, will bring about a step change in passenger transport, delivering more seats, and enabling us to operate more frequent and faster services."

Hitachi Rail Europe Managing Director Karen Boswell added: "We had our technical hitches on one train, while the other has been fine, and it is



frustrating for us. But actually when you think about the benefits, and listening to feedback from passengers today about the need for the extra capacity, these trains really will make

a difference. We want every one of our trains to run brilliantly and I'm confident that we will get to that very quickly; we just had a few technical problems today."

## Final tenders for Wales & Borders franchise

**THE WELSH** Government invited shortlisted bidders Abellio Rail Cymru, Arriva Rail Wales, KeolisAmey and MTR Corp (Cymru) Ltd to submit their final tenders for the next Wales & Borders franchise on September 28. The new franchise is due to begin in October next year. The current franchise held by Arriva Trains Wales was awarded by the UK Department for Transport, but the replacement Operator & Development Partner contract is being awarded by the devolved Welsh Government.

Unlike the DfT, which issues a set specification that companies then bid for, Transport for Wales is discussing several different approaches to encourage collaborative working relationships to be developed. Furthermore, the Welsh Government has committed itself to keeping a safety critical conductor (guard) on all of the Wales & Borders trains, including heavy rail Metro services.

Infrastructure will remain the responsibility of Network Rail, except for the Core Valley lines around Cardiff where responsibility is to transfer to the Welsh Government through Transport for Wales, subject to an agreed evaluation of the assets between Network Rail and the Welsh Government. This is intended to support the development of a Metro transport network aimed at improving connectivity.

# New Trains for West Midlands

**THE WEST** Midlands Trains Ltd consortium of Abellio, East Japan Railway and Mitsui & Co has announced orders for £680m worth of new rolling stock. Bombardier and Spain's Construcciones y Auxiliar de Ferrocarriles have been selected to deliver a total of 413 new vehicles starting in 2020, with funding led by Infracapital and Deutsche Asset Management.

Bombardier's Derby plant will deliver three types of Aventra 25kV 50Hz EMUs; 36 three-car high-capacity metro units with a maximum speed of 145km/h for use on the Cross-City inner suburban routes in Birmingham from 2020, 29 five-car units with a maximum speed of 175km/h for outer suburban services from London and Birmingham from 2021, and

16 five-car 175km/h units for longer distance services between London and Birmingham also from 2021.

CAF will supply 12 two-car and 14 four-car DMUs for regional and rural services from Birmingham, with deliveries due to start in 2020. All the new trains will be equipped with free Wi-Fi, air-conditioning and at-seat power sockets.

West Midlands Trains was

selected in August as the winner of the next West Midlands franchise, which runs from December 10 this year to March 2026. The new fleet is said to be an essential requirement in order to increase capacity and improve journey times as required under the franchise contract, with the number of vehicles expected to increase by 25% during the life of the franchise.

# Class 385 developments

A SPECIAL ceremony was held at Hitachi's Newton Aycliffe plant in the North East on October 12 to officially unveil the company's Class 385 EMUs, which are currently being supplied to ScotRail.

Four of the new three-car units were displayed side by side at the event that was attended by politicians, railway officials and local dignitaries. Currently, 385003-013 are complete and on site, while work is in progress on 385014-016, the bodysells for which arrived by sea and were unloaded at Tees Dock in September. Bodysells for four-car

units 385108-115 are also in hand, while one unit (385122) completely assembled in Japan has also arrived in the North East.

A total of 56 three-car and 24 four-car sets are being constructed and will be used on the newly electrified Glasgow to Edinburgh route via Falkirk, as well on other suburban routes in the lowlands.



Four Hitachi Class 385 EMUs (including 385015, 385103 and 385104) pose outside the manufacturer's Newton Aycliffe plant on October 12. (Tony Miles)

## Wessex Electric movements



Class 442 EMU 2410 leads 2413, during a Brighton Lovers Walk to Eastleigh move, through Old Basing on October 10. (Christopher Wilson)

THE EXODUS of stored Class 442s from Ely has continued this month with five further examples retrieved and sent to Bournemouth for recommissioning.

On September 19, ROG's 47812 collected 2415/423, while three days later it was the turn of 47828 to remove 2403/420. The final transfer was undertaken by 47813,

which collected 2422 on September 28. Meanwhile, on September 14, 47815 moved 2414/418 from Bournemouth to Eastleigh, where they are being upgraded for service by South Western Railway for use on London to Portsmouth services from next year (18 units).

The four units stored at Brighton have also moved to Eastleigh and

are believed to be some of the six planned for open access use by Alliance Rail. Units 2410 and 2413 made the trip on October 10, with 2406 and 2419 following two days later. A further move from Selhurst to Eastleigh took place on October 12. The units from Brighton and Selhurst all moved under their own power.

## Freightliner and Tarmac Celebrate

A NEW Tarmac rail depot sited within Freightliner's existing Garston complex was officially opened by the Mayor for Liverpool City Region, Steve Rotherham, and local MP for Garston and Halewood, Maria Eagle, on September 20.

The facility will receive up to 300,000 tonnes of aggregates a year for onward supply to Tarmac customers across Merseyside and Cheshire. The depot, approximately five miles from Liverpool city centre, will support long-term employment in the local area, both directly at the site and in the local supply chain, and is supplying materials for use in a wide range of infrastructure projects across the region including the newly constructed Mersey Gateway project.

# Deltics Seek New Home



55022 Royal Scots Grey (as 55018 Ballymoss) waits to be moved from Grosmont to a main line depot for repairs. (Mark Nicholls)

**DELTAIC OWNER** Martin Walker has confirmed to *Railways Illustrated* that he is seeking to offload his two Class 55s, 55016 *Gordon Highlander* and 55022 *Royal Scots Grey*. However, contrary to reports elsewhere they are not actually for sale yet. Martin has said he would like to hear from anyone interested in purchasing the locos so that he can consider the options. Any deal would ideally include Martin's

considerable spares holding and other equipment.

*Gordon Highlander* is currently at Washwood Heath undergoing bodywork repairs, while *Royal Scots Grey* remains at the North Yorkshire Moors Railway, but is to be moved to a yet to be identified main line depot for repairs to a broken quill shaft. Martin said he has enjoyed his period of Deltic ownership, but for various reasons, including

the maintenance and bodywork issues of the past few years, he feels the time is right to look for a new owner(s).

An obvious choice for many would be the Deltic Preservation Society; however funding, space at Barrow Hill and finding the necessary volunteer manpower to maintain two more Type 5 locos are some of the questions that would need answers if this was to take place.



GB Railfreight is among the Freight Operating Companies that will benefit from the dualing of much of the Felixstowe branch since it will allow more than a dozen additional intermodal trains per day to run. (Network Rail)

## Go Ahead for Felixstowe Upgrade

**THE SECRETARY** of State for Transport Chris Grayling and the Port of Felixstowe have approved a £60.4m scheme to increase capacity on the Felixstowe branch from Ipswich to provide more space for freight and passenger services.

The project will see a second

track installed between Trimley Station and Grimston Lane foot crossing. This will allow up to 47 freight trains to run per day, 14 more than can currently run on the single line. Network Rail will deliver the project as part of its Railway Upgrade Plan. In the coming months, engineers

will start clearing vegetation in preparation for building the second track.

Network Rail also submitted a TWAO application earlier this year to close six level crossings as part of the project. A public inquiry will be held early next year. Four level crossings will also be upgraded.

### IN BRIEF

➔ A second Class 230 diesel-electric unit is undergoing body restoration and repaint, with the work being carried out by Loram at Derby. The work is understood to be in connection with a proposal for the units to be used on the Bedford-Bletchley route from December next year. The units are converted from redundant D78 Overground stock by Vivarail of Long Marston by fitting them with underfloor diesel/alternator tracks and the appropriate traction packages.

➔ As part of the contract that will see Stadler supply a replacement fleet of 52 EMUs to Merseyrail from 2020, Stadler Service UK took over responsibility for maintenance and cleaning of the current EMU fleet on October 1. Existing staff transferred to Stadler.

➔ Virgin Trains East Coast has announced that its December 2017 timetable change will provide "the biggest boost to Saturday services in more than 25 years", with only six fewer services than on weekdays. A weekday 0440 service from York will provide early travellers with the possibility of spending an extra 1h 12min in London than is allowed under the current timetable.

➔ The 'Boston Steel Job' is in the hands of DB Cargo from Toton, running as the 6E02 from Toton Yard to Boston, following the cessation of the freight flow running from Washwood Heath by Colas. Prior to its time with Colas the service used to run from Toton in EWS days. The final Colas working was the 6E08 to Boston on October 9.

➔ The coaches from Class 373 Eurostar unit 3308 have been taken by road from Temple Mills depot to Kingsbury for scrapping. This rake was one of those built for North of London direct services to the continent that never commenced. One of the power cars from the same set is on display at the National Railway Museum.

➔ Class 150 DMUs 150243 and 150261 are back with GWR following corrosion repairs, upgrades and repainting into green livery. Both were also fitted with toilet retention tanks.

# New Flows for GBRf

GBRf's 66750 approaches Brighthouse on October 12 with the 6M59 1555 Doncaster Down Decoy to Collyhurst Street. (Russell Wykes)



**GB RAILFREIGHT** (GBRf) has secured a contract with J Clubb, the British-based aggregates and concrete company. The contract involves the movement of ash from Cottam Power Stations in Nottinghamshire to the H+H Celcon brick works in Borough Green, near Sevenoaks in Kent. The first train ran on July 4 and the contract will last for 12 months. The ash is used

in the manufacture of 'aircrete' blocks, which are then used in building and construction.

GBRf's Managing Director, John Smith, said: "This contract win is great news, not just for GBRf but for both J Clubb and H+H Celcon as well. It is a vote of confidence in GBRf and its ability to deliver a quality service for clients, as well as our aim to ensure as much freight in

the UK is moved by rail as possible. We are delighted to be working with J Clubb on this, and hope that a long-term partnership develops in the coming months."

GBRf has also started a ten-year contract with waste management company Biffa to transport material from a loading point at Collyhurst Street in Salford, Greater Manchester across the Pennines to Roxby Gullet

(Scunthorpe). The loaded trains are currently running twice a week at night, with the balancing empty workings running in daylight.

In addition, GBRf is also running a new aggregates flow between the Isle of Grain and Bow goods in East London. Interestingly, the firm is utilising former Bardonia Hill bogie hoppers still carrying their BHQ prefixed wagon numbers.

## Arley Volunteers Honoured

**THE DEDICATION** of volunteers at the Severn Valley Railway's Arley

Station has been celebrated with a plaque marking their coveted

heritage rail industry award win. The station team at Arley was last year

named as winner of the 'Stagecoach Volunteers Award 2016', by the National Railway Heritage Awards (NRHA) committee, which praised volunteers' outstanding dedication to maintaining and preserving Arley station.

The team beat off stiff competition in the category from the Barnham Signal Box (Barnham Signal Box Trust) and Scruton Station's Level Crossing Gates (Wensleydale Railway Association).

To recognise the achievement, John Ellis, chairman of the NRHA visited the Railway during its recent Autumn Steam Gala to join volunteers in unveiling a special plaque at Arley, marking the accolade.

The awards, announced at the end of last year, also recognised the efforts of Bewdley station staff, who were highly commended by the NRHA in the 'Great Western Craft Skills Award' category for their work on the major restoration of the unique island platform canopy of Platforms 2 and 3, which began in the winter of 2011 and has recently been completed.



From left to right surrounding the plaque are: Ray Ellis, Arley Station Foreman; James Pearson, Bewdley Stationmaster; Dai Phillips, Bewdley Assistant Stationmaster; John Ellis, Chairman of the NRHA, and Ian Latimer, Arley Stationmaster. (SVR)

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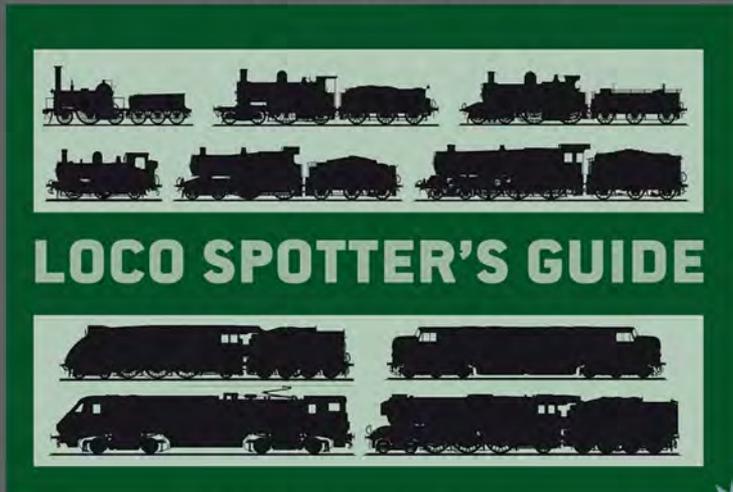


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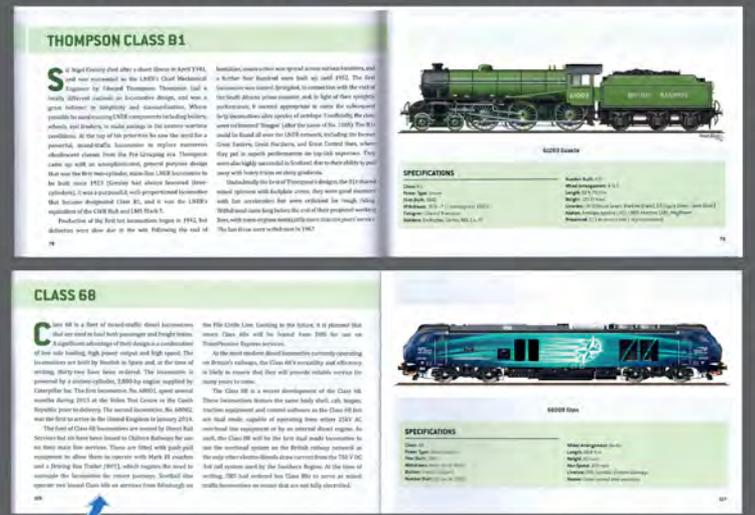
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## Bubble Car to stay on the main line

Chiltern Railways Class 121 single Car DMUs 121020 (55020) and 121034 (55034), forming the 5T01 Aylesbury to Tyseley ECS via Birmingham Moor Street, approach Dorridge on October 13, 2017. (Chris Morrison)

**BOTH THE** Class 121 Bubble Cars recently taken out of service by Chiltern Railways have found a secure future, with one destined for main line use as a route learner and the other for a career in preservation.

Blue-liveried 121020 (55020) is moving to the Bodmin & Wenford

Railway where it is to be used in heritage passenger service. It will become the tenth member of its class to enter preservation. Meanwhile, green-liveried 121034 (55034) has been bought by LNWR Heritage at Crewe and is to be used as a main line route learner. It will

join classmate and former Sandite unit 55022, which went to Crewe a year ago, although it has not been seen since.

Both units travelled under their own power from Aylesbury to Tyseley on October 13 for onward movement to their new homes, reaching their

maximum speed of 70mph on the journey. Their removal from passenger work means that there are currently no first-generation DMUs working on the national network for the first time since 1954, and no vacuum-braked multiple units now run anywhere except on heritage lines.

## More Class 710s for Barking Riverside



An artist's impression of the Bombardier Class 710s, nine more of which have been ordered for the new Barking Riverside extension. (Bombardier)

**NINE ADDITIONAL** Class 710 EMUs are to be ordered by Transport for London for service on the new Barking Riverside extension (see RI October, p13).

The trains will be added to the existing order for 45 units being supplied by Bombardier and will be used on Gospel Oak to Barking, Cheshunt and Chingford, and Romford to Upminster services. The

additional units will be used to serve the Barking Riverside area where 10,800 new homes are scheduled to be built and will also enable services on the East London Line to be increased to 20 trains per hour. Three of the new trains will be four-car units and will match the rest of the fleet; the remaining six will have five carriages.

The Class 710 will be similar to the Class 345 and will be delivered in

two sub-classes, with some being AC only and others being equipped for dual-voltage working. Two different interiors will be fitted depending on the services to which the units are allocated, with the most basic featuring only longitudinal seating, similar to that used on Underground trains. Delivery of the whole fleet is expected to be completed by November next year.

## Night Riviera changes

**THE NORTHERN** two thirds of Old Oak Common Depot closes in December to make way for HS2 station construction. As a result, maintenance of GWR's 'Night Riviera' sleeper stock will transfer to the new, enlarged facility at Long Rock Depot, near Penzance. It was hoped to service the stock in the capital at Hitachi's North Pole Depot, but a satisfactory agreement could not be reached. Instead the servicing will take place at Reading Traincare Depot.

To facilitate this a Class 57 will be attached to the rear of the up service at around 0430 when it arrives at Reading. Following disembarkation of the passengers at Paddington the stock will be hauled back to Reading by the extra Class 57. The reverse procedure will take place with the down service at night, with the 57 that worked the previous night's up service detaching at Reading.



## NYMR gala is record-breaker

During the North Yorkshire Moors Railway's steam gala, visiting LMS Black Five 45212 simmers at Grosmont waiting the 'right away' with 'The Moorlander' on September 29. (Karl Heath)

**THE NORTH** Yorkshire Moors Railway held its most successful Autumn Gala on September 29 to October 1, with record passenger numbers over the three-day event and revenue up 14%. More than 4,000 visitors experienced nine different locos in steam, traction engines and the annual beer festival along the heritage line.

Visitors included 5199 from Llangollen Railway, along with 1501 and 7714 from the Severn Valley Railway, bringing a GWR feel to the line. It was also the first time two Pannier Tanks had double-headed through the North York Moors National Park. Home-based 926 *Repton*, which recently

returned to traffic after a major overhaul, was also one of the big draws to the annual event. Other home fleet engines included BR Standard Class 4 76079, BR 4MT 80136, B1 61264 and Black Five 44806. Ian Riley's 5MT 45212, also made a welcome last-minute addition to the event.

## Certification for rebuilt Polish Type 207E



The rebuilt M62M diesel is now a Type 207E electric loco. (Rail Polska)

**AFTER IT** was officially unveiled at the Trako trade fair in Gdańsk, certification testing has commenced with a Type 207E electric freight loco produced by Rail Polska at Włosienica by extensively rebuilding an Lugansk-built M62M

diesel loco known as the Type ST44 in Poland. A new modular body has been fitted to original bogies and frames. The loco has EMD D77/78 traction motors and a power output of 2,400kW, giving a continuous tractive effort of

300kN and maximum speed of 100km/h. The 20tonne axleload enables it to operate across the Polish electrified network. Because it is a rebuild it avoids the need to comply with the latest technical standards.

### IN BRIEF

➔ Transport for London has reformed two Class 315 units to make one good one, following accident damage to 315840 and 315848. Driving vehicle 64540 has replaced 64555 in 315848, with the remaining vehicles continuing in stored status.

➔ Northern's 150275 has been named *The Yorkshire Regiment* and has been repainted in the company's new colour scheme. Also repainted is 319383, which visited Wolverton to have its livery upgraded to the latest version.

➔ 456015, the unit damaged in a collision with engineering vehicles at Waterloo on August 15, has been sent to Wolverton for repairs. Another accident victim, 455804, which had been slightly damaged in a depot incident, has been reformed at Stewart's Lane following repairs to 71604 at Hornsey.

➔ Prototype 'Renatus' EMU 321448 was returned to Wabtec in Doncaster for additional work, which has included the removal of the fixed windows and their replacement with opening-type hoppers.

# Electric Railway Museum Closes

Both the ERM's Class 309 Clacton units have been found new homes, with one going to the Lavender Line and the other to an as-yet undisclosed location. (All photos Adrian V Paul)



**THE ELECTRIC** Railway Museum held its final open day on October 8 after ten years of existence at the site, following which work began to dismantle the Coventry collection and prepare the exhibits for movement elsewhere. The event was well attended and was blessed with good weather. A real ale festival took place in the station building, which added to the attraction. Thoughtfully, a shuttle bus service was provided to/from Coventry

station, and entry to the event was by donation.

Of the rolling stock on display, the Class 309s, 457 and 501 were made available for interior viewing, with entry to the driving cabs of the 457 and one of the 309s proving popular. Each item of rolling stock, where public access was available, had a helpful information card displayed detailing the history of the vehicle(s). It's not every day that both Hitler and Beeching are mentioned in the same

sentence, but a poster attached to the sole remaining Class 503 former Merseyrail unit did just that.

Class 309s 960101 (309616) and 960101 (309624) were in a central position on the site and provided the resident café and sales shop, as well as educational displays regarding electricity and LUL signalling, with volunteers on hand to provide information.

Despite extensive searches and the support and intervention of outside bodies such as the Heritage Railways Association, it has proved impossible to find an alternative site where the collection can be retained as a whole, but the ERM has confirmed that the following exhibits have been found new homes. Class 309 unit 309624 is to be transferred to the Lavender Line where it is planned it will become operational as loco-hauled stock, with the railway taking full ownership of the set. Sister unit 309616 will transfer to another site, details of which are yet to be released, and there it will continue in its current use as a café and museum. It will be accompanied on this move by Ruston & Hornsby loco *Crabtree*.

Several vehicles are moving to the Battlefield Line, including Lab 4

Hastings, the South Tyneside 2-EPB unit, a Ruston & Hornsby shunting loco and some goods stock. The East Kent Railway will be taking restored Class 457 Driving Trailer 67300 and Hawthorn Leslie loco Kearsley No 1, while the Colne Valley Railway will

house both Class 312 vehicles along with the Class 307 and 308 cars and also battery electric loco Heysham No 1.

Private storage has been arranged for the 4-SUB unit, the Class 503 and also the 4-EPB Trailer Second, while another private site will take Liverpool Overhead Trailer Car 7 and the body of the 1903 City and South London coach.

Still to find homes are the APT power car, which belongs to the National Railway Museum, 4WD loco Spondon No 1 and the 2-HAP unit, although negotiations for the latter are continuing. It has been reported that the APT power car could be bound for the Crewe Heritage Centre to join the other survivor, but this was not confirmed at the time of going to press.

The museum has been closed after its landlords, Coventry Council, refused to renew its lease as it wants the land for redevelopment. **RI**

**INSET:** An interesting but very accurate historical observation on this poster affixed to the former Merseyrail Class 503 EMU. **BELOW:** Electric loco Spondon No 1 has yet to be found a new home, but the former Tyneside 2-EPB behind it will be moving to the Battlefield Line.



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# Thameslink now all Class 700s



Govia Thameslink Railway's 12-car Class 700 700107 stands at Brighton on September 18. All Thameslink services are now utilising the new Siemens units. (GTR)

**FOLLOWING MORE** changes to diagrams resulting from the increased availability of Class 700s, the entire Thameslink network through London is now in the hands of the new units.

Services between Bedford and Brighton have about 15%

more capacity as a result of the standing down of the last of the Class 377 fleet, with new units coming on stream at the rate of about one per week. New deliveries to this country from Siemens via the Channel Tunnel have been 700140 on September

20, 700136 a week later, 700141 on October 3, 700137 on October 6 and 700143 on October 11. All were hauled to Hornsey for commissioning. Unit 700125 has entered service with a full set of seats fitted with seat-back tables, a feature that had been missing

from earlier deliveries.

A total of 115 Class 700s are being built, 60 of which have eight cars and the remaining 55 of which have 12 coaches, at a cost including maintenance of £1.6bn. Currently about half have now been accepted into service.

## Inverness to Aberdeen Upgrade



A huge project is underway to modernise the line between Inverness and Aberdeen. In connection with engineering work, Colas Class 70 70804, with 60021 at the rear, arrives at Elgin with the 6K50 1350 Elgin Yard to Millerhill Section Sidings empty ballast working on September 17. (Jonathan McGurk)

# David Shepherd

IT IS with great sadness we report the death on September 19 of respected artist and conservationist David Shepherd (86) CBE FRSA FGRA. Of course, David is also particularly well known in railway preservation circles for his efforts in founding the East Somerset Railway and preserving steam locos BR Standard 75029 *The Green Knight*

and 9F 92203 *Black Prince*. The 9F was only eight years old when David purchased it, in full working order, from British Rail in 1967. Today the two locos live on at the North Yorkshire Moors Railway and North Norfolk Railway respectively as a reminder of the huge impact he had on railway preservation.

Our thought and condolences go to David's family and friends.



David Shepherd stands beside his beloved BR Standard 9F 92203 *Black Prince* at the West Somerset Railway on October 6, 2012. (Don Benn)

# Barrow Hill Roundhouse reopens



Following extensive restoration and construction work, the Barrow Hill Roundhouse reopened in September. Major repairs have been carried out on the roof and a new café has been added. After the building's smartening up, Class 07 07012 was among the locos on display on September 29. (Robert H Falconer)

## GCR Clarification

THE GREAT Central Railway news item in the September issue (p17), while reflecting the details in the Railway Accident Investigation Branch's 2016 Annual Report published in June, was not in fact the latest situation. The item concerned the investigation into the May 2014 collision between Class 37 37198 and Mk 1 travelling post office coach 80301 near Loughborough after the loco ran away after being insecurely parked.

The report correctly indicated the recommendations and concerns the RAIB had on two outstanding matters, but it did not state that these had been completely dealt with by the Great Central Railway before the end of 2015. The GCR has confirmed to *Railways Illustrated* that the RAIB did not have to carry out a safety inspection. However, much of the correspondence on the matter remains confidential within the industry. Apologies to all concerned for any confusion and many thanks to the GCR for clarifying the situation.

# South Yorks Tram-Train public debut charity run



Stagecoach Supertram introduced the travelling public to its new fleet of Citylink Class 399 Tram-Train units with a fund-raising charity tour of the Sheffield system on September 17, using 399202. Instead of charging fares for travel on the special journeys, participants were requested to give donations to the volunteer collectors fund-raising for the local Children's Hospital charity. Tram-Train 399202, now named *Theo* after the Children's Hospital mascot, stands at Middlewood terminus having just completed the first leg of the day's schedule as the 1013 service from Meadowhall. (Mike Haddon)



DRS Class 20/3 20312 arrives at Sheffield on October 17 with the 3S13 Sheffield to Sheffield via Gainsborough Central RHTT working, 20302 is on the rear. (Brad Joyce)

# Direct Rail Services

**DRS HAS** begun using Class 88s on nuclear flask workings, usually paired with a Class 68. 88001 and 88004 worked the 6S43 Kingmoor to Torness on October 12. The same day saw 88005 paired with 68002 to run 0E44 from Kingmoor to Seaton for the Seaton to Sellafeld flask working.

The Yorkshire and Humberside RHTT circuit is underway utilising Class 20s as in previous years, although this might be the last

time the Type 1s perform this task. Deployed first on October 9 were 20302 and 20303. Meanwhile 20305 and 20312 have also been released

from Barrow Hill, with 20312 used for the first time on October 17 when 20303 was sent to Doncaster Roberts Road for tyre turning.

## Unit Deliveries

Class	Number	Operator
345	345012	TfL
345	345013	TfL
345	345014	TfL
345	345019	TfL
345	345020	TfL
345	345021	TfL
387/1	387160	GWR
387/1	387162	GWR
387/1	387163	GWR
387/1	387164	GWR
387/1	387165	GWR
387/1	387166	GWR
387/1	387167	GWR
700	700136	GTR
700	700137	GTR
700	700140	GTR
700	700141	GTR
700	700143	GTR
707	707013	SWR
707	707014	SWR
707	707028	SWR
707	707029	SWR



Class 88 88005 was paired with 68002 on October 12 for the Seaton to Carlisle flask diagram. The pair passes the Spelter Works in Sunderland as the 0Z60 from Carlisle to Hartlepool. (Neville Whaler)

# GWR



Class 387/1s are now a familiar sight on the GWML from Paddington, with more units being delivered on a regular basis. 387154 and 387155 approach West Ealing with the 2P35 0935 Maidenhead to London Paddington on September 26. (Mark V Pike)

**THREE MORE** newly-built Class 387 EMUs have been despatched from Bombardier at Derby for testing at Bletchley prior to introduction on suburban services for Great Western Railway. Unit 387164 left the plant on September 22, followed by 387165 on September 26 and 387166 on October 4. After successful completion of tests, 387162-163 were hauled to Reading on October 10. 387160, which had been on test at Old Dalby, returned to Litchurch Lane the same day, leaving only 387156

at the site for a short time before 387167 arrived on October 17.

From January the units will be running from Paddington to Didcot Parkway, once Network Rail completes the remaining electrification work on that part of the route.

GWR's remaining Class 180 DMUs are due to be released for cascading to other operators from the end of December, although the move may be made earlier due to planned track work, which will involve a blockade of Old Oak Common Depot.

## GB Railfreight

**THE TEN** Class 66/0s offered for sale by DB Cargo in August have been acquired by GBRf. The locos are 66008, 66016, 66046, 66058, 66081, 66132, 66141, 66184, 66238 and 66250. Of these 66250 at Toton has been reinstated to the WBAT pool from WQDA, the fourth of the ten sold to be reinstated. For proving purposes after repairs and their recent reinstatement, 66058 66132 and 66184 (all WBAT) have been returned to service at Toton on DBC workings.

Meanwhile at Toton 66016 and 66081 (both WQDA) were positioned near the paint facility in mid-October (perhaps for a repaint into GBRf colours?) and 66008 66046 66141 and 66238 were undergoing engine/body repairs. Once ready for release

to GBRf all ten are expected to be renumbered into the GBRf number series, presumably 66780 to 66789.

The final Class 66/7 to wear the 'Barbie' colours (66725) has been repainted into GBRf's latest livery and was released from Eastleigh Works on September 28. It has been named *Sunderland* and carries graphics relating to the town's football club.

Class 73/9 73967 was released from Brush Traction at Loughborough on October 10, returning north as 0Z73 to Craigtinny, collecting 73970 from Doncaster on the way. 73967 (first noted equipped early August) and 73971 (equipped in July) are fitted with Dellner couplers in readiness for working with the new CAF-built Mk 5 Caledonian Sleeper stock.

Pool Changes		
Loco	Depot	Pool
<b>Class 08</b>		
08623*	CE	WQDA
08706*	CE	WQDA
08799*	TO	WQDA
08804*	CE	WQDA
<b>Class 20</b>		
20302	KM	XHSS-XHNC
20303	KM	XHSS-XHNC
20305	KM	XHSS-XHNC
<b>Class 37</b>		
37407	KM	XHAC-XHSS
37608	LR	EPUK-GROG
<b>Class 43</b>		
43021	LA-EC	EFPC-HAPC
43132	LA-EC	EFPC-HAPC
<b>Class 47</b>		
47811*	FD	DHLT
47816*	FD	DHLT
47843	LR	GROG-SROG
47847	LR	GROG-SROG
<b>Class 57</b>		
57003	KM	XHCK-XHSS
<b>Class 59</b>		
59204	MD	WQAA-WDAM
<b>Class 66</b>		
66001	TO	WBAE-WQAA
66017	TO	WBAR-WQAA
66019	TO	WBAR-WQAA
66027	TO	WBAE-WBAT
66084	TO	WBAE-WBAR
66091	TO	WBAE-WBAR
66117	TO	WBAE-WBAT
66129	TO	WBAE-WBAR
66138	TO	WBAE-WBAR
66169	TO	WBAT-WBAR
66413	FD	DFHG-DFIN
66415	FD	DFHG-DFIN
66419	FD	DFHG-DFIN
66506	FD	DFHH-DFIM
66507	FD	DFHH-DFIM
66508	FD	DFHH-DFIM
66509	FD	DFHH-DFIM
66510	FD	DFHH-DFIM
66511	FD	DFHH-DFIM
66512	FD	DFHH-DFIM
66513	FD	DFHH-DFIM
66514	FD	DFHH-DFIM
66515	FD	DFHH-DFIM
66518	FD	DFHH-DFIM
66519	FD	DFHH-DFIM

66520	FD	DFHH-DFIM
66522	FD	DFHH-DFIM
66523	FD	DFHH-DFIM
66524	FD	DFHH-DFIM
66525	FD	DFHH-DFIM
66526	FD	DFHH-DFIM
66528	FD	DFHH-DFIM
66529	FD	DFHH-DFIM
66531	FD	DFHH-DFIM
66536	FD	DFHH-DFIM
66539	FD	DFHH-DFIM
66544	FD	DFHH-DFIM
66545	FD	DFHH-DFIM
66546	FD	DFHH-DFIM
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66556	FD	DFHH-DFIM
66560	FD	DFHH-DFIM
66561	FD	DFHH-DFIM
66562	FD	DFHH-DFIM
66563	FD	DFHH-DFIM
66564	FD	DFHH-DFIM
66585	FD	DFHG-DFIN
66595	FD	DFHG-DFIN
66596	FD	DFHG-DFIN
66597	FD	DFHG-DFIN
66598	FD	DFHG-DFIN
66599	FD	DFHG-DFIN
66623	FD	DFHG-DFHH
66951	FD	DFHG-DFIN
66952	FD	DFHG-DFIN
66953	FD	DFHG-DFIN
66956	FD	DFHG-DFIN
66957	FD	DFHG-DFIN
<b>Class 67</b>		
67029	CE	WAAC-WACC
<b>Class 68</b>		
68023	KM	XHVE-XHTP
68024	KM	XHVE-XHTP
68025	KM	XHVE-XHTP
68026	KM	XHVE-XHTP
68027	KM	XHVE-XHTP
<b>Class 92</b>		
92016	CE	WFBC-WQAA

Note: \* De-registered

## Transport for London

**MORE CLASS** 345 units have been delivered to Transport for London for use on the forthcoming Crossrail/Elizabeth line. The availability of additional units has enabled the operator to create a second diagram each day for one of the seven-car

units, which are currently being used on existing services from Liverpool Street to Shenfield. Arriving at Ilford from commissioning at Old Dalby were 345012 on September 18, 345013 two days later, while 345011 entered service on September 11

and 345016 arrived in Essex on September 26. Moving from the Bombardier plant at Derby to Old Dalby on September 19 was newly-completed 345017, followed by 345020 on October 5 and 345021 on the 13th.

The £1bn fleet of 70 Class 345s are initially being built in seven car form, but will be lengthened to nine cars when Crossrail fully opens. They are due to start working some services between Paddington and Heathrow Airport from next May.

IN BRIEF

→ Colas

The latest Class 37 to work for Colas is 37607, which has been hired from HNRC for use on Network Rail infrastructure monitoring trains. It was released from Barrow Hill on October 16 and partnered 37116 on the 3Q16 Derby to Crewe test train. However, a problem cut the trip short and it returned to Derby. The issue was quickly fixed and the loco resumed activities with 37116 the next night. Meanwhile HNRC's 37612, also expected to work for Colas, is still at Barrow Hill awaiting bodywork attention.

→ DB Cargo

Several locos at Toton are currently devoid of components, including 67001 (WQAA) which was earlier mooted for a special repaint, 66039 (WBAE), 66105 (WBBE), 66172 (WQAA) and 67019 (WQAA). Recently reinstated 60011 (WCAT) has taken up 'super shunter' duties at Toton. Two Class 67s, 67021 and 67024 (both WAAC) have been sighted in what has been described as VSOE livery at Toton.

→ HNRC

09009 (GBWM) has been transported from Barrow Hill to Dean Lane in Manchester, to work at the waste container terminal near Newton Heath. HNRC reported in mid-October that 47853 (GBHN) is almost ready to return to traffic and that hire to GBRf is still planned for.

→ WCR

Class 37/0 37214 has been acquired by the Scottish Thirty Seven Group for spares and has been taken north from Carnforth by road to Bo'ness, where it arrived on September 22. The loco only ran for a month with WCR in May 2006, after previously undergoing main line tests in May the previous year.

→ Transmart Trains

ROG's 47813 hauled 73133 (MBED) from Bournemouth to Eastleigh Works on October 2. The ED has not been sold to GBRf, but its hire contract at Bournemouth is up so it has been moved to Eastleigh Works while owner Transmart Trains examines options for other hire opportunities. It has been parked with 73110, itself a recent arrival at Eastleigh Works after being acquired by GBRf for spares.

# Southeastern

ALL OF the former Thameslink Class 377s have been cascaded to Southeastern following the continued deliveries of new Class 700s. 377501-523 were originally delivered to Southern as four-car dual-voltage units, but were later moved to Thameslink. The first eight

went to Southeastern in December last year, with four more following in August 2017 and the remainder during October, with October 10 being the final day for the class with Thameslink. Also moving across have been 377163-164, which are the final pair of a batch of 64 delivered to

Southern in 2002-2003.

The last four in service with Thameslink were 377512-515, which moved quickly after being stood down and were in service with their new operator only a few days later. The units are being used to provide additional capacity.



The first Class 158 to receive the new South Western Railway livery is 158887. It was outshopped from Wabtec's Brush facility at Loughborough, where a PRM compliant toilet and other features have been fitted. The unit stands at London Waterloo on October 17. (Chris Wilson)

AFTER A delay of several months, deliveries of new Class 707 EMUs for South Western Railway have recommenced from German trainmaker Siemens. Making their way into the UK via the Channel Tunnel on September 16 were 707011-012, which were hauled from Dolland's Moor to Clapham by Rail Operations Group Class 47s 47813 and 815. The units quickly entered the test programme and

were active on the network by October 4. Following on were 707013/014, which arrived on October 12, and 707028 and 707029 two days later.

Three pairs of the new five-car units were scheduled to work each day from October 16. Thirty of the class are being supplied for services between London Waterloo and Windsor and Eton Riverside, but their long-term future is still

uncertain as their new operator does not plan to retain them beyond 2019 when a new fleet of Bombardier Aventras takes over. The Class 707s are very similar to Thameslink's Class 700s, although only the first two have been delivered with dual-voltage capability, with the rest only equipped for third-rail running. All may be converted to dual-voltage at a later date depending on where they are to be redeployed.

Stored		
37407	XHSS	Derby RTC
47812	SROG	Eastleigh Works
47815	SROG	Leicester
57003	XHSS	Eastleigh Works
92016	WQAA	Crewe EMD
Stored then reinstated		
66017		
Transfers		
20177		Severn Valley Railway - CF Booth, Rotherham
31190	HTLX	Washwood Heath - Weardale Railway
31285	HNRL	Burton - Derby - Nene Valley Railway - Derby
31459	RVLO	Wensleydale Railway - Derby - Nene Valley Railway - Derby
31465	HNRL	Weardale Railway - Derby - Nene Valley Railway - Derby
37214	AWCX	Carnforth - Bo'ness
57010	XHSS	Carlisle Kingmoor - Longtown

57302	XHSS	Carlisle Kingmoor - Longtown
Reinstated then returned to store		
None		
Reinstated		
20302	XHNC	(Barrow Hill)
20303	XHNC	(Barrow Hill)
20305	XHNC	(Barrow Hill)
20312	XHNC	(Barrow Hill)
37607	HNRL	(Barrow Hill)
60011	WCAT	(Toton)
60015	WCBT	(Toton)
60065	WCAT	(Toton)
66001	WBTT	(Toton)
66019	WBTT	(Toton)
66058	WBAT	(Toton)
66132	WBAT	(Toton)
66184	WBAT	(Toton)

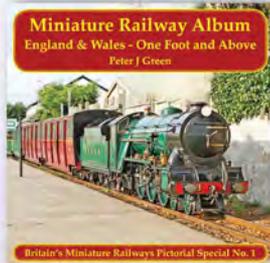
66250	WBAT	(Toton)
Disposals		
None		
Pool Codes		
AWCX	WCRC Locomotives Stored	
HNRL	HNRC Locomotives	
HTLX	DCR Locomotives	
RVLO	RVEL Locomotives Operational	
SROG	Rail Operations Group Locomotives Stored	
WBAT	DB Cargo Class 66	
WBTT	DB Cargo Class 66 RHTT Tripcock Fitted	
WCAT	DB Cargo Class 60	
WCBT	DB Cargo Class 60 Extended Fuel	
WQAA	DB Cargo Stored Locomotives (Group 1A)	
XHNC	DRS Locomotives Nuclear Traffic	
XHSS	DRS Locomotives Stored	

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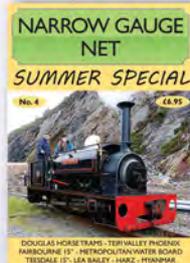
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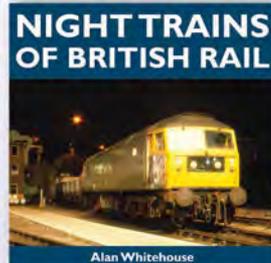
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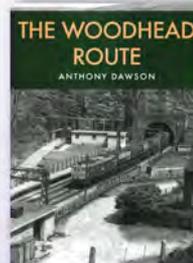
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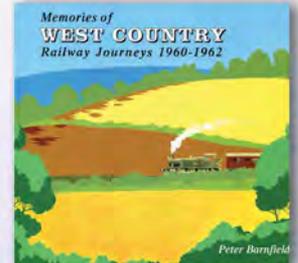
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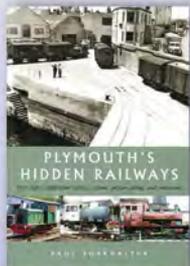
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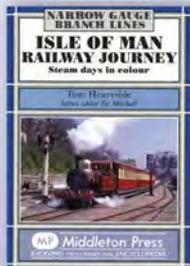
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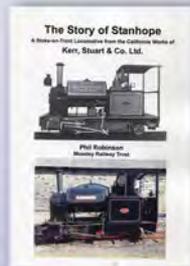
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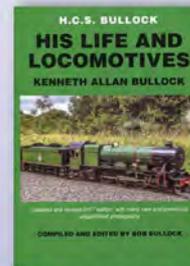
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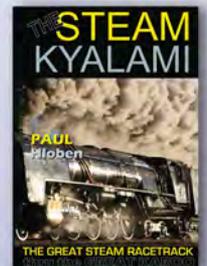
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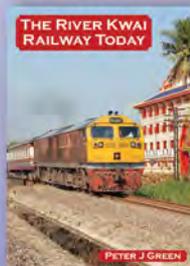
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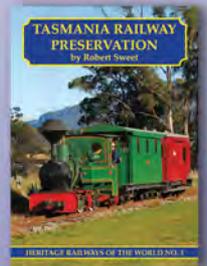
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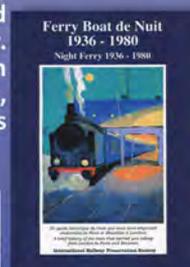
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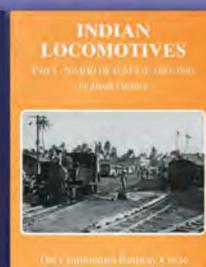
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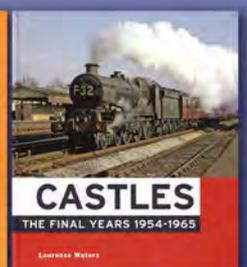
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NEW MOVES AND CHANGES



**Alistair Grieve**  
News Writer

- After its summer visit to the East Lancs Railway, Class 14 D9551 has returned to the Severn Valley Railway.
- Class 20 D8059 moved to its new home at the Chinnor & Princes Risborough Railway at the start of October having completed a successful visit to the Dean Forest Railway. It was due to make its first runs on Monday October 9 at a charity event, running top and tail with Class 31 D5581, however that event was cancelled and D8059's first running day at its new home was moved to the following Sunday (15th). Also owned by the Somerset and Dorset Locomotive Company, Class 20 D8188 remains at the Midland Railway – Butterley awaiting load banking and some mechanical work.
- Diesels managed to sneak into a few steam galas during the period under review, including the North Yorkshire Moors Railway's Class 25

- D7628, which actually had booked turns. Working on the Friday and Saturday of the gala (September 29/30) it was used top and tail with a steam loco on the Battersby-Whitby trains, the 25 leading from Battersby.
- The Great Central Railway's Autumn Steam Gala on October 5-8 suffered a steam loco failure that saw a shuffle of diagrams and Class 20 D8098 called upon to fill in on October 7. It was mostly on shunting and freight duties, but did include a one way Rothley to Loughborough Central train in the afternoon.
- There was some unplanned diesel activity at the Spa Valley Railway after a bridge strike on the morning of September 15 near High Rocks that saw the railway effectively split in two. Trains were run top and tail with steam and diesel or utilising the DEMU until repairs could be effected; the railway re-opened its full length on September 27.
- As reported in the November issue, a shunting accident at the Swanage Railway saw it desperately short of steam locos, which resulted in

- services being diesel hauled. An additional steam loco was drafted in, but problems with that saw it sidelined. Thus there has been regular diesel activity. The failures meant all services were diesel hauled between September 16 and 26, but steam is now available once again.
- There's nothing like advanced notice and Hymek D7076 has already been announced as a guest engine at the Ecclesbourne Valley Railway's March 17/18, 2018 diesel weekend, with a Hymek running weekend the following Saturday and Sunday. 08704 will also be a guest at the diesel weekend, but unlike the Hymek will not be staying longer.
- Having been brought from West Coast Railways, Class 37/0 37214 has entered preservation at the Bo'ness & Kinneil Railway, it being moved there at the start of October. However, it will only have a short life as a preserved engine as it is to be used as a spares donor for 37261.
- 37424 was a surprise guest engine at the Ribble Steam Railway's September 30-October 1 diesel gala,

- working the majority of the services top and tail with the line's diesel fleet. The 37 remained on the Preston end of the trains.
- The return to service of Class 47 1566 at the Llangollen Railway's September 23/24 diesel gala didn't quite go to plan as it failed on its last train on Saturday as it left Berwyn heading for Llangollen. The failure was caused by a leaking union on top of the engine block, which resulted in so much oil being lost that as it headed down the steep gradient from Berwyn, what oil remained ran away from the sump oil lever sensor, which caused the engine to shut down. Rescue was by Class 08 D3265 and repairs saw the 47 back in traffic the following day as planned. Other than that, the weekend ran smoothly and was considered a success.
- Ahead of its departure to the Mid-Norfolk Railway, the Epping Ongar Railway utilised visiting 50026 for some 50-mile running days on October 15/16 and 22/23. It was then booked for a 100-mile running day at the Mid-Norfolk Railway on the 27th.

# HST 'Teddy Bear' advances

**AT THE** Heritage Shunters Trust base at Peak Rail, work continues on the restoration of Class 14 D9525. The loco was started up earlier in the year, but produced an excessive amount of exhaust smoke, so something was obviously amiss. D9525

would not shut down and was running for a few minutes, not firing but being powered round by a starter motor that would not disengage. When finally stopped, the starter motor was found to have overheated and had to be repaired.

The excessive exhaust problem was later found to be a flexible pipe that had not been refitted correctly. The pipe was in the right place but the two special clamps which attach it to the turbo and the engine had been mislaid so new ones are being

sourced, although it is proving very difficult. The Class 14 has been completely rewired by the resident electrician, although this has been a nightmare with a 50-year-old loco and hundreds of wires to source and code to the original wiring diagram.

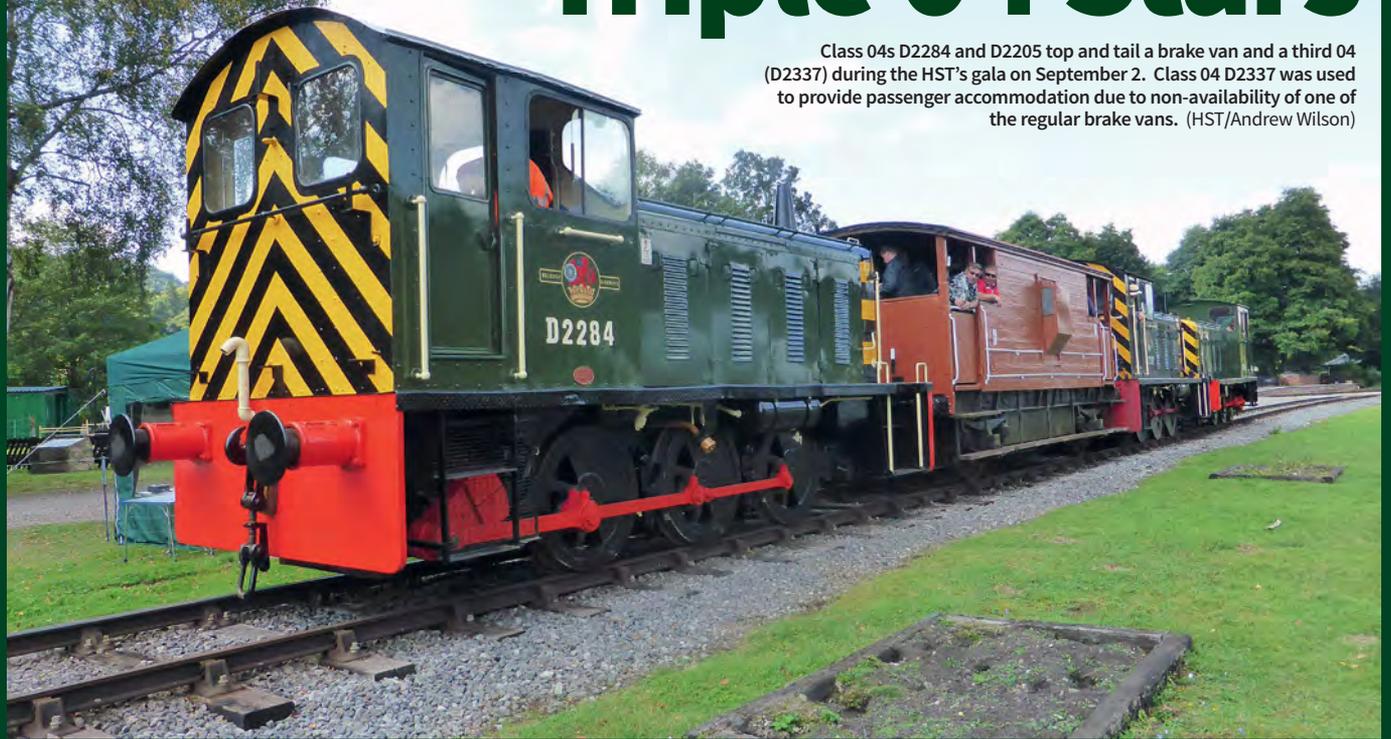
Class 08 D3429 approaches Brownhills West with five MGR wagons on October 7 during the Chasewater Railway's coal train weekend. With repairs complete on CDA 353224, it entered traffic that weekend, which now gives the railway a five-wagon operational rake. The HDA to the left is still awaiting repairs. The CDA (third in the rake) was converted from an HAA that was believed to be the prototype. As the roof is rotten it will be removed and stored and the CDA will be an HAA again. (Alistair Grieve)



# Merry-Go-Round Boost

# Triple 04 Stars

Class 04s D2284 and D2205 top and tail a brake van and a third 04 (D2337) during the HST's gala on September 2. Class 04 D2337 was used to provide passenger accommodation due to non-availability of one of the regular brake vans. (HST/Andrew Wilson)



**THE HERITAGE** Shunters Trust ran a diesel gala on September 2/3, which included the passenger debut of Class 04 D2205 after a long period of restoration. One of the regular brake vans was unavailable so a novel idea was

to use the cab of Class 04 D2337 as a passenger-carrying vehicle, although it was unpowered. This went down very well with gala attendees, especially the children! Earlier on the Saturday, Class 03 D2139 and 08016 top and

tailed the mixed train, with Class 02 D2854 and Class 01 D2953 taking over at lunchtime. For the finale Class 04s D2205 and D2284, both repainted into BR green livery, were coupled up. It is also believed that two powering Class

04s together have never hauled a passenger train before. On the Sunday, 07001 and PWM654 were the first pair on duty, followed by Class 03 D2139 and 08016, and the day ended with D2205 and D2284 again.

## PRESERVED SHUNTER NEWS



**Andrew Wilson**  
News Writer

■ On September 10 Class 08 D3167 was on 'Driver for a Fiver' duties at the Lincolnshire Wolds Railway. A fortnight later, on September 24, it was star of the show when it worked all trains at the line's diesel gala. Strangely, D3167 is owned by Lincoln City Council, which purchased it on March 23, 1988 and displayed it at Lincoln Central Station until sending it for overhaul at Doncaster Works on October 12 the same year. It returned to Lincoln Central Station on April 5, 1989 and on May 8, 1994 moved the short distance to the LWR base at Ludborough where it remains.

■ At the Swindon & Cricklade Railway, Class 03 D2022 has a new owner, and after some preparatory work in mid-September managed to get the power unit fired up. There are big plans for the loco, some of which involve repainting into BR blue from the current green and renumbering to 03022. Class 08 D3261 is currently operational but is having cosmetic

work done, as and when time permits. In the meantime, 03152 is doing the bulk of the diesel work and powered all passenger services on September 15/16 and September 30.

■ Unclassified North British-built D2767 is undergoing restoration at the Bo'ness & Kinneil Railway. New windows have been fitted and both cab sides have been lightly sanded down, with another coat of gloss applied to finish them off in readiness for the application of the lion and wheel emblems and new numbers. The water pump has returned from an outside contractor and has been refitted and tested.

■ EWS red and gold liveried 08888 was handed over to the Kent & East Sussex Railway's operating department on September 14 after a short period of recommissioning. A full complement of marker lights has been reinstated to the rear of the loco.

■ The Dean Forest Railway held its diesel gala from September 15 to 17. Class 08 D3937 *Gladys* worked passenger trains on the Saturday and Sunday and also hauled a rideable freight train on both days.

■ 03170 returned to service at the Epping Ongar Railway's diesel gala on

September 23/24 after a period out of service. The loco is still on restricted use and was employed on the less taxing 'Driver for a Fiver' duties at North Weald. Sister 03119 was used on main line passenger trains both days.

■ Black 08195 was used on shunter shuffles at the Llangollen Railway's diesel gala on September 23/24. On the Saturday afternoon, however, 47449 on the 1615 departure from Corwen failed with low oil outside Berwyn and 08195 was used as Thunderbird to drag the train into Llangollen. On the Sunday the loco was hired by Branch Line Society/Preserved Locomotive Enthusiasts Group before the start of the day's proceedings to haul a brake van along rare track in the Llangollen area before returning to shunter shuffle duties.

■ The Isle of Wight Steam Railway held a diesel gala from September 29 to October 1. Class 03 D2059 was used on the Wootton section on all three days, hauling the four-wheeled coaches; while vacuum brake Class 05 D2554 hauled brake vans past the new buildings to the headshunt buffer stops. Unfortunately 03197, visiting from the Mangapps Farm

Railway, could not be used at the gala, but it was moved to the Train Story Discovery Centre with the ballast hoppers for visitors to see.

■ Passengers on the SRPS railtour from Ayr to Inverness on September 30 were treated to haulage by RMS Locotec-owned 08523 at Inverness, as they were allowed to stay on while it shunt released the stock. An extra train arranged by the Strathspey Railway at Aviemore allowed railtour passengers to ride behind 08490, 27050 and 31327 before re-joining the tour later that afternoon.

■ The Ribble Steam Railway held its second diesel gala of the year on September 30-October 1. Ex-BR locos in use on the one and a half mile line were Class 03 D2148, Class 05 D2595 and Class 14 D9539.

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

## MULTIPLE UNIT NOTES



**Evan Green Hughes**  
News & Feature Writer

■ The Gloucestershire Warwickshire Railway's latest acquisition, Class 117 Driving Motor Brake 51370, arrived at Toddington on September 19, following transfer from the private site at Titley Jn where it had been based for a number of years. This coach was originally at Chasewater before transfer to Titley in 2009. It has since been little used and is in poor condition; it will be assessed to see whether it is to be restored or used as a source of spare parts.

■ After a long period out of service, restoration work has restarted on the Pontypool and Blaenavon Railway's Class 117 DMU set. Driving Motor Brake 51351 and Driving Motor Second 51397 have been in South Wales since 2001, having previously been at other locations since preservation in 1994. Although placed in traffic shortly afterwards, they were soon withdrawn

due to faults and were purchased by the railway itself in 2012. Surprisingly, both engines of 51397 started almost immediately, despite the long period in store.

■ Following extensive replacement of rotten steel and the welding in of a new floor, volunteers have now installed a plywood top cover into the guard's van of Gloucester Driving Motor Brake 51118 at the Midland Railway – Butterley. Once this work is complete attention will turn once again to Driving Trailer 56097. The pair forms the only surviving complete Class 100 set and both have been out of heritage service for more than 20 years.

■ At the Summerlee Heritage Park at Coatbridge near Glasgow, Class 311 'Glasgow Blue Train' Driving Trailer 76433 has received attention to its driving cab. Electrical equipment, including the radio that had been installed in the unit's latter days, has been removed and the cab is being stripped of paint so that it can be

restored to its original authentic cream colour.

■ Persistent water leaks in the overhead water tanks of Class 108 Driving Motor Composite 52064 at the Severn Valley Railway have been traced to perished water hoses connecting the three tanks. Unfortunately, to repair them the line's DMU Group has had to remove a large part of the vehicle's ceiling as well as some lights and other electrical fittings.

■ Significant progress is being made on two electric multiple unit vehicles that are undergoing restoration side by side at the Midland Railway – Butterley. The Swanage Railway's 4-TC Trailer Brake 70824 has had major repairs to both sides and now awaits new steel door pillars before being moved on to the next stage. In the next bay the Altrincham Electric Railway Preservation Society's centre trailer M29670M is being re-glazed, with those carrying out the work reporting that no two windows are the same. On completion the

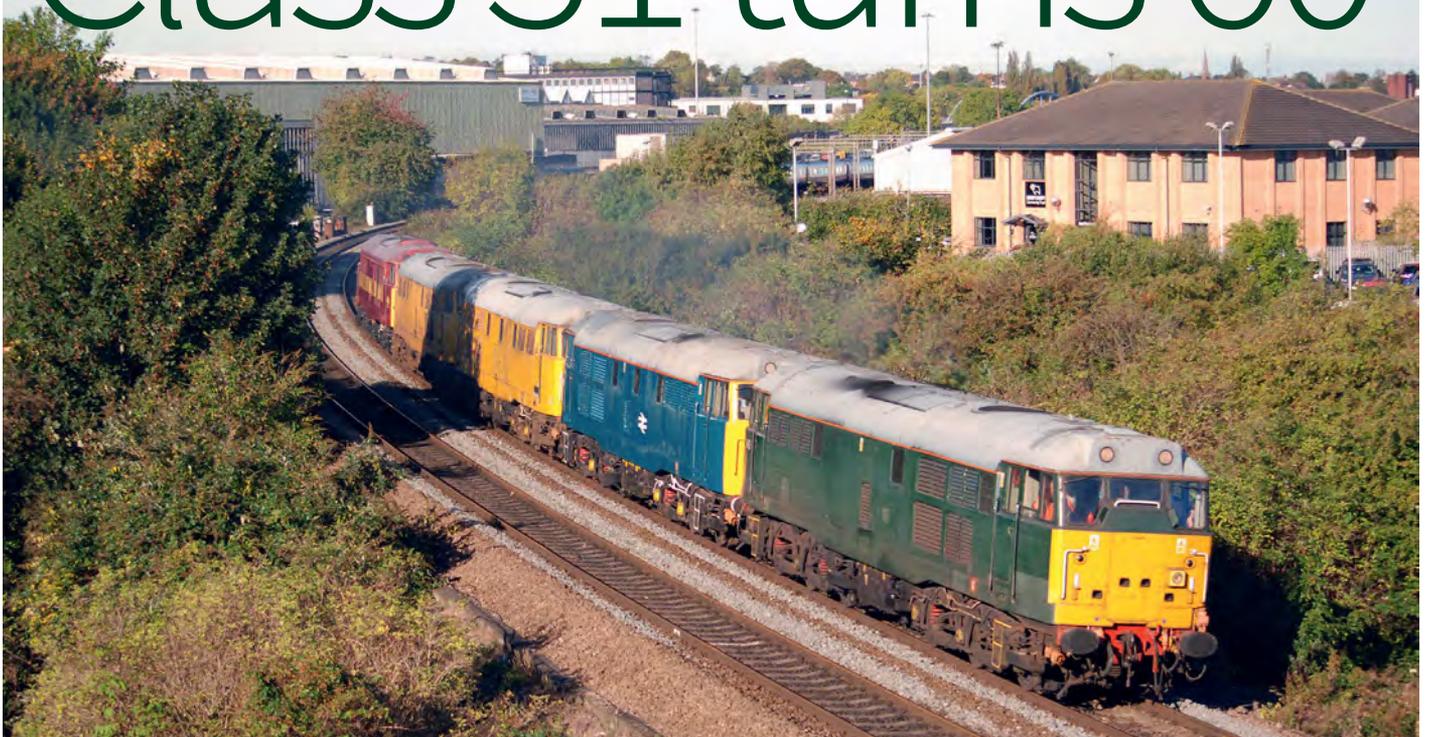
coach is due to be placed on display in the railway's Matthew Kirtley Museum Building.

■ Pressed Steel 'Bubble Car' 55023 has been taken out of service at the Chinnor & Princes Risborough Railway and is to be overhauled. The unit has been in continuous use since 1997 and has provided the backbone for the railway's off-peak services.

■ Also withdrawn for overhaul over the winter is the West Somerset Railway's three-car Class 115 DMU set, now the only one of its kind still in use. Driving Motor Brakes 51859 and 51880 have worked with centre trailer 59678 since 2008 and have amassed an impressive mileage in this period.

■ A specialist Rolls-Royce engine frame is being loaned to the Midland Railway by the Llangollen Railway over the winter, to enable the overhaul of power units from the MR's Class 127 three-car DMU set. The unit, Driving Motor Brakes 51591 and 51625 along with trailer 59609, is currently laid up with two of its four engines defective.

# Class 31 turns 60



The rather remarkable sight of five Class 31s forming the 0231 Derby to Nene Valley Railway move on October 6. The 31s were to appear at the 60th anniversary celebration at the Nene Valley on October 13-15. (Railtech Transfers)

**THE CLASS 31** celebrates its 60th anniversary this year and while there are several in preservation there is now only one left active on the main line – 31452 introduced in 1961 as D5809. In 1973 it became 31279 and in 1984 31452, following conversion to an ETH variant. Now

owned by DCR, it hasn't seen much main line work recently. However, it was put to good use at the start of October as it was used to collect various preserved examples before moving them to the Nene Valley Railway on October 6 for the NVR's Class 31 60th anniversary gala the

following weekend. From the Dean Forest Railway it collected 31466, and 31459 and 31465 it gathered from the Weardale Railway (31465 now in BR blue), while 31285 was retrieved from the Nemesis Rail facility at Burton upon Trent. The whole ensemble was gathered

at Derby before the onward movement to the NVR. Having deposited the convoy at the NVR, 31452 returned to collect 31108 and 31162 from the Midland Railway – Butterley, the final guests for the event. There will be more on the event in the next issue.

# Slim Jim 33/2 Star on the Isle of Wight



By far the largest ex-BR loco to visit the Isle of Wight was Class 33/2 33202, which attended the Isle of Wight Railway's diesel gala on September 29 to October 1. It stands at Wootton after arriving with the 1317 departure from Smallbrook Junction. The headshunt at Wootton isn't long enough to permit the 33 to run around, so Class 03 D2059 ran light from Havenstreet to work the train back, with the 33 following light engine. (Tom Braund)

**THE REMARKABLE** visit of 33202 to the Isle of Wight Steam Railway for their September 29-October 1 diesel gala went off without a

hitch, and the organising group is already considering the possibility of other mainland guest engines for future events, although there

are some tight clearances, so the range of options is limited. The 33 left the island the following week and was due to be one of the guests

at the Mid-Hants Railway's October 20-22 diesel gala. The 33 was also believed to be the heaviest load ever carried by Wightlink ferries.

## Bury Electric to be displayed

**WORK TO** refurbish a long-forgotten Class 504 'Bury' electric unit has reached a state where one of the coaches can be placed on public display for the first time.

Since passing into the care of Class 504 Preservation Society, Driving Trailer 77172 has received extensive repairs over the last two years at the East Lancashire Railway, with rotted steel cut out and replaced and the bodyside patch painted. The underframe has also been cleaned

down and repainted. The set is due to be shown as a static exhibit at the Scenic Railcar Event, due to take place on November 4 and 5. The coach is part of the only remaining two-car unit from a class that used to work between Manchester and Bury using the tracks of what is now the Manchester Metrolink. The old route employed a unique 1,200V DC side-contact third-rail system that originated with the Lancashire & Yorkshire Railway.

## ELR DMUs' comeback

**VOLUNTEERS AT** the East Lancashire Railway worked flat out on three DMU sets that are scheduled to make a return to service at the line's Scenic Railcar Weekend on November 3-5.

Finishing touches have been put to Cravens Class 105 Driving Motor Brake 51485 and Driving Trailer 56121, including the relaying of the guard's van floor using the original style of compound. Meanwhile,

Class 110 Driving Motor Brake 51813 and Driving Motor Composite 51842 have had their roofs painted, replacement door jambs fitted and cab wiring reinstated. Class 104 Driving Motor Composite 50517 has been painted under contract, while its partner, Driving Motor Brake 50455, has been painted by its owners. The event will see the Class 104 appear for the first time in BR blue livery.

## DIESEL DAYS AND GALAS



**Alistair Grieve**  
News Writer

■ The Mid-Norfolk Railway had to cancel its late autumn diesel gala (October 27-29) as vandalism suffered to its blue-grey rolling stock during the summer meant it was highly unlikely it would be repaired and back in traffic in time, despite the best efforts of the volunteers. They still planned a diesel event, but in a scaled-down format, with the Friday being a running day for visiting 50026 and the Saturday and Sunday a running day for 50026, plus

the home fleet.

■ As usual, December is full of Santa Specials where steam is the primary choice of motive power, but it doesn't mean that diesels will be totally absent, although it will mostly be top and tail with steam. Due to the popularity of the Santa trains you normally have to book in advance. However, both Great Central Railways do have limited accommodation for non-Santa passengers. Other railways that provide this include Peak Rail, Keighley & Worth Valley Railway, Mid-Hants Railway, Midland Railway - Butterley, Barrow Hill, Wensleydale Railway, and the Bo'ness & Kinneil. The Mid-Norfolk is

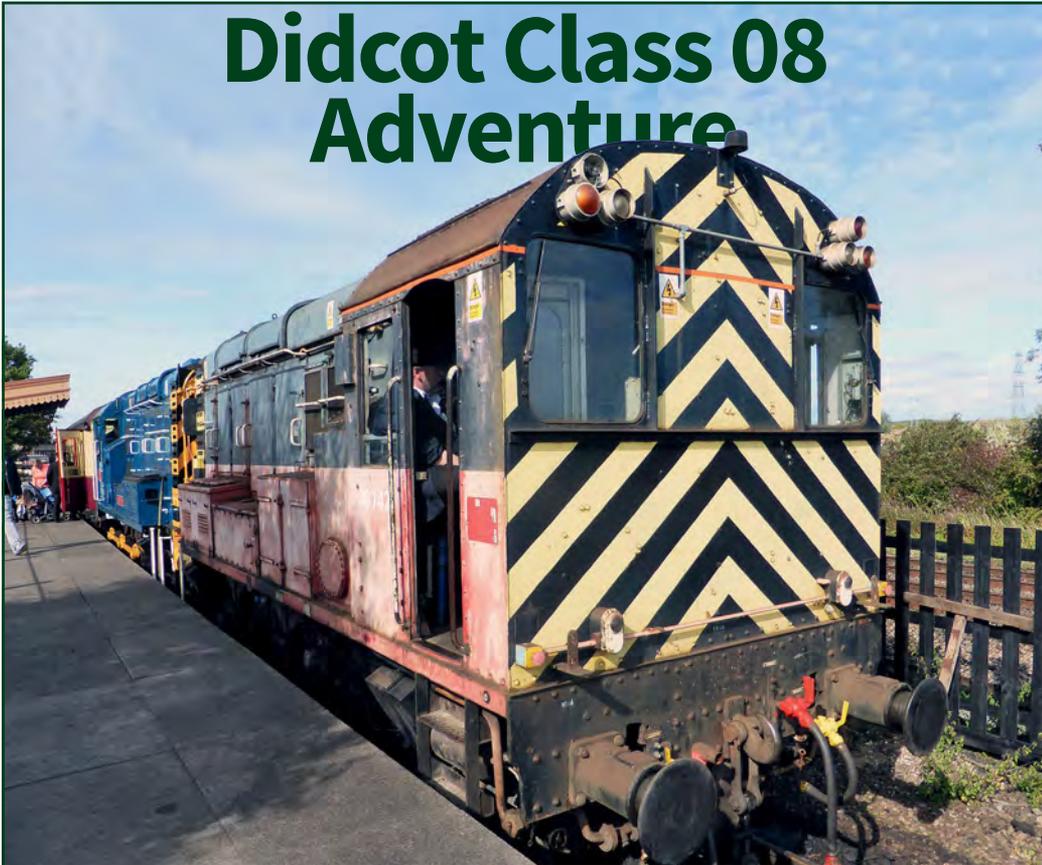
normally a full diesel operation, but this year it is running a Polar Express train in common with the Dartmoor and Telford steam railways, so the format is not yet known.

While utilising steam for its Santa specials, the East Lancashire Railway also runs Diesel/DMU connecting services from Heywood and Ramsbottom. The Keighley & Worth Valley also runs a full line DMU service for shoppers opposite the Santa Specials.

■ There are also some events in the Christmas and New Year period to consider, with the Bo'ness & Kinneil Railway holding its annual winter diesel event on December 29, while the Mid-Norfolk Railway should be

holding a Winter Warmer Event on the 30th and 31st, assuming rolling stock is available. The Llangollen Railway will probably be holding a winter warmer mixed-traffic event during the period, with Class 26 D5310 from the diesel fleet, although final details had yet to be finalised at the time of writing. The Gloucestershire Warwickshire Railway will close out the year with its popular mixed-traffic Christmas Cracker event on December 29/30. It plans to feature two steam engines and three diesels, and although the allocations haven't yet been decided, Class 37 D6948 with its operational steam heat boiler will probably feature.

# Didcot Class 08 Adventure



The Didcot Railway Centre 'Anything Goes' gala on September 23/24 saw Class 08s 08604 PHANTOM and 08742 out on passenger train duties. 08604 was displaying its brand new coat of BR blue, while 08742 was still wearing shabby red and grey RES livery. The latter was hired while 08604 was being painted and is expected to leave Didcot and return to Harry Needle Railroad Company in due course. (Andrew Wilson)

## Olive makes progress

**FOLLOWING THE** disastrous fire that nearly destroyed it, work to rebuild unique Woodhead route inspection car DB998901 *Olive* is advancing quickly at the Vintage Carriage Trust on the Keighley & Worth Valley Railway.

Following the completion of new framing, the shaped panelling over the windows that forms the roof curves is now being welded in, while the first of the new cab windows have also arrived and been fitted.

In February 2016, just after an extensive rebuild had been completed, the vehicle was set on fire by vandals at its home at the Middleton Railway in Leeds and its passenger compartment was burned out, the roof destroyed and much of the wiring rendered useless. Its owners, the EM2 Society, are funding the rebuild and are still seeking donations to complete the task.

## Extra Class 101 DT for the Mid-Norfolk

A **CLASS** 101 vehicle has entered service for the first time in a number of years after it was transferred to the Mid-Norfolk Railway. Driving Trailer 56347 acted as a propelling control vehicle for a steam loco on Dereham-Hoe shuttles for its initial turns following extensive

efforts by its new owners to bring it back into working condition. The coach has spent the majority of its preservation career at the Bressingham Steam & Gardens, having arrived there in 2005. Used infrequently for more than a decade it was sold in summer 2015

to the Foxfield Railway but was never used there, finally moving on to the Mid-Norfolk in June this year.

It is intended to eventually use it as a spare vehicle for the MNR's DMU fleet, which will be the first time it has worked as part of a multiple unit train since preservation.

## Swedish DMU for Nene Valley

**THE NENE** Valley Railway now has a two-car continental DMU following the delivery of a Driving Trailer in late September.

Swedish Railways Y7 railcar trailer 1987 was collected from Arvidsjuar, Northern Sweden, by a British specialist transport contractor and was brought to Wansford, arriving on September 20. It is of a type that first made an appearance in the late 1950s and was largely extinct by 1990, having been designed to provide additional capacity for the matching railbuses on branch line and short-distance work.

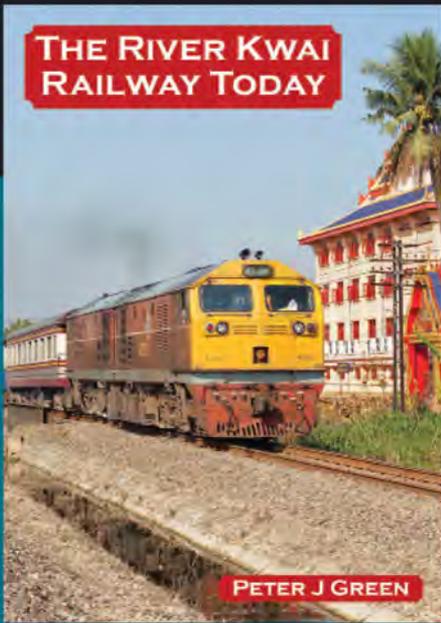
The trailer has been obtained to work with 1958-built Y7 railcar 1212, which has been in the UK since 1984. It has a chequered history, only having been fully restored when it passed into the hands of the International Railway Preservation Society in 2011, since when it has been returned to working condition. Prior to that it had been displayed at various sites, including an animal farm.



## Railbus Restoration

Although it has not been seen in public for some time, work is continuing on the restoration of Waggon und Maschinenbau Railbus 79963 at the East Anglian Railway Museum, with rewiring of one of the cabs the latest job to be tackled. This unit was preserved as long ago as 1968 and worked at the North Norfolk Railway for many years. (Simon Murdoch)

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

# What's happening

**D9537 – Bury:** The Class 14 has been withdrawn from service following concerns about the proportional braking. With this forced retirement in mind it has been decided to start work sooner than later on other jobs planned for the loco. The brake frame was removed to allow access to take out the 110V generator. This is being swapped for an overhauled unit, in a purely preventative maintenance decision.

While the generator is removed, the area it sits in is getting a clean-up and repaint. The brakes will also get this treatment before they are later replaced. A proportional valve is currently away for repair and modification. Two of the main brake pull rods are going to be removed so they can be modified as well. Some minor metal work is also being carried out and a full repaint will be undertaken. The loco is staying in Desert Sand livery. While the 'Teddy Bear' is stood down, the rotten cab floor is also going to be replaced. Undercoat has been applied to the A-end roof section and right hand fuel tank. Renovations in the B-end nose, where generator and brake frame usually sit, continue.

**D9551 – Bridgnorth:** Following repairs at the East Lancashire Railway,

the loco was able to star at the line's September 23/24 diesel gala, working trains with classmate D9531. The following Monday it was returned by road to its home at the Severn Valley Railway and put straight into use on permanent way trains.

**D8568 – Kidderminster:** The Clayton, now sporting full yellow ends, was moved from the Severn Valley Railway to the South Devon Railway in early October to allow it to be used on some driver experience days before it stars at the November 3-5 diesel gala.

**D8057 – Cheddleton:** After a lot of work and perseverance, D8057's power unit was finally lifted out on October 8, which was a big step in the right direction in the loco's rebuild.

**D5032 – Grosmont:** The heavy overhaul of the Class 24 is proceeding at the North Yorkshire Moors Railway, with most of the bodywork repairs completed. The loco has also had a complete rewire and once it re-enters traffic it will be main line certified to allow it to work on Network Rail metals to Whitby.

**D5185 – Loughborough:** On the afternoon of September 10,

while working at the Great Central Railway's diesel gala, the Class 25 suffered a loss of power causing it to be failed by its crew. Luckily, the fault happened while it was stationary in the carriage siding at Loughborough so it did not cause any major problems.

**25244 – Tenterden:** One of preservation's forgotten stories is the Class 25 at the Kent & East Sussex Railway that has not run for several decades and is in a state of disrepair. It was recovered from the siding where it had been dumped for several years, and the windows and gaps in the bodywork will be temporarily sealed. Its owners are now drawing up a plan for the lengthy restoration work to finally be started.

**D7629 – Bury:** The 'Rat' remains away from its GCRN base and on loan at the East Lancashire Railway where it has undertaken some running days and started at the September 23/24 diesel gala. It will be staying in Lancashire until further notice as some jobs are due to be undertaken, and the plan is to lift the cooler group and attend to the settling tanks.

**D7659 – Rowsley:** A start has

been made on renovating the cab interiors of the Class 25, which has not run for nearly 20 years.

**27001 – Bo'ness:** As part of the plan to resurrect the Type 2 to cover for the now stopped 20020, the first-built Class 27 has had a repaint into BR blue and has had its engine started. It should return to traffic very soon.

**D5401 – Loughborough:** The No 2 end cab corrosion repairs are ongoing, albeit not at the rate initially hoped for. Away from the loco a lot of internal cab fibreglass fittings have been repaired and painted, and more of the smaller cab items are also undergoing attention. All are being stored ready for refitting when appropriate. Progress has been made with both cab desks, which have new desktops. All the cab window frames have had various chunks of corrosion cut out and fresh metal welded in place and primed for protection. New external cab window finishing trim will be fitted once the external fibreglass dome has been fixed down and sealed to the metal cab framework. The lower cabsides and door frames are the current focus of attention with lots of new plating being

Class 37/0 37264 stands in the autumn sunshine at Grosmont on October 3. It is waiting to be lifted to allow a defective traction motor to be repaired. (Mark Nicholls)



to...?

welded in place. New bulkhead handrail inserts have been produced and are ready for fitment as soon as is possible. After the above has been completed, the lower cab front framework and skirt plate will be made good and replaced.

A number of internal wood battens have had to be remade to replace rotten sections throughout the cab structure. It is hoped that all cab welding repairs will be concluded around March 2018 and then the internal fitment can start, after which a full electrical inspection will be undertaken and eventually a full external repaint prior to a return to active service.

Work continues on cutting out corrosion and replacing with some fresh metal cut to size and shape and welded in place on the secondman's side and bodyside. With any rolling stock that is 50 years old and spent most of its life in the rain, all the corrosion found extends to the framework as well as the skin, so one simple section of skin turns into three other jobs before it can be classed as finished.

One of the secondman's side cab doors is receiving some proper attention and, fingers crossed, it will be returned to the loco soon. There is no major urgency to finish the welding repairs and no deadlines have been set. The GCR shed staff continue to be very accommodating, and the mechanical side of the Class 27 is in good order.

**31418 - Swanwick:** The long restoration of the Class 31 continues at the Midland Railway - Butterley

and it has had new cab and engine room doors fitted.

**D6515 - Swanage:** After a busy summer working trains from Swanage to Wareham, operated by West Coast Railways, the Class 33 is now due for a B-exam. A small team of 71A members has made a start on this job, working through a number of tasks, including topping up the oil and re-greasing, various filter changes, and inspection and cleaning of the many electrical machines within the loco.

**D7076 - Bury:** The Hymek is lined up for a visit to the Ecclesbourne Valley Railway and will star at the line's March 17/18 diesel gala. It will have a running day the following weekend on March 24/25.

**37227 - Burton:** The loco was started up at the Nemesis Depot in Burton upon Trent on September 18. It has since passed its brake tests to prove that the system is working fully, and there are only a few small jobs to complete before the loco works a train in earnest. It is currently in two-tone grey after the initial application of Trainload Metals logos was incorrect. New versions in the correct size are expected to be applied soon.

**37264 - Grosmont:** The Class 37 is temporarily out of traffic due to broken down insulation on one traction motor. The North Yorkshire Moors Railway's engineering staff are working out how to lift the loco,

since the Grosmont Depot's 60-ton jacks are just below the capacity required, even with the loco drained of fuel.

**37308 - Lydney:** The welding work on No 2 end cab floors and the blower motor conduit has been progressing well.

**37418 - Barrow Hill:** The preserved loco is at Barrow Hill undergoing repairs, with a return to main line traffic with Colas Railfreight being mooted. In recent weeks the panelling in the cab at No 1 end has been fitted and painted. Work is now addressing the secondman's droplight and quarterlight cabside timbers at No 2 end.

**37521 - Barrow Hill:** The bodywork repairs on the loco have been completed and it is ready for repainting.

**37714 - Loughborough:** Following the loco's minor failure at the recent September diesel gala, the owning group has resolved the fault.

**40118 - Tyseley:** Recent work has been very productive. Painting of the first coat of yellow gloss on the No 2 end nose has been completed. The team has also continued getting the engine room ready to receive the two overhauled turbos. They have been refitted, although still require connecting, but this is a huge step forward to returning the Class 40 to traffic. It is now 30 years since 40118 last hauled a train. ➔



A complete rewire and extensive bodywork repairs have been carried out on Class 24 D5032 at Grosmont Depot at the North Yorkshire Moors Railway. The image was taken on October 3, although it will be some time before the loco achieves main line certification. (Mark Nicholls)



Bodywork repairs on 37521 at Barrow Hill have been completed and it is ready for repainting. (David Dew)

**D123 - Loughborough:** The engine and generator have been successfully lifted out of the Peak at the Great Central Railway. The combined power unit weighs 32 tons, three tons heavier than 45060's power unit. The weight difference can be attributed to a heavier alternator hanging off the end of the engine. The chains and slings had to be re-rigged three times before the weight could be correctly spread at the four corners. The silencer roof has corroded through and will need re-plating, and the silencer has been removed for assessment.

The next visit by the volunteers restoring the Class 45 saw the dismantling of the engine's end to get access to the suspect internal oil pump. Its extraction allowed the removal of the end cover, where it was no surprise to find several teeth missing from the gearwheel, although thankfully the larger drive gear remained intact. Several broken teeth segments were recovered from the bottom of the engine. A start will be made on cleaning the engine room floor, which is caked in 30 years' worth of oily gunge.

The pump was then unbolted and removed, and the damaged gearwheel, which has been severely mangled, pulled off the drive shaft. The locking key in the shaft was sheared, allowing the gearwheel to spin, and therefore it was no longer driving the pump. Clearly this item is now beyond economical repair, and the loco's owner would be keen to hear from anyone with a spare

oil pump that could be acquired to hasten the 45's return to traffic.

**46010 - Ruddington:** A new nose end floor has been installed on No 1 end and the No 2 cab interior has been re-panelled. A vast amount of work has been done on the Class 46, mainly at No 1 end in recent weeks. New conduit has been fitted and the air brake controller rebuilt. Pioneer Diesels has done a superb job with incredible craftsmanship in moving this very heavy repair forward.

**47306 - Bodmin:** Work on the only preserved Class 47 in Cornwall is still progressing, with the loco's support group active in-between crewing service trains, driver experience days and diesel gas, and keeping the Bodmin & Wenford Railway's running fleet in traffic.

They had thought all the welding had been completed a few months ago, but a bit more came to light below No 2 cab driver's door. This has been put right by a welding contractor who temporarily gave it a coat of green paint to protect it and dropped a hint as to the livery he would like to see applied.

The whole of 'A' side is now either in the final coat of primer or in final filling. In fact, one end has had the first layer of the lower panel undercoat applied. Work has commenced on preparing and painting the underframe with the first section of No 1 bogie having been primed. The engine room overhaul is virtually complete, with just one water pipe to be

connected before testing to see if it holds coolant again. Both cabs interiors are well on the way to being top coated. Finally, the very expensive job of rebuilding the main roof section is underway at the contractors.

**47579 - Mangapps Railway Museum:** The planned move of the loco by road to the Mid-Hants Railway in time for it to star at the line's October 20-22 diesel gala has had to be shelved due to problems in getting approval for the road move. It is hoped it will still happen, as the 47 is due to stay at the line for three years.

**47765 - Ruddington:** The Class 37 suffered damage to the roof section, with a tear just above the cant rail, due to a shunting mishap while it was stabled at Ruddington. Repairs will start soon, and are being undertaken by a contractor.

**50021 - Eastleigh:** There is more good news to report on the comprehensive overhaul of 50021 *Rodney*. Bowers has completed the main generator overhaul and the company is now going to overhaul one of the owner's spare traction motors to replace one which is down to earth.

Applied Radiators has finished the overhaul and pressure testing of both radiators and these will be refitted shortly. Meanwhile, volunteers have been making some amazing progress on the bodywork re-panelling. There is much work

planned on the overhaul over the winter.

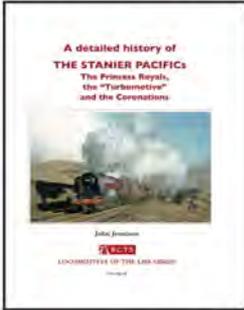
**50030 - Rowsley:** The radiator room is very close to being finished. The only tasks that need going before the radiators can go back in are the welding of four stub pipes into the floor and fitting of new radiator drain pipes. *Repulse's* air-operated louvres now also work, and the next major step of the Class 50's long overhaul is firing up the engine, which could be quite soon.

**D9002 - NRM York:** The Class 55 got a rare main line outing in October when it ran light to East Grinstead, collecting the Deltic Preservation Society's D9009 *Alycidon* and 55019 *Royal Highland Fusilier* on the way. All three Class 55s then took part in an event at the Bluebell Railway to commemorate 40 years of the DPS. On October 9, D9002 took D9009 to Burton, and 55019 to Barrow Hill before returning to York. D9002 is still only running on one engine. West Coast Railways provided the moves. The NRM's Class 55 later moved to the Mid-Hants Railway for the line's October 20-22 diesel gala.

**55022 - Grosmont:** The removal of the engine with the defective quill shaft was delayed because of problems with the North Yorkshire Moors Railway's steam crane, but will now take place under cover at a main line depot. As indicated on p9 owner Martin Walker is looking to offload his two Deltics. [RT](#)

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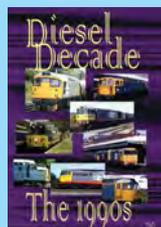
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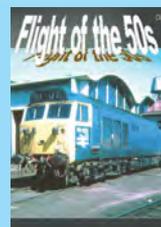
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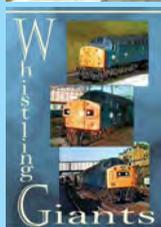
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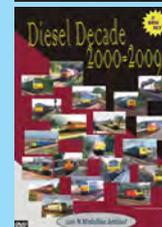
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# Season ends in style



**PACKED PLATFORMS**, awards and thousands of shares sold at SVR season finale Gala – that’s the good news from the Severn Valley Railway’s Autumn Steam Gala. Final numbers aren’t yet in, but are expected to be around

the 6,000 mark. This was slightly down on 2015, when the last such event was run, although there was a major cycling event in the county on the Sunday, which restricted road access in Kidderminster and may have had an impact.

Returning to the calendar after a year off in 2016, when the one-off Pacific Power event featuring *Flying Scotsman* took its place, the four-day season finale event saw Saturday as the most popular day, attracting more than 2,000 visitors.

With just over a month to go until the Bridgnorth Development Project share offer campaign closes, project teams took to the platforms and more than £10,000 of shares were sold during the Gala. The figure brings the SVR

## Back from the dead

Now beautifully turned out in BR lined green after its initial running-in turns in plain black following rebuilding from Barry scrapyards condition, 35018 *British India Line*’s debut railtour, took it from Carnforth to York on September 30. Sadly, it failed at York, with leaking piston glands. It passes Brumber, between Colton Junction and Ulleskelf. (Anthony Hicks)



Visiting the Severn Valley Railway for its steam gala, GER Y14 0-6-0 564 is a long way from its Norfolk home, but is comfortably matched with teak coaches as it comes away from the gloom and heads towards Bewdley Tunnel on September 22 with the 0900 from Bridgnorth. (Phil Metcalfe)



ever-closer to its £2.5m target to transform Bridgnorth Station.

Celebrations were also held during the event, with the announcement that the Railway had been awarded the Best Visitor Attraction at the Visit

Worcestershire Awards for Excellence, and Arley Station staff gathered to unveil a new plaque, marking its Volunteers Award 2016 from the National Railway Heritage Awards (see main news pages).

## A finale 'hurrah' beckons

**THE GREAT** Central Railway's now annual end-of-season gala, called 'The Last Hurrah', will see six locos in action, the Loughborough-based line has announced. Details of the November 18/19 event had yet to be revealed in mid-October, but the line promises 'six locomotives in action, and intensive timetable, freights and locals'.

It confirms that only rover tickets (£20 adult, £18 OAP, £10 child and £40 2+3 family) will be available, with no 'short hop' tickets between stations, but return tickets may be bought after 1500hrs. Platform tickets at Loughborough and

Quorn will be £5 per person.

In future no refreshments will be available at Leicester North, following the GCR's closure of its Platform Café at Greenacres, Leicester North in October. General Manager Michael Gough said: "With its remoteness from the station and difficulties in coordinating with turn round times at Leicester, it has struggled to break even over the last few years and we have taken the painful decision to suspend café catering there until the museum is built." The museum is planned to open in 2021.



Mel Holley  
News Writer

## Swanage deal secures fleet

**SOUTHERN LOCOMOTIVES** Ltd (SLL) has signed a new long-term agreement with the Swanage Railway. Its current deal originally ran until mid-2018, but both parties were happy to avoid a last minute rush. The agreement covers the leasing of all five the Bulleid Pacifics and BR 4MT 80104, and assures SLL of hire revenue for its serviceable locos. It also covers use of Herston works, hiring locos to other heritage lines, and SLL shareholders' footplate days.

Hunslet Austerity 0-6-0ST *Norman* is not currently covered, while discussions continue to find the location and resources required for its upcoming overhaul. Currently working at the Bolton Abbey Steam Railway, its boiler certificate expires in early 2018. SLL Chairman Simon Troy said: "This agreement cements our relationship with Swanage Railway for the long term, allowing us to plan for the future, and secures a good proportion of the resources we will need to make it all happen."

## Quick off the mark

**WHILE SOME** major railways struggle with getting gala loco and other information out even four weeks away from their events, the North Yorkshire Moors Railway has been quick off the mark, announcing early details for its Spring Steam Gala. The March 3/4, 6-8, 10/11 event will have A1 Pacific 60163 *Tornado* as its headline guest. Tickets are already on sale and, with only 18 *Tornado*-hauled services in total, tickets are limited. The railway also hopes that the early announcement will help to capitalise on the publicity from the forthcoming *Paddington 2* movie, in which *Tornado* plays a starring role.

### IN BRIEF

➤ The largest shareholder of main line BR Standard 4MT 76084 is looking to sell his 50% stake in the loco. As a result, the board of the 76084 Locomotive Company Ltd believes that this may trigger an offer for the entire engine, so it has decided to make the information public.

➤ After an extensive 16-year restoration, 76084 entered service at the North Norfolk Railway in July 2013, since when it has been based at Weybourne, as well as undertaking a limited number of main line runs, including the line's dining trains to Cromer.

➤ Now out of service, Gresley K4 61994 *The Great Marquess* arrived at Bo'ness from the North Yorkshire Moors Railway on September 22 and is to go on display in the Museum of Scottish Railways for the next two years. Work has yet to start on building the proposed museum at John Cameron's farm, where it will be displayed alongside 60009 *Union of South Africa*. Although the initial agreement with the SRPS is for two years, there is no date set for its move from Bo'ness to Fife.

➤ Broom Lane Bridge was hit by an over-height lorry on September 15, severing the Spa Valley Railway for nearly two weeks and meaning that trains could only run from Tunbridge Wells West to High Rocks.

➤ After a road closure by the two county council roads authorities, the railway's contractors repaired the damage, but it has been left out of pocket by the repairs and lost revenue.

➤ Fortunately, the railway was able to reopen in time for its 'Thomas' event at the start of October, but suffered lost revenue from being unable to take bookings while the damage was assessed.

➤ The Tallylyn Railway has started a £200,000 appeal to rebuild its four 1960s-designed open carriages, now life-expired. They will have a fully refurbished chassis complete with new wheels, axles and roller bearing axleboxes, plus new heritage-style bodies that will also be wheelchair accessible. The intention is to have the first carriage back in service in 2018, with the rest following at a rate of one per year.

➤ The Vale of Rheidol Railway has won a £250,000 grant from the government's Coastal Communities Fund to restore a long-derelict open carriage, and three others, to provide wheelchair access on all its trains. In addition, two new apprentice positions will be created, and the funding will also facilitate an improvement in the first class carriages.

# Together just once



A unique opportunity to see two Ivatt 2-6-2T tanks engines together came on September 14 at the East Somerset Railway when 41312 (fresh from the Pontypool and Blaenavon Railway) joined 41313, which was working its last few days on the main land before returning to the Isle of Wight. The pair are at Cranmore on September 14, with 41313 easing out of the yard, while 41312 stands in the station. (Dave Bowles)

## SVR bags *Bellerophon* and B12

**ALWAYS ONE** of the highlights of the calendar, the Severn Valley Railway has announced its first two guest engines for its March 16-18, 2018 Spring Steam Gala. In total, four locos are planned to visit.

Coming from the Foxfield Railway, courtesy of the Vintage Carriages Trust, and making its debut on the SVR, will be *Bellerophon*. It joins visiting B12 4-6-0 8572 at the three-day gala, with the LNER 4-6-0

making its first appearance on the SVR for 20 years, having last been at the line in 1998. It is expected that the North Norfolk Railway-based loco will be paired with the SVR's Gresley teak set.

The event will also mark the first gala appearance of BR Standard 4MT No 75069, which is now in the final stages of its major overhaul at Bridgnorth Works, and is expected to re-enter traffic later this year.

## Clean vans, clean locomotive

On the second day of the Great Central Railway's steam gala, and looking almost like a train set, 34081 *92 Squadron*, visiting from the Nene Valley Railway, passes the Mountsorrel branch at Swithland with the 1225 van train from Loughborough on October 6. The vans and loco are newly restored. (Steve Sienkiewicz)



## Replica L&B *Lyn* debuts

The newly commissioned replica of Lynton & Barnstaple Railway's Baldwin 762 *Lyn* made its maiden public outing on September 29. It pauses for photographs at Killington Lane Halt. (John Stretton)



## Eddystone to be reunited

**CURRENTLY** A kit of parts spread around the country, the main components of Bulleid West Country 34028 *Eddystone* are expected to be reunited from next year.

Work continues on the frames and axle boxes at Tyseley and further work sessions are clearing the way for them to be re-wheeled. The driving wheels went back under the frames on September

28 and attention has moved to the bogie and pony truck. The frames are expected to move to Dorset relatively soon. The boiler remains at Buckfastleigh, where work is quite advanced, as part of a 'combo' deal that is seeing a number of Bulleid boiler/fireboxes rebuilt at once to reduce costs. Meanwhile at Herston, the cab is being overhauled, and the new tender tank is being fitted out.

## Mobile Volcano



During the North Yorkshire Moors Railway's steam gala, BR Standard 76079 erupts through Beckhole with a goods for Goathland. (Karl Heath)

## Lottery loco swaps clay for people



Working its first trains, *Jurassic* is at Skegness on September 17. (Dave Enefer/LCLR)

**BUILT** 114 years ago, for use in moving clay at Kaye and Company's Southam cement works in Warwickshire, *Jurassic* worked its first public passenger trains during the Classic Wheels classic car and vehicle show at Skegness Water Leisure Park. It was the first time it has hauled trains since restoration carried out by volunteers and contractors and

part-financed by a £43,000 Heritage Lottery Fund grant.

Owned by the Lincolnshire Coast Light Railway Historic Vehicles Trust, the 1903-built Peckett was bought for preservation in 1961 to run the Lincolnshire Coast Light Railway's services linking the bus terminus at Humberston, near Cleethorpes, with the local beach and holiday camp. When the camp closed in

1985, *Jurassic* was stored and then moved to the LCLR's new base in Skegness Water Leisure Park. The line reopened to passengers in 2009, since when the historical significance of its collection of rails, locomotives, carriages and wagons from the trench railways of World War One and from industry and farms in rural England has become more widely recognised.

## KWVR urges save the date

'**STEAM, DIESEL**, big, small, old and new', is the headline from the Keighley & Worth Valley Railway for its eight-day gala in 2018 to mark its 50th anniversary. It is encouraging people to save the date for the June 24-July 1 event.

The railway has commented: "Our 50th anniversary is a week-long celebration showcasing all that we've done as a railway over the last 50 years, from humble beginnings with smaller engines, to bigger locos, and even diesels. This is an event that both the public and enthusiasts will not want to miss. Eight days of celebration are likely to produce the most spectacular gala the railway has organised since the opening day on June 29, 1968."

# Full trains on WSR for Scotsman visit

While linesiders enjoyed mixed weather, with little sun, the West Somerset Railway's short spell of hosting 60103 *Flying Scotsman* saw all trains sold out. The A3 leaves Blue Anchor with a Minehead-bound train on September 12. (Don Bishop)



## £100,000 appeal launched for P2 cylinder block

**THE PROJECT** to build Gresley P2 2007 *Prince of Wales* has opened a £100,000 appeal to make the cylinder block. If the project is to remain on schedule to complete

No 2007 by 2021, it needs to order the cylinder block this year. The A1 Steam Locomotive Trust has set itself the challenge of raising £100,000 through The Cylinder Club

from 100 supporters each donating £1,000 (plus Gift Aid) to the project, in up to eight payments of £125 by standing order.

It follows the success of The

Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive).



## Classic S&D recreation

In a classic Somerset & Dorset recreation, this once regular combination, previously not seen in preservation, of 7F 53808 and BR 75014 are near Nethercott, Somerset, on October 13 during the West Somerset Railway's steam gala. (Robert Falconer)

# Standard in brief return

The public return to steam of BR Standard Class 5 73156, running as *Nine Elms 73084 Tintagel*, was made at the Great Central Railway's autumn steam gala on October 5. It is at Birstall with 1130 Loughborough-Leicester North. Shortly after this picture was taken, it collided with Leicester North's buffer stops during its run-round when its steam brake failed. It was withdrawn from service for the rest of the gala. (Paul Biggs)



## STEAM EVENTS DIARY

Heritage Railway Events			
Date	Railway	Event	
<b>November</b>			
18/19	GCR	Last Hurrah Gala	
<b>December</b>			
27	CVR	Winter Warmer	
29/30	GWR	Mixed Traction Gala	
30	BWR	Winter Steam Up	
30-1	CVR	Winter Warmer	
31	GWR	Last Chance to Ride	
<b>January 2018</b>			
26-28	GCR	Winter Steam Gala	
Railway codes			
CVR	Churnet Valley Railway	01538 360522	www.churnet-valley-railway.co.uk
GCR	Great Central Railway	01509 632323	www.gc railway.co.uk
GWR	Gloucestershire Warwickshire Railway	01242 621405	www.gwsr.com
BWR	Bodmin & Wenford Railway	01208 736666	www.bodminandwenfordrailway.co.uk

# CanPac rebuild passes a milestone

**THE WATERCRESS** Line's ambitious Heritage Lottery funded-project to restore its flagship locomotive, Merchant Navy 35005 *Canadian Pacific*, has reached an important milestone with its re-wheeling on September 26. It hails the start of the long process of reassembly that will ultimately see the engine back in steam in 2019.

Arlington Fleet Services provided cranes to complete the preparation work and lift the frames onto the driving wheels. The project is

supported by the Heritage Lottery Fund, but the railway needs to raise £200,000 in match finance. The boiler is in worse condition than expected and needs a new inner firebox. It will cost an extra £120,000 to replace the inner firebox and install 2,200 boiler stays, at a cost of £25 per stay.

A 'Sponsor a Stay' appeal has started. Details can be found by visiting [www.watercressline.co.uk/canpac/donate](http://www.watercressline.co.uk/canpac/donate)

# Visiting tank 'eats' Ponty's bank

Visiting GWR 2-8-0T 4270 proved that the Pontypool and Blaenavon Railway's fearsome 1-in-24 bank was no match for it, when it swiftly charged up it during the line's gala. It is at Furnace Sidings on September 9. (Alistair Grieve)



# 4MT tank for 2018?

**THE MAJOR** overhaul of BR Standard 2-6-4T 80151 is proceeding "very well", with the loco now re-wheeled, valve liners removed, new pistons being machined, and brake, lubrication, and injector pipework being fitted at Sheffield Park, Bluebell Railway. The plan is to out-shop 80151 around the middle of 2018.

Work on the boiler has seen the first of the new inner firebox sides welded in place and the second side in the process of being welded. Once complete, the new throat plate and outer firebox sides can be fitted and welded, before the long task of marking out, drilling, taping, and fitting of the hundreds of stays can start.



# Making a vociferous climb

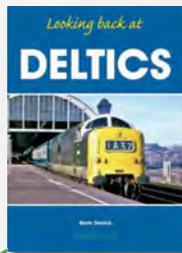
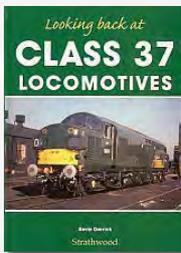
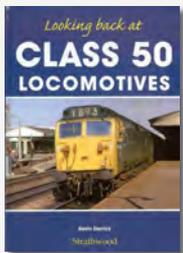
Merchant Navy 4-6-2 35028 *Clan Line* works the grade of Honiton Bank on September 23 with its Victoria-Exeter 'Atlantic Coast Express' climbing past Wilmington. The wreath marks the passing of David Shepherd, whose support enabled the locomotive to be bought from BR in 1967. (Stephen Ginn)



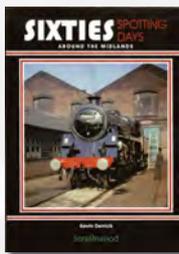
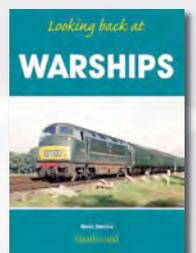
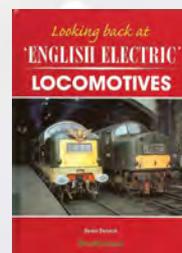
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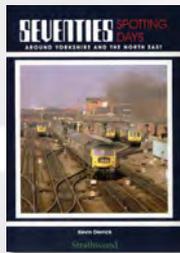
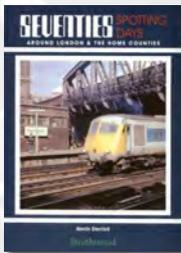
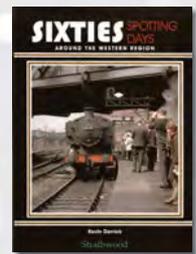
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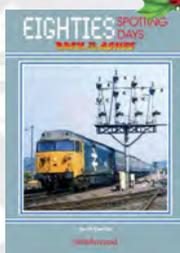
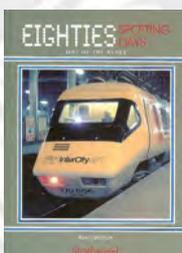
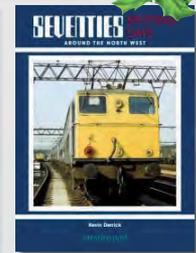
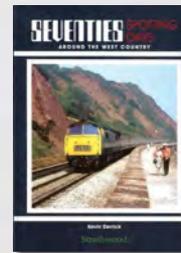
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- Looking back at Class 50 Locomotives
- Looking back at English Electric Locomotives
- Looking back at Deltics
- Looking back at Warships



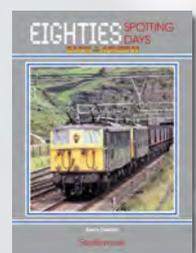
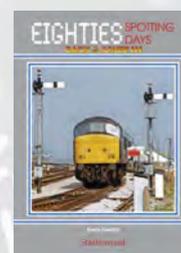
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- Sixties Spotting Days around the Western Region
  - Sixties Spotting Days around the Eastern Region
  - Sixties Spotting Days around the Scottish Region



- Seventies Spotting Days around the Midlands
- Seventies Spotting Days around London & the Home Counties
- Seventies Spotting Days around Yorkshire & the North East
- Seventies Spotting Days around the North West
- Seventies Spotting Days around the West Country



- Eighties Spotting Days Out of the Ashes
- Eighties Spotting Days Back to the Ashes
- Eighties Spotting Days Back to the Ashes II
- Eighties Spotting Days Back to the Ashes III



[www.strathwood.co.uk](http://www.strathwood.co.uk)

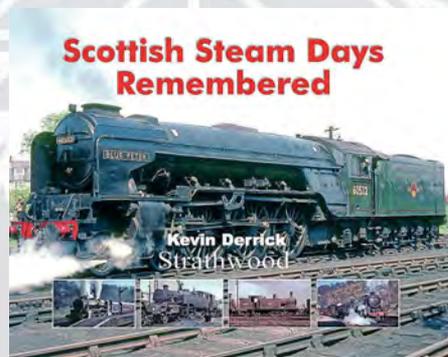
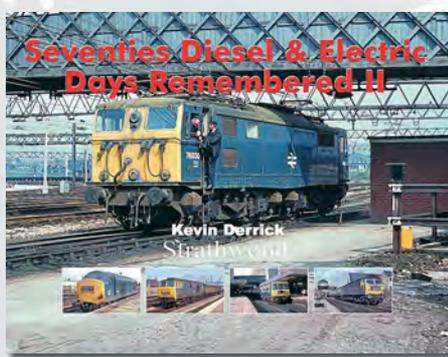
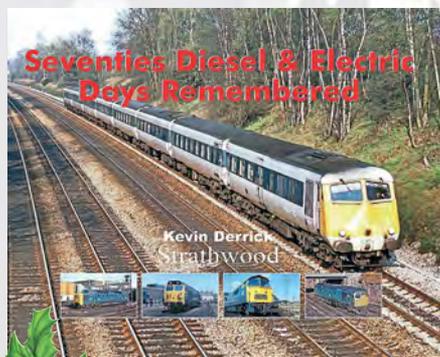


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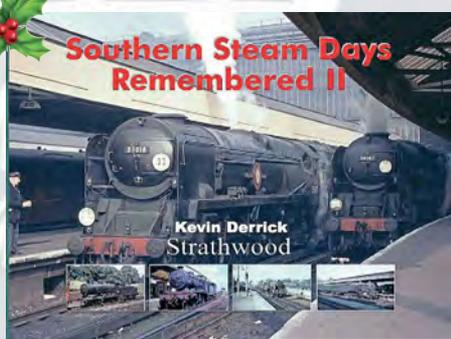
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# Aggregates

**W**ith coal now only forming a small part of the railway's tonnage, stone traffic has become an increasingly important commodity. This is especially true in North Derbyshire, where stone has totally replaced coal as the bedrock of its freight activity. For more than 200 years since the opening of the 2ft gauge Peak Forest Tramway in 1796, the railways have carried the various forms of stone quarried in the area. This article looks at the current state and future prospects of one of the few UK rail network areas to see freight-only activity.

## History

While the main line through the Peak Forest was the Midland Railway's route from Matlock to Chinley, the motive power came from a wide variety of sheds including Longsight, Trafford Park, Northwich and Buxton in the north, along with Rowsley, Derby, Westhouses and Toton to the south. The steam era was famed for the use of the ICI hopper wagons from Tunstead Quarry headed by Stanier 8Fs. Upon their retirement, Class 25s and 40s, then 37s, 47s, and for a short time Class 20s, handled this traffic. The hills no longer reverberate to the sounds of Sulzer or English Electric engines, but remnants from the period linger on. Following the removal of the turntable near Great Rocks Junction, where the brick pit is now filled with water of a dubious hue, the trackwork and notably the signalling have remained essentially unchanged.

The main change came through privatisation, which has ensured that a multitude of companies and operators now run an area that was once the responsibility of one man, the Buxton Area Manager, Mr David Bird. Where he previously administered one maintenance depot covering the area's passenger and freight requirements, along with 13 signal boxes and 220 staff, the situation today includes three fuelling points, competing freight companies and staff from Network Rail, DB Cargo, Freightliner and many others, who all work together, sometimes in the most inclement weather, to keep the trains moving.

## The Quarries

Rail traffic originates from three quarries in the Peak District – Dowlow Quarry, south of Buxton on the former line to Ashbourne, and Tunstead and Dove Holes quarries on the single line from Buxton towards Chinley. The latter two are on the former portion of Midland Railway line just south of Chinley. A fourth quarry at Topley Pike no longer sends out stone by rail. However, its intermediate token machine on the single line from Buxton to Great Rocks is still in place and could in theory be re-instated should a future requirement arise.

## Dowlow

The 93.8 hectare site produces around 1.4m tonnes of product per year and the quarry is at the end of the former Buxton to Ashbourne main line, which today is a single line worked by key token and controlled from Buxton signal box. 

The Peak Forest area has a long association with aggregate production and its transportation by rail. Alex Fisher examines the history of this important commodity flow.



# are King

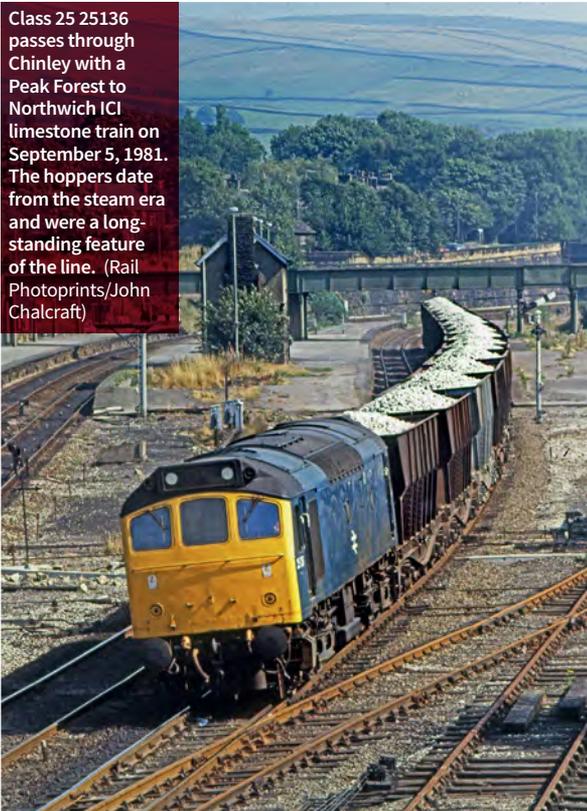


Class 60s, with their high tractive effort, are ideal for moving the very heavy aggregates workings from the Peak Forest area. EWS 60500 passes 66078 while arriving at Peak Forest with stone empties on August 11, 2006. (Rail Photoprints/John Chalcraft)



DB Cargo' 66181 waits while its train of box wagons is loaded at Dove Holes on October 6, 2017. (Alex Fisher)

Class 25 25136 passes through Chinley with a Peak Forest to Northwich ICI limestone train on September 5, 1981. The hoppers date from the steam era and were a long-standing feature of the line. (Rail Photoprints/John Chalcraft)



### Tunstead

Tunstead Quarry employs around 235 staff and extracts between 5.5m and 6m tonnes of quality limestone per annum. In a highly efficient operation more than 99% of its quarried stone is sold and, with an environmental policy of using rail transport whenever practical, approximately 40% of its output travels by rail. Movements into and out of Tunstead quarry are controlled by Great Rocks Jn and those for the 'top end', adjacent to the Tunstead offices, use a subsidiary ground signal - No 34 from the main line - while those for the 'bottom end' receive signal No 17. The main signal arm, No 18, is for movements along the single line to Buxton, for which a single line token is required. Coming out of the top end, two subsidiary signals indicate to the driver whether he will take the Goods Road or the Up Main towards Peak Forest, the top one being for the Goods and the lower the Up Main. The red and white post standing sentinel adjacent to the signal marks the start of the internal quarry lines and the end of Network Rail territory. The internal network of sidings at Tunstead includes 9.2km of track and 42 points, all of which see around £½m spent on them per year. A new two-road wagon and loco depot is to open on the site shortly. Although at the moment it is for the internal shunters only, it could possibly service main line locos in the future.

the latter generally serving fixed terminals. Box wagons only need hard standing and a mechanical shovel to unload, so are better for short term contracts and new flows.

### DB Cargo

DB Cargo's drivers and ground staff are based in the former Peak Forest station but the 20 years since privatisation have seen its dominant position eroded and its share of the Peak Forest traffic decline. The depot has a complement of around 40 drivers and ten ground staff, and while Class 60s still frequent Peak Forest on specific services, the Class 66 is the principal loco type. The 66s mainly come from DB's WBAT pool of Toton-based standard Class 66s, while the Class 60s in the Peak Forest area tend to come from the WCAT pool and are also allocated to Toton.

### Freightliner

After setting up its Earles Sidings depot, Freightliner now has around 18 drivers based there and welcomes up to four lorry loads of diesel fuel a day. The depot has allowed Freightliner to better compete in the Peak Forest area and in January 2016 it beat Colas, DB Cargo and GB Railfreight to a five-year exclusive contract for the transportation of stone from Tunstead Quarry. Freightliner locos usually come from Crewe Diesel Depot's Class 66s, and while Class 70s have been used, they have no booked workings. Wagons are usually stabled at Crewe Basford Hall, Guide Bridge, Doncaster and Barrow Hill. Freightliner used to use ground staff trained to drive locos from Network Rail lines and they were known as 'Driver Operators'. Their use has since diminished and for the time being the traditional roles of driver and shunter remain. Light engines often travel from Tunstead to Earles for fuelling in either pre-existing paths or via a request to Network Rail's Manchester Control for a Very Short Term Planning (VSTP) specialist to create a bespoke timetable path for the loco directly into TRUST. However, fewer such instances have been required since the Tunstead fuel point was opened, and one or two locos usually stable at the top end of the sidings.

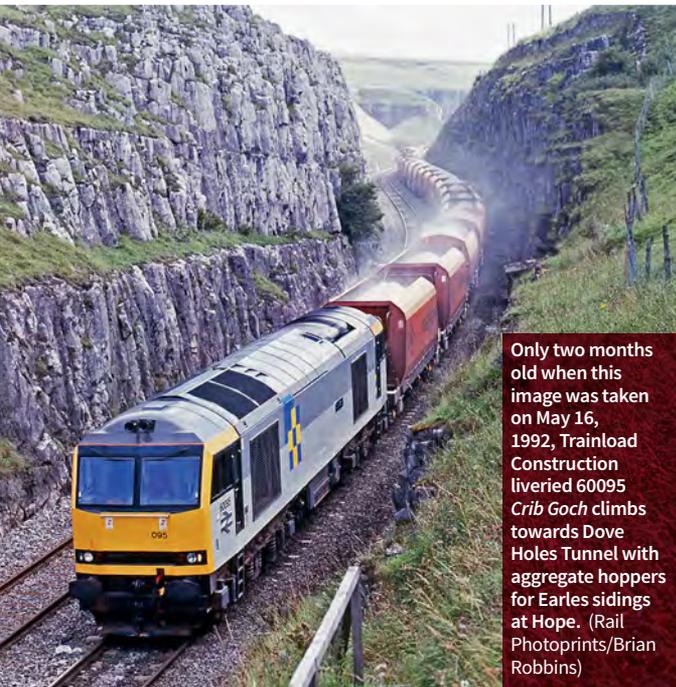
### Dove Holes

At more than 500 hectares, Dove Holes is CEMEX's largest quarry and provides limestone for construction projects all over the country. Dove Holes produces around 4m tonnes of product a year through blasting the quarry face, which forms pieces of stone up to 2m across. These are crushed roughly into 30cm pieces, washed and moved to a secondary crusher where they are broken into the required size for the customer. More than half of Dove Holes' output goes by rail, while the rest is sold locally within a region of around 25-30 miles and transported by road. Trains from Dove Holes usually travel to CEMEX's own rail heads, which are close to major markets in Birmingham, Manchester, Leeds, London and the Home Counties.

With its Class 08s withdrawn, DB Cargo uses the train loco to move wagons through the loading process, and when a Class 60 is used to shunt the wagons of the Stourton or Washwood Heath trains, a specially adapted former steel-carrying wagon is used as an adaptor between the Class 60 and the modified HTA coal wagons. Like Tunstead, Dove Holes loads both open box and hopper wagons, with

### Other operators

Until 2015, GB Railfreight had a spell running some short term contract flows, such as supplying stone to Heathrow and for the bank stabilisation work at the Hatfield landslide, but that sort of thing hasn't been seen for the last two years. Other former operators to run trains in the area were DC Rail (on behalf of other FOCs), Colas Railfreight and the defunct Advenza Freight.



Only two months old when this image was taken on May 16, 1992, Trainload Construction liveried 60095 Crib Goch climbs towards Dove Holes Tunnel with aggregate hoppers for Earles sidings at Hope. (Rail Photoprints/Brian Robbins)



The sidings at Tunstead Quarry can only be photographed when escorted within the site. A mixture of wagons, including a rake of powered cement tanks, was present on October 6 this year. (Alex Fisher)

### The trains

In May 2017, a new service started running as the 0956 SX 6F70 Tunstead to Garston mixed stone and sand. The train consists of 23 MWA wagons utilising former coal hopper bogies and frames to give a new box wagon with 23.8 tonne tare weight and a 77.8 tonne carrying capacity, which totals 101.6 tonnes when fully laden. The journey is only 59 miles and the train runs to Freightliner's own terminal. The box wagons carry sand, sub base, 10, 20 and 25mm stone. Freightliner plans to convert a further 400 such wagons and is targeting traffic growth in the aggregate sector to replace its coal losses.

There are ready-mixed concrete plants



at Bredbury and Agecroft, and while they receive hopper trains that appear identical, each wagon actually contains a specific grade of stone from sub base hardcore, through 4, 10 and 20mm stone sizes. Bredbury averages only two or three trains a week, generally weighing around 1,625 tonnes. However, Agecroft was taking six trains a week each weighing around 1,450 tonnes.

At 328 miles, the TO 6O11 1000 Dowlow to Southampton travels a greater distance than most Peak Forest freights and it loads to only 15 MMAs, with a total weight of 1,517 tonnes. The MMAs were built in Romania by Astra Rail and started arriving in the UK in early May 2016. They have a floor space of 31.5m<sup>2</sup> and a capacity for 60m<sup>3</sup>. Of note is the fact that the service has a short recess in Basford Hall Yard and then an overnight stay in Wembley Yard before finally arriving at Southampton at 0857, just shy of a full 24 hours after departure. The regular trains from Dowlow are the SX 6H52 1308 Dowlow to Ashburys and the SO 6H52 0952 Dowlow to Ashburys. The train uses 18 JRA wagons owned by GE Capital Rail and, with a 30m<sup>2</sup> floor space and 50m<sup>3</sup> of capacity, the wagons are ideal for the various grades of stone and sand this train can handle, which includes: 4, 6, 10, 14 and 20mm. Of note is that the returning empties are the only freight booked to travel via Furness Vale directly to Buxton and onto the Dowlow/Hindlow Branch. The loco runs as the 1937 6H53 Ashburys to Dowlow, and after dropping off the wagons, it travels as the 0E53 2255 to Peak Forest for overnight stabling. It then returns to Dowlow as the 0H59 0703 from Peak Forest to load the wagons left the previous night. At the moment train lengths from Dowlow are restricted by the length of the run round loop at Buxton, but plans are in place to lengthen it.

A small CEMEX terminal at Attercliffe near Sheffield receives DB Cargo services from Dove

Holes. The loaded train runs as the FSX 6E19 1917 Peak Forest to Attercliffe, while the empty wagons return as the 0447 6M52. At 32 miles it is another short trip, but it shows the advantage rail has to offer for a site capable of handling roughly 200,000 tonnes of aggregates per year.

The SX 0415 6L75 Peak Forest to Ely loads to 24 vehicles comprised of IIA, JGA and HOA bogie hoppers. The HOA wagon is the most common on this service and has a 55m<sup>3</sup>, 76.2 tonne capacity, giving a gross loaded weight of 100 tonnes, while the other two carry slightly less tonnage. The train's total loaded weight is around 2,300 tonnes and the returning empties, depending upon the wagons used, come to roughly 575 tonnes. This gives an average payload of 1,725 tonnes, equating to just short of 450,000 tonnes per annum, which eliminates around 20,500 lorry loads a year from the roads.

### Flue Gas Desulphurisation (FGD) trains

When coal is burned it gives off sulphur dioxide (SO<sub>2</sub>). Using limestone to reduce these gases was first studied in the mid-19th century, but it wasn't until large coal-fired power stations began to be built prior to World War Two that FGD plants were installed at Battersea, Swansea and Fulham Power Stations. They were abandoned after the war and it wasn't until a wet limestone FGD plant was installed at Drax power station between 1988 and 1996 that the commodity made a large scale return to rail. The plant could remove more than 250,000 tonnes of SO<sub>2</sub> each year when fully operational. The process sent the waste gases through limestone slurry, which removed at least 90% of the SO<sub>2</sub>.

In the 1990s Tunstead was sending 10,000 tonnes of limestone a week to Peak Forest and the bright white Buxton Lime Industries wagons were also a daily sight along the

Erewash Valley line on their way to Ratcliffe Power Station. Other destinations served by Tunstead FDG trains included Eggborough, Fiddlers Ferry, Ferrybridge, West Burton and Cottam. Dowlow has also sent some FGD trains to Eggborough and Ferrybridge, but such services were very rare. With the country's coal-fired power stations either closing or rapidly reducing their coal intake, the need for limestone has echoed coal's decline and although Tunstead is still able to supply the FDG market, the quantities are much reduced. Over the summer months in 2017 very little FGD ran; and come the winter, although timetabled paths exist, it will be questionable how much demand will be dependent upon gas prices and the weather, which affects how much renewable energy is produced in place of coal.

### The Hindlow limestone

Hindlow's lime kilns were replaced in the 1980s with a pair of highly efficient parallel flow kilns, but after the quarry closed in 1988, limestone had to be brought in from Tunstead. Initially, the former ICI hoppers hauled by pairs of Class 37s were used, but when they faced withdrawal the service could have gone over to road haulage. Buxton Lime Industries received a £2.6m Freight Facilities Grant towards its 1994 £4m project to build an automatic flash loading station at Tunstead and, along with an upgraded discharge facility at Hindlow, 20 new wagons were purchased. The wagons kept 125 lorry loads a day off Buxton's roads and they ran with Class 60s until Class 66s took over in the 2000s.

After additional silos and grinding capacity were installed on Hindlow's quicklime production plant in 2007, the Lafarge Tarmac-owned facility received DB Schenker's 6H22 1110 Tunstead to Hindlow, utilising a rake of 16 JGA ➔

**ABOVE:** The station at Peak Forest still existed in June 1962 when this photo of Fowler 4F 44419 and BR Standard 9F 92018 passed through. (Rail Photoprints/A E Durrant)



A Freightliner Class 66 makes its way through the loading facility at Tunstead on October 6, 2017 before departing with the 6H22 to Hindlow. (Alex Fisher)

hopper wagons. The service was taken over by Freightliner in 2016 and it now uses an 18-wagon rake of 14m-long HIA aggregate hoppers, which can each hold 66 tonnes. The service is still booked for a daily departure as 6H22, but leaves Tunstead slightly later, at 1120, as the train utilises the wagons from the returning 6H37 service from Bredbury. A 6H27 0920 Sunday service also runs and there are paths for additional trains should they be required.

The quicklime has a range of uses in the food industry, such as preserving vegetables, pickling cucumbers, water for alcoholic beverages and soft drinks, clarifying raw sugarcane and sugar beet juices. It's even used in the manufacturing of brake pads, dry mixes for painting and decorating as well as pesticides.

### Lostock Works limestone

Although the 'Northwich Hoppers' from Tunstead to Oakleigh ceased to run at the end of January 2014, the SX 6F05 1517 Tunstead to Lostock Works continues, along with the 6H06 2105 in the opposite direction. The 40-mile journey conveys large lumps of limestone between 40 and 90mm in size, and after processing they find their way into a range of products, including steel, as Lostock Works is owned by Tata. Of note is that the train is referred to as a 'collect service' and Tata pays Tunstead for the product, while organising and paying for its own transport. Due to the weight of the train it is hauled by a Class 60

and is one of the few to have seen continued use of the type even when DB was down to a mere handful of them. Should a 66 have to substitute then several wagons have to be taken off, or the service has to run double headed. The former is the more common option, although that's rare in itself.

### Cement trains

Services conveying around 1,500 tonnes of powdered cement used to run from Tunstead to Leeds, Walsall, West Thurrock, Hunslet, Westbury and Willesden. They have reduced considerably, and trains to West Thurrock, that used to take block trainloads of cement for bagging have also ceased, as a new bagging plant has opened at Tunstead. Four or five trains a week are running, but the highly competitive market means flows are changed at short notice. There's the possibility that bagged cement from Tunstead could return to rail, but its non-trainload quantities make it a challenging proposition for any prospective rail haulier.

### The future

The Matlock to Buxton line is often seen as a

candidat e for potential re-opening, and while much of the Peak District's traffic heads towards Manchester and Yorkshire, trains such as the 6V08 Tunstead to Brentford could avoid the congested Dore area and instead head directly towards Derby. Whether the line will ever see trains again is debateable. Unlike the coal industry, however, quarrying still has decades ahead of it and although the Class 60s also look to have several more years' use in them, how much longer lives the signal boxes at Peak Forest South, Great Rocks Jn and Buxton have is questionable. One thing's for certain, though, the area is still an interesting place to see traditional semaphore signalling amongst diesels working hard. Now is the time to enjoy them; before, like so much of our railway's past, they become another footnote of history. **RI**



**PHOTOGRAPHERS BEWARE**

*Train time details are correct as of October 10, 2017. It is always advisable to check if trains are running if you are travelling some distance to view or photograph them, as freight traffic is notorious for changing or being cancelled at short notice. Realtime Trains is a good source for this (<http://www.realtimetrains.co.uk>).*

# Late Summer Galas

Several events were held in September and October and in this issue we concentrate on events held at the East Lancashire, Epping Ongar, Nene Valley, Dean Forest and Great Central Railways. As is now standard practice several visiting locos were brought in for each event, with some making debuts on particular railways. A popular and most welcome attraction for the Dean Forest Railway's diesel gala on September 15-17 was Class 17 Type 1 Clayton D8568 and it was involved in several lash ups with several other locos, including Classes 14, 20 and 31. BRCW Type 2 D5343 had outings to the Great Central and Epping Ongar railways and at the former it performed runs top-and-tailed with Class 33 D6535 for an interesting BRCW/Sulzer combination.

Several more events took place in October, including the Deltic Preservation Society's 40th anniversary event at the Bluebell Railway; these will be covered in the January 2018 issue. [RI](#)



Class 50 50026 *Indomitable* was one of the star attractions at the Epping Ongar Railway's diesel gala and arrives at North Weald on September 23. (Darren Ford)



Class 26 D5343 was popular during September as following its appearance at the GCR it attended the Epping Ongar Railway's diesel gala. It stands at North Weald on September 23. (Darren Ford)



Visiting D8059 pulls away from Whitecroft with the late-running 1545 freight service from Lydney Junction to Parkend during day two of the Dean Forest Railway's diesel gala on September 16. (David Dew)





The crew of the Class 40 Preservation Society's 40145 hand the single line token to the signalman at Ramsbottom while heading for Bury during the East Lancashire Railway's Autumn Diesel Gala on September 23. (Russell Wykes)



**LEFT:** Star of the show at the Dean Forest Railway's diesel gala on September 15-17 was Class 17 Type 1 Clayton D8568. It leads Class 14 D9521 and Class 31 31466 into Parkend with the 1517 from Lydney Junction on September 16. (Bill Pizer)



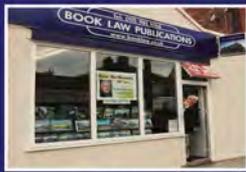
Under dark skies and strong sun following a recent shower, visiting Class 35 Hymek D7017's twin exhausts erupt as it powers out of Quorn and Woodhouse during the Great Central Railway's diesel gala on September 9. (Mat Yardley)



GB Railfreight's 66779 Evening Star arrives at Orton Mere with 31271 during the Nene Valley Railway's Mixed Traffic Gala on September 9. (Simon Poole)



**RIGHT:** The Epping Ongar Railway's Class 03s, 03119 and 03170 were both in action during the line's diesel gala. The pair stands at North Weald on September 2. (Darren Ford)



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## PICTORIAL

A night photoshoot was held at Arley on the Severn Valley Railway on September 29 to raise money for the West Midlands DMU group based at Bewdley. Class 108 56208 and 50933 enter the GWR station during the event. (Jack Boskett)





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## PICTORIAL

RIGHT: Bringing back memories of Bubble Cars running through to Paddington from Greenford several decades ago, Chiltern's 121034 stands beneath Brunel's impressive train shed on September 5, while en route to Aylesbury after appearing at the Old Oak Common 111 open day three days earlier. (Mark Hare)



BELOW: With winter approaching frosty mornings can offer some interesting photo opportunities. UK Rail Leasing's 56098 and 56104 make a spectacular start in freezing conditions at Leicester on December 29 last year. (George Browning)



## PICTORIAL



LEFT: With the locomotive, wagons and signalling all from different eras, DB Cargo's 66206 heads the 6G08 Goonbarrow to Carne Point through St Blazey on September 18. (Craig Munday)



LEFT: Greater Anglia Class 90 90006 *Modern Railways Magazine* climbs Belstead Bank with the 1P35 1200 Norwich to London Liverpool Street on September 21. (Paul Biggs)



# Sentinel Prototypes



Bob Darvill

**MANY FIRMS** built prototype locos, but this month I would like to give details of two that were built by the Sentinel company at its Shrewsbury works. In 1957 the firm built what was described as a Gyro locomotive – Sentinel 9614. It was constructed on the chassis of a 200hp steam loco in conjunction with the Swiss company Maschinenfabrik Oerlikon. It was fitted with two Gyro units, which were three ton horizontal flywheels enclosed in vessels filled with low pressure hydrogen. A vertically mounted three-phase squirrel-cage electric motor/generator was directly coupled to each flywheel shaft. The motor took its power from a side-mounted supply at static posts via a four-contact swinging arm, extended or retracted pneumatically by the driver.

The loco was built specifically for the National Coal Board for use at Seaton Delaval Colliery in Northumberland to transfer coal to/from Hartley Colliery. It was principally built to investigate the use of gyroscopic storage as a potential method for a flameproof and emissions-free underground loco. It worked very well in this guise for a number of years but was eventually taken out of service when the site was redeveloped. Due to its restricted field of operation, it was decided



A rare photo of the Gyro loco Sentinel 9614 working at Seaton Delaval on October 6, 1958. Note the pick-ups on each side for charging the flywheels. (Industrial Railway Society)

not to proceed any further with this development.

However, it was not the end for this loco as, after it had finished work at Seaton Delaval, it was sent to the works of Thos Hill at Kilnhurst where it was stripped of all its electrical equipment and the frame and running gear was utilised in the building of a conventional diesel loco – TH 135C. It was built for the NCB for use at Derwenthaugh and was delivered there in January 1964. It was eventually scrapped in February 1981. An interesting development but possibly 50 years too early, as this form of traction is now employed by

the two Class 139 railcars designed by Parry People Movers now in use on the Stourbridge Junction to Stourbridge Town shuttle service.

Another prototype built in 1962 was an 0-4-0DH loco, S 10089, that was fitted with an engine that would burn methane gas. Methane was a dangerous gas found at many collieries which could cause serious explosions. It was pumped to the surface and used to heat the colliery buildings and many of the surface installations – a 'free' source of power. It was decided that it could also be used to power a loco and in February 1962 it was sent to Prince

of Wales Colliery, North Yorkshire for trials. It was then transferred to Kellingley Colliery in 1966 where it joined three similar diesel locos.

After a few years at Kellingley it was decided to convert the loco with a conventional diesel engine and it was conveyed to Thos Hill in 1968 where it was fitted with a Rolls-Royce 272hp C8 engine. After cessation of rail traffic, the loco went back to Thos Hill in January 1993 where it was rebuilt for hire and used at a number of locations. It is still extant and is currently in use as the depot shunter at the Hitachi Depot at Ashford, Kent.

## A Hudswell Clarke survivor

**IN 1966** Hudswell Clarke supplied the Mersey Docks and Harbour Board with four new design 0-6-0DH locos, HC D1372 to HC D1375, that weighed 36 tons and were fitted with 260hp Gardner engines. They only had a short life of ten years with the MD&HB, but as they were a modern design they found use elsewhere. Two – HC D1374 and HC D1375 – were purchased by Hunslet Engine, Leeds where they were overhauled and sold to the NCB for use in South Wales.

The other pair, HC D1372 and HC D1373, went to the Esso Refinery at Milford Haven in South Wales, and HC D1373 eventually ended up at the Esso Bitumen depot at Cattewater, Plymouth, Devon, via a spell of work at an Esso site in Purfleet. When rail traffic ceased

at Cattewater it was acquired for preservation and moved to the East Somerset Railway at Cranmore in August 2008. While at Cranmore it was overhauled to a very high standard and repainted in its original MD&HB livery.

On September 12, 2017 it moved to the Middleton Railway, Leeds, back to the city where it was built. It is in full working order and after some attention it will soon be back at work.

There is another ex MD&HB Hudswell Clarke survivor, but a long way away on the Caribbean island of Trinidad. After becoming surplus to requirements, HC D1268 was acquired by Hunslet, rebuilt and sent to work on sugar plantations. It was purchased for possible preservation and then stored in a transport yard.



Ex MD&HB Hudswell Clarke D1373 arrives at the Middleton Railway on September 12. It has been painted in its original livery with the MD&HB running number of the cabside. (Ian Smith, Middleton Railway)

However, the new owners were unable to pay the rent and it is now

owned by the transport firm, but they don't know what to do with it!

## Hunslet Engine moves

**HUNSLET ENGINE** has been busy in the past few weeks. It has sold HE 6662 to CF Booth in

Rotherham and has also gained another interesting contract – to supply Tata Steel, Trostre with

locos. In mid-September DH50-1 HE 9376 (rebuild of TH 278V) and DH50-2 HE 9377 (rebuild of

TH 246V) were sent from Barton-under-Needwood to take up their new duties.



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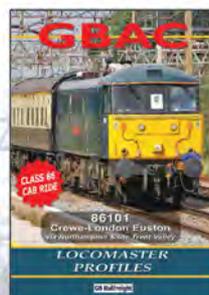
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# GBAC

## 86101: Crewe-Euston via the Trent Valley

GB Railfreight's 'Absent Shunter' charity train on 13th August 2017 produced the nostalgic sight of a Class 86-hauled passenger train along the West Coast main line from Crewe to Euston. 86101 is usually confined to empty stock workings of the Caledonian night sleepers, so this was also a rare opportunity for the veteran loco to stretch its legs over its former stamping ground. The West Coast Main Line has undergone significant changes since it was electrified in the 1960s and is an even more fascinating route when viewed from the driving cab.



The Class 86 sets off from Crewe on the Fast Line, and after heading through Norton Bridge there's a non-stop run through Stafford. From there the journey continues along the Trent Valley line where there's some fine running through Rugeley, Tamworth and Nuneaton. At Rugby, the train takes full advantage of the flexible track layout before heading onto the Northampton Loop at Hillmorton Junction. After Northampton station and Hunsbury tunnel the 86 speeds through the 'birdcage' at Roade before re-joining the WCML at Hanslope Junction. After Bletchley and Tring the London suburbs are reached at Watford Junction. South of Wembley Central the junctions come thick and fast past Willesden before the descent of Camden Bank. After negotiating the complex trackwork on the approach to Euston, 86101 completes a journey it first made more than fifty years ago.

With a running time of 2 hours 20 minutes, this DVD is available priced at £19.95 (post free) from the address below, or by ordering online through our website below. Or you can call our **CREDIT CARD HOTLINE on 01753 545888.**

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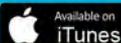
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**I**t's fair to say that some of British Rail's depots were pretty grim and harsh environments to work in. Laira however, situated two miles east of Plymouth and close to the estuary of the River Plym, was one of the more salubrious places. It stands on the site of the former Laira Marshalling Yard and was the Western Region's first all-purpose diesel maintenance depot. While it's still with us today, it is best remembered for its Warships, Westerns, Peaks and, of course, its Class 50s, which its staff valiantly fought to maintain through to their rail tour-charged end.

The 1964-built diesel facilities dominate the background at Laira in May 1971, as Class 22 Baby Warship D6323 awaits its fate in the foreground; Class 52 D1067 *Western Druid* is the other side of the Mk 1 coach on the fuel road. (Bernard Mills)

### The pre-diesel era

The first Laira steam shed was a 1901-built roundhouse with a 65ft diameter turntable and a few lines outside for reception, coaling, and cleaning of steam locomotives. It was given the code LA by the Great Western Railway. The roundhouse was 185ft by 185ft and ➔

# Pioneering *Laira*

Plymouth's Laira Depot was the first on the Western Region to have new diesel facilities built. **Alex Fisher** charts its history.



**ABOVE:** Withdrawn Class 42 Warship D829 *Magpie* stands beside the diesel depot on September 23, 1972. (Bernard Mills)

**BOTTOM:** The Class 142 Pacers proved less than ideal for the twisty Devon and Cornwall branch lines and were moved elsewhere. Looking smart in its chocolate and cream livery is 142015 at Laira on August 24, 1985. (Gavin Morrison)

**BELOW:** Looking a little tatty round the edges, green 50007 receives attention inside the maintenance facility on November 8, 1991. (Gavin Morrison)

was constructed of brick with steel trusses and an asbestos roof. Continued expansion of passenger and freight services meant that a building known as the 'New Shed' was added in 1931. The four-road straight loco facility was 210ft by 66ft and alongside it stood a smaller storehouse. Due to the formerly marshy land it was built on, it required more than 196 reinforced concrete piles. The building had a steel frame with brick panels up to the window sills and corrugated asbestos sheeting above that, while the roof was boarded and also covered with asbestos. Each track could hold three locos and thus it could accommodate 12 of the largest express engines.

New stores were also added at the same time, along with an extended coaling stage. Towards the very end of the GWR era, in 1947, two 82,600 gallon oil tanks were added to be used by the oil-burning Class 28xx 2-8-0 mixed traffic locos and a few of the Hall 4-6-0s. In 1949, after nationalisation, the depot was designated 83D, which put it under the auspices of 83A Newton Abbot.

### Diesel Dilemmas

While BR enacted its rush towards new diesels at the expense of steam, its

procrastination over diesel depot facilities was painful. In May 1958 Laira steam depot received eight brand new BR diesel shunters (later Class 08) numbered D3510-8, along with its first main line diesel in the form of North British Warship (Class 41) D600. D601-4 followed by January 1959 and, despite no proper facilities, they were put to work on the main expresses from Plymouth, with D601 being the first diesel to haul the Cornish Riviera Express non-stop from Paddington to Plymouth on June 16, 1958. The usual dilemma of where to accommodate these first diesels was answered by the screening off of two roads in the 'new shed' in July 1958. In February 1959, 'Baby Warships' (Class 22) D6300-3 were allocated to the depot and by the end of 1960 a further 34 examples had arrived, along with Swindon-built Warships D800-14 (Class 42). With the burgeoning diesel fleet, Belmont Carriage Sidings were used for loco servicing from November 1959 in order to relieve the workload at Laira. When the fleet had reached more than 60 main line diesels by December 1960, the other two roads on the 'new shed' were given over to diesel use, while steam locos continued to use the roundhouse.

The diesels were maintained in quite rudimentary conditions, with the oil tanks from 1947 adapted into a fuelling road and the mechanical/electrical foreman being accommodated in two old autotrailers dragged up and dumped by the primitive facility. Three roads for fuelling and inspecting DMUs were added at the carriage sidings from April 1960 and the site became temporarily responsible for full maintenance of the vehicles until Laira was ready. By the end of 1960, D833-42 (Class 43) had arrived as new at Laira and, with an expanding fleet, plans for a new diesel depot were enacted.

### Greenfield greatness

In designing the new diesel depot, the WR was an exponent of maintenance through component replacement, which was one of the reasons for the choice of hydraulic locos, as their lighter engines eased lifting and swapping. As the first of the WR's strategic diesel and maintenance depots, Laira was built on a greenfield site, with no constraints to its layout and design, which gave it excellent capabilities. Work started in 1958 with the closure of the Up Marshalling Yard alongside Embankment Road. This was to make way for carriage sidings and the new diesel shed. It was built from reinforced concrete and parts were progressively brought into use as they were completed. A portion for DMUs came into service in October 1960, while in mid-1961 Warships were still receiving attention and minor repair work inside Swindon's A Shop as Laira prepared to take over such work when the depot neared completion. With the Down Marshalling Yard converted into eight dead-straight carriage sidings in April 1961, the depot had been brought into full use by March 13, 1962.

### Inside the depot

Laira had nine covered roads that were responsible for light and heavy servicing of all diesel locos and multiple-units in the area; two of the tracks were 300ft long. Locos came on shed either via Laira Jn or Mount Gould Jn, with the former being the usual route. The



incoming loco could then either go through or bypass the washer or underframe cleaning road before heading into a head shunt. The bogie washing pit was initially uncovered, which meant it couldn't have been the most pleasurable of jobs in any weather. From the head shunt, a loco would return through the sanding and fuelling shelters that were supplied by a 45,000 gallon fuel tank. It would then enter one of the three servicing roads forming part of the through shed. Following which it could either leave the depot or head towards the exit road and set back into the maintenance shed if required.

The maintenance shed was divided into two parts. A two-road central building, with roads five and six, was 300ft long and undertook heavy maintenance, including engine changes and repainting. The two roads each had four berths, two for heavy and two for light maintenance. The former berths had lowered flooring and raised platforms to allow easy access for repair work. At the side of this stood another shed with four roads. No 1 road was equipped with a wheel lathe and lifting



jacks designated for bogie-changing with the aid of a 20-ton travelling jack, tyre re-profiling and load cell weighing apparatus. The final three roads were used for DMU maintenance. Behind the three buildings stood amenities blocks, workshops, offices and stores.

### The allocation

In the late 1960s the depot had a varied collection of locos from its five Class 03s through to Class 52 Westerns. The Class 03s supplemented the depot's 08s from June 1961 and they were used at Cattledown Wharfs along with one acting as shed pilot, usually D2140. Three 08s were also employed and they tended to be found at Tavistock Junction, Laira Carriage Sidings and Plymouth Station, where various parcels and postal services were shunted and reformed. All bar one of the 58 Class 22 'Baby Warships' were allocated to Laira at various times until the last one, D6339, was stored and then withdrawn in December 1971.

The first Western to reach Laira was the pioneer, D1000 *Western Enterprise*, on

January 28, 1962 having piloted the 1615 Paddington to Plymouth from Bristol. When it came on shed it was put to work on a crew training diagram covering the up 'Mayflower' to Newton Abbot, returning as a pilot on the 0045 Manchester to Plymouth sleeper. It then headed the up 'Royal Duchy' from Plymouth to Newton Abbot, piloting the 1430 ex-Paddington back to Plymouth.

In early 1964, Cardiff Canton-based English Electric Type 3s were visiting Laira, because Canton had no tyre turning facilities. Due to the Co-Co wheel arrangement of the Type 3s and their use on the Welsh Valleys, they needed tyre turning every ten months. This process continued until facilities were provided at Canton.

The Easter traffic of 1963 revived steam use to Plymouth and Laira had 23 such engines on shed at one time. However, by the spring of 1964 the Plymouth Division was almost totally dieselised, with only a few steam locos using Laira's retained facilities to affect a quick turnaround. Occasional steam still made it to Plymouth, but following its withdrawal from the area

in 1964, the roundhouse was closed on June 13, 1965 when the access lines were disconnected. Dismantling started on December 16, 1966 by contractor Messrs Plant Dismantlers of Plymouth, after which the area was used for additional siding space for the Civil Engineer's Department that had been displaced from Valletort Road Depot at Devonport. Adjacent to the depot was the 'Mullet Pond', a body of water known for its noxious qualities in steam days that became even worse with spilt diesel and was even known to catch fire at times.

The system of component replacement at a depot is a fine concept provided the facilities are furnished with a good supply of overhauled parts. However, this is an anathema for accountants, who can't abide expensive components sitting around on store shelves. Things came to a head after a BR edit that said that Swindon had to reduce the number of spares it held, and loco failures then outpaced the sourcing of spares. Swindon Works and depots had to resort to cannibalisation to keep as many locos as possible in traffic. In September ➔

**ABOVE:** Class 50 50042 *Triumph* stands inside the maintenance shed on August 23, 1985. (Gavin Morrison)



**ABOVE:** A May 1963 steam line up outside the 'New' or 'Long Shed', which opened in 1931. The left hand side of it was the first part of the depot to be used for diesels and was separated from steam by a curtain. (Bernard Mills)

1964, Laira had seven Westerns out of service awaiting spares, but this had grown to 11 by the beginning of October 1964. So bad was the situation that even stored steam engines from Swindon were drafted in.

### Hydraulic cessation

The five North British D600 Warships spent nearly all of their working lives based at Laira until they were all withdrawn in late 1967. However, the Hymeks only had a four-year spell allocated to the depot from March 1963 to November 1967, with 20 different examples being resident. The National Traction Plan of the late 1960s decreed the end of Western Region's diesel hydraulic fleet, and the Class 22s 'Baby Warships' were next to be axed from

Laira. In mid-1971 it still had 13 examples: 6308/19/22/26/30/33/34/36-39/43/56, with ten diagrams to cover, but they were to be replaced by Class 25s. In preparation for the changeover, Ebbw Junction sent Class 25 5179 to Laira in the summer of 1971 for crew training purposes, with a further ten – 5180, 7573-7575, 7577, 7656/57/7675-7677 – allocated to the depot at the end of the summer timetable in October 1971, representing a mixture of boiler and non-boiler equipped examples. All of the 25s came from LMR depots, except for 5180 and 7657 that came from Cardiff. Some were out-based at St Blazey to help train its crews. The last of Laira's Class 22s were retired on January 3, 1972 when Class 25 5180 took 6336 and 6338 from St Blazey in the early hours and, after attaching 6333 and 6339 at Exeter, went on to Bristol Marsh Junction. Although some of the 25s stayed at Laira for only a short spell, D7537/25223 and D7575/25224 were notable for remaining there until October 1980 when the type finally departed, by which time 45 different examples had called the Plymouth depot home.

The final Class 42 Warships were withdrawn in December 1972, with 821 *Glory* the last to leave Laira when it headed east on May 24, 1973. By the early 1970s the 74-strong Western fleet had been allocated to Laira until the first, 1019 and 1032, were withdrawn in May 1973 and dumped on site. The type gradually saw withdrawals increase over the next four years. During this period, in 1973, Laira received the TOPS code LA.

The Westerns were replaced by various diesel electrics, initially by a growing contingent of Class 46s, 13 of which were allocated to the depot by December 1974, and also by 11 Class 50s from the LMR, leaving only 55 Class 52s. February 1975 saw the first allocation of Class 47s to the Devon depot and together with a full complement of Class 50s, this meant the Westerns either moved on or were retired.

Into 1976, continued withdrawals of the Westerns reduced their ranks further, which gave the Class 25s an Indian summer in the West Country. A Laira pair was booked for a summer Saturday turn that began with a light engine Saturday move from St Blazey to Penzance in order to work to Plymouth and back before returning light

to St Blazey. A single 25 also worked a five-coach early Paignton to Plymouth service and a late afternoon return, but in July and August this was strengthened to eight or ten vehicles requiring a pair of 25s. Also of interest were 24054 and 24142, which were extracted from the lines of stored examples at Crewe Basford Hall in August 1976 and brought to Laira for use as carriage heating units. In February 1978, 37142 and 37267 were transferred to Laira, and in April they were used on crew training turns on the St Blazey to Newquay line in preparation for ousting the 25s from Laira. As the final Class 25s and 46s left in October 1980, Class 37s 37206/7/74, along with further Class 37s and 47s, were drafted in as replacements.

Laira's Class 08s had remained fairly constant throughout the 1970s and in 1979 the depot had diagrams for one air brake example at Plymouth Station, Laira Carriage Sidings, and another that acted as depot pilot as required. Three were used on freight duties, with examples at Tavistock Junction Engineers Sidings, Plymouth/Cattewater freight branches and one at Devonport/Keyham/Ernesettle. By 1985 the 08 requirement was for turns covering Plymouth Station, Laira Depot, Laira Carriage Sidings, Friary goods depot, Tavistock Junction RCE and Meldon Quarry. The closure of Newton Abbot Depot led to Laira taking on its diagrams and thus dual-braked 08s from Laira covered Exeter St Davids Station pilot and Riverside Yard, along with spare and a final example at Taunton Concrete Depot. Ten years later the requirement was for only four 08s deployed at Friary goods depot, Tavistock Junction RCE, Laira Carriage Sidings/Depot and Plymouth Station, all of which were in the seven-strong HJSL pool.

### The 125s

As HSTs came to the West of England, Laira was readied for its role in servicing and maintaining the new fleet. The three-road servicing shed was demolished in 1981 and a new, 240m, three-road brick and glazed panel facility built on a steel frame with a single pitched corrugated sheet-clad gabled roof. Stabling sidings were added and the whole thing was opened on September



Three Class 52s, D1010 *Western Campaigner*, D1022 *Western Sentinel* and D1027 *Western Lancer*, inside the depot in February 1974. (Bernard Mills)



A May 1962 view taken from the coal stage. GWR 2884 Class 3849 is in foreground and the main line and Laira Junction behind. (Bernard Mills)



30, 1981. It could accommodate three full sets (two power cars and eight trailer coaches) on roads 7, 8 and 9, as well as sets in the six carriage-servicing roads. When heavier maintenance was called for, vehicles would be split from their sets and placed inside the loco repair depot for classified and unscheduled attention. At that time the depot was split into three main parts, with roads 1-4 for loco servicing, roads 5 and 6 for heavy maintenance and the new building, and roads 7-9 for the HSTs. By July 1982, the depot had 26 Class 43 power cars allocated to it.

**Open Days**

Laira held several popular open days, including on September 23, 1972, April 25, 1982, September 9, 1985, and July 17, 1988. Perhaps the most popular of them was on September 15, 1991, when 51 diesel locos

were on display. That open day celebrated ten years of HSTs, 25 years of InterCity, 30 years of diesels and 90 years of Laira. HST power car 43179 was named *Pride of Laira* and Class 50 pioneer D400 was on display in its original livery along with most of the preserved diesel hydraulics. Three Class 50s, D400, 50007 and 50033, became some of the most widely travelled diesels when they became firm railtour favourites.

**Fighting Fifties**

In 1984 the depot repainted 50007 *Hercules* into full GWR livery and renamed it *Sir Edward Elgar* as part of the 150th anniversary celebrations the following year. With sectorisation, BR organised every loco

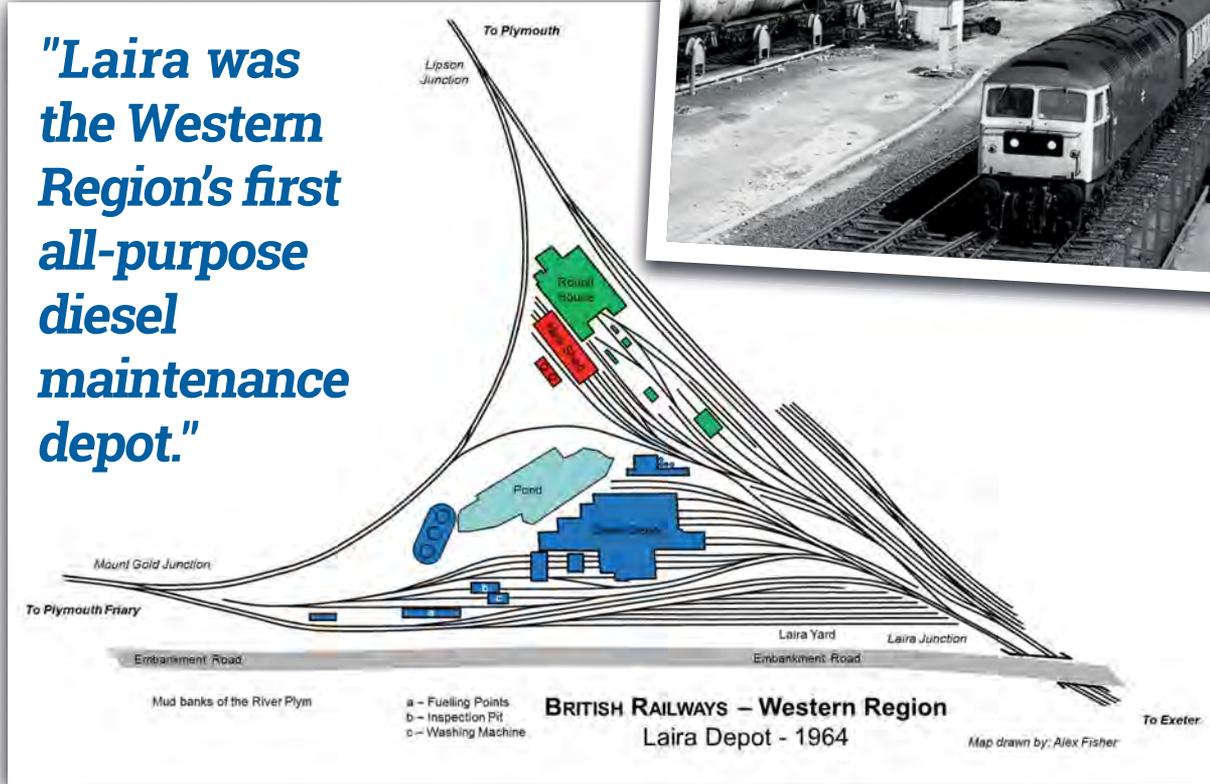
into an operating and owning sector. The effect of this was that the major workshops diminished in workload, while depots such as Laira became Level 5 facilities under the Cost Effective Maintenance (CEM) programme. Thus, in a similar manner to the way Laira had been set up initially, it carried out component exchanges, major body work repairs and full repaints. While the depot was officially under the shared sector ownership of Provincial, ➔

**ABOVE:** With the hydraulics long gone, this was a typical scene at Laira from the late 1970s and through the 1980s, with 50017, 50022 plus an unidentified example and three Class 47s in view on April 24, 1982. (Bernard Mills)



**ABOVE:** Class 47 47145 ECS at Laira on April 10, 1980; note the HST depot under early construction in the background. (Gavin Morrison)

**"Laira was the Western Region's first all-purpose diesel maintenance depot."**



**LEFT:** A diagram of the depot layout as it was in 1964 after the new diesel depot was finished. (Alex Fisher)



**ABOVE:** The Class 52s were synonymous with Laira for most of their lives. D1053 *Western Patriarch* waits for its next turn of duty along with a Peak and another Class 52, D1046 *Western Marquis*, on August 13, 1975. (Gavin Morrison)

**BELOW:** Inside the new HST Depot in May 1982, nine months after it opened. (Bernard Mills)

InterCity and Network SouthEast, it undertook a varied workload, including G-exams on 15 Class 37s from various sectors, along with F-exams on 17 Class 50s for Network SouthEast. However, it struggled to complete 11 Class 50 overhauls during 1986 because Crewe was slow to supply the overhauled power units and bogies.

At the time, Laira was classified as having capabilities to Level 4 on HSTs, DMUs and carriages, and Level 5 capability on its Class 50s. It also had a wheel lathe, snowploughs, a breakdown train and a gantry outside the depot that could be used for power unit replacement. As the Class 50s reached the end of the working lives, Laira went to almost monumental efforts to maintain a working fleet. They were somewhat hamstrung by the quality of the overhauled parts from Crewe, though. Although 50027 *Lion* received an F-exam at the end of December 1987, by May 1988 it had received

two replacement power units as a result of failures of ex-works components. Out of the first 12 power units received by Laira, eight required rectification or were sent back to Crewe.

In those days, Laira's Class 50s were in two pools, NSSA Waterloo line and NWRA Thames line, and Laira Departmental diagrams. In 1987 consideration was given to using the class on freight trains. To this end, 50049 *Defiance* was renumbered to 50149, equipped with modified lower-g geared bogies and outshopped in the new trainload grey livery with Railfreight General decals. It was based at

Laira and tested on China Clay trains in Cornwall, as well as heavy stone trains to London from Westbury. The project was not an outstanding success and by 1989 it had returned to its original identity.

Laira also had 13 Class 142 'skipper' units for use on the Devon and Cornwall branches; they had replaced Class 118 DMUs, but their rigid wheel bases and inability to cope with the gradients on some of the branches soon saw them exiled to the Midland and Eastern regions. Eighteen Class 50s made it into 1990, but with their days numbered their reliability suffered despite valiant efforts by the depot's staff to make good locos by cannibalising those laid up. By 1992 just eight Class 50s remained in service (50007/8/15/29/30/3/46/50). The final railtours ran on March 26, 1994 and the final three in traffic were subsequently preserved.

In the excitement of the Channel Tunnel opening the following year, a one-track

through shed was added to the side of the main depot in November 1993. Additionally, the former steam shed area was fenced off in preparation for servicing the Nightstar Channel Tunnel sleeper coaches, but that was before the proposed Plymouth to Paris Gare du Nord service was axed.

### Post-privatisation

With privatisation the depot passed to First Great Western. Laira lost its DMUs, although it was the main depot for the HST fleet and loco-hauled sleepers used between Paddington and Penzance. What became EWS' freight engines were by then no longer seen at the depot, while Virgin Cross Country's HSTs still visited for servicing and contracted maintenance. In July 2007 the depot manager was Neil Reed and he had 259 staff for cleaning, servicing and maintaining the FGW fleet of HSTs, along with additional maintenance work on Virgin Voyagers.

The shed today is a very different place to that of the loco era from the 1960s to the early 1990s. It's also a cleaner place, especially the large pond in the middle of the site. The depot staff cleared it of overgrown foliage in the 1970s, and a few years later, BR decided to make it part of a nature reserve, with a team of eight to ten staff given the regular task of clearing it of rubbish and overgrown vegetation. The pond has managed to attract fish, including mullet, back into its waters along with Kingfishers, Herons and Canada geese that arrive every year to have their chicks.

Also flying the nest are the HSTs, as they give way to GWR's new fleet of Class 802 bi-mode units. Hitachi will use a new purpose-built depot for heavy maintenance of its Hitachi trains. Laira will lose 60% of its workload, but will continue with light servicing. Therefore, while its 250 or so staff are expected to be reduced to reflect its diminished role, the 802s have at least secured Laira's future for many years to come. [RT](#)



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# A Fitting Anniversary

'The Caledonian', with Class 50s 50007 *Hercules* and 50049 *Defiance* at the helm, amble through Lancaster in gloomy weather after a signal check on October 7. (Chris Brown)



Pip Dunn  
News Writer

**Y**ou can't recreate the past, that's a given, but with careful planning and the right minds, you can come pretty close. So how would you best celebrate 50 years of the English Electric Class 50s? A Paddington-Penzance trip, or Exeter St Davids-Waterloo? Nope, to really commemorate those 50 years you need to go back to where it all started – on the West Coast Main Line north of Crewe, and, better still, recreate those halcyon days of double heading to Glasgow Central.

So a train that sets off from London's Euston terminal behind an AC electric and heads to Crewe where the 'sparky' gives way to a pair of Class 50s for a fast run to Glasgow Central is just what the doctor ordered to mark five decades of the last purpose-built British Rail passenger diesel. ➔

# ry for the Class 50s

In a joint venture between the Class 50 Alliance, *The Railway Magazine*, train operator GB Railfreight, Riviera Trains and Pathfinder Tours, October 7 saw 87002 *Royal Sovereign* leave Euston and work the 158 miles to the Cheshire town where 50007 *Hercules* and 50049 *Defiance* took over.

Aside from the brake coach, the entire rake of Mk 2 'air-cons' was in the appropriate BR blue and grey colour scheme. 50007 was also in its original BR blue (and sporting its original D407 numbers as well), and although 50049 wore the later 'large logo' with a black roof look, common in the mid-1980s, it still provided the unmistakable sight and sound of 5,400hp of EE's finest at the sharp end.

For those moaning that it's a shame 50049 was in the 'wrong livery' you have two choices – shut up or cough up to repaint it! And those assuming it would have been 'easy' to use 50050 *Fearless* as 50007's mate, think again. That would have created more

was the last time three Class 50s were in Carlisle? Well, I can answer that, as on June 14, 1992 withdrawn 50018 *Resolution*, 50037 *Illustrious* and 50046 *Ajax* passed through on their way to MC Metals for scrapping. But that is not really something to celebrate, so when was the last time three serviceable Class 50s were together in the city? The booked use of Class 50s on WCML expresses through Carlisle ended in May 1974, after which just 15 of the fleet, 50006/008/010/012/017/021/022/029/031/034-036/040/041 and 045, were still allocated to Crewe for secondary work. It's inevitable there would have been a time when three of the class were in the city together in that period.

But by February 1976 just 50008/010/012/022/029/031/034/036 and 040 remained at Crewe, and the last four, 50012/031/034 and 036 moved away in May 1976 to join the rest of the fleet on the Western Region. So, I'm sticking my neck out here and saying the last time three operational 50s were at Carlisle

fund-raising railtour will include a traversal of the Stock Interchange Line from James Street to Liverpool Central with both Birkenhead and Kirkdale depots as its highlights, while providing a wide variety of sidings and crossovers not previously visited by the BLS. The Stock Interchange Line will be completed in both directions.

All proceeds will be donated to Merseyrail's nominated charity for the year, The Whitechapel Centre. As usual, the BLS's fund-raising activity will be supported by an on-train raffle, an auction and the opportunity to purchase souvenirs of the day. Catering facilities will be provided aboard each set, including sale of drinks and light refreshments. As Merseyrail EMUs do not have toilets, regular comfort breaks will be included in the schedule.

The tour will start at Hooton (provisionally at 0930) and continue via Ellesmere Port, then back via Hooton to Chester, Birkenhead Central, Rock Ferry, Bidston, Bidston Stabling Siding, Birkenhead Depot, New Brighton, Birkenhead, Liverpool Central Reversing Siding, Hall Road, Marsh Lane, and into Southport, where there will be a break. The return leg is via Birkdale Sidings, Sandhills, Town Green, Maghull, Ormskirk, Kirkdale Depot, Liverpool Central, James Street and back to Hooton with an anticipated arrival at 1830.

Fares will be £65 for BLS members and Merseyrail and £77 for non-members. All bookings should be sent to Jill Everitt, BLS, 4 Barnside Way, Moulton, Northwich, CW9 8PT. Queries to [jilleverittbbs@gmail.com](mailto:jilleverittbbs@gmail.com).

On December 2 there will be a joint BLS and Brush Type 4 Fund loco-hauled venture using two West Coast Railway's Class 47s, hopefully a Class 47/0. The 'Christmas Brush' will be a nine-coach train due to start at Reading, provisionally at 0737, and head to Maidenhead and on to Hanwell via the up goods loops at Slough, Iver, West Drayton, Dawley and then Hanwell down goods loop. The train will then continue via Greenford East Jn and into Paddington. After visiting Brunel's terminus it will proceed west via Greenford West Jn, Drayton Green Jn, the Reading Festival Line, Didcot Milton Sidings, Reading West, Newbury, Hawkeridge Curve, Bradford Jn, Woodborough up loop, Newbury Racecourse, the Reading east end 'Dive-under' to the Southern lines, Ascot, Feltham, Neasden Curve, South Ruislip (set down) and Paddington.

Fares for BLS or Brush Type 4 Fund members are £84 Standard, and £129 First Class Plus. Non-members are welcomed at £12 extra. All bookings should be sent to Kev Adlam, Fixtures Team, Branch Line Society, 53 Kemble Close, Wistaston, Crewe, CW2 6XN. All queries should be directed to [kev.adlam@branchline.org.uk](mailto:kev.adlam@branchline.org.uk)

### UKR goes on a witch-hunt

UK Railtours has announced a couple of charters that should appeal to enthusiasts for early 2018, and the first of note is the 'Valley of the Witch' set for Saturday March 10. The train will start at Paddington and its main destination will be the branch line to the Cwmgrach Opencast site. This will be reached via running to Swansea Burrows sidings where the tour will reverse to start the trip along the ➔



**ABOVE:** British Rail Standard Class 7 70013 *Oliver Cromwell* crosses the Grade 2 listed Rectory Junction Viaduct near Nottingham with the 1Z68 0926 'Peak Forester' from Norwich to Ambergate on October 8. West Coast Railway's 47746 *Chris Fudge* was on the rear. (Barry Duffin)

cost, and besides, it's actually not that easy given it is owned by a different group.

Anyway, let's not digress and get bogged down with the finer points. At just past 0900, *Hercules* and *Defiance* set off from Crewe and headed to Glasgow Central. The reality was, in their 50th year and 40-plus years since they stopped working in the North West, it was still possible to enjoy the sight and sound of two 50s in multiple hauling a 12-coach train over Shap and Beattock.

Judging by the fact that the train had sold out in a few days, months before, and also seeing response to the day on social media, we can say the 'Caledonian' was warmly welcomed by enthusiasts. Naturally the 50s didn't miss a beat – thanks to their superb support crew who looked after them all day. The timing was exemplary as well, and everyone went home happy having enjoyed a truly great 'recreation' tour, the likes of which we rarely see these days. Another highlight of the day was passing classmate 50008 *Thunderer* stabled at Carlisle as it took a break from its Loram grinding machine movements.

The event begged the question: when

together was most likely towards the tail end of 1975 or possibly January 1976, but if anyone can confirm, that would be most welcomed. Either way, it was more than 40 years ago.

October 7 was the second main line tour for 50s in 2017, and the good news is there are more trains planned for 2018. One date for the diary is set for April 14, although the destination has not been confirmed despite Glasgow Central – again – being mooted. Other trains have also been mentioned, including Stranraer in September, which brings us nicely to the conclusion of this piece with another topic that is often a debate for 50s fans – did one ever get to the end of the line in Galloway? It is known 50021 reached Girvan in 1975, but did it, or any others, make it through to Stranraer? Another question we'd like answering.

### Two trains from the BLS

The Branch Line Society has announced two more charters for the end of the year. The first is the 'Whitechapel Wayfarer' on November 19, which will use a six-car Merseyrail Class 507/508 EMU. The charity

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## FROM THE FRONT COACH



**ABOVE:** UK Railtours ran the Atlantic Coast Express from Victoria to Exeter St Davids and back on September 23. The train, led by 35028 *Clan Line* stands at Exeter St Davids' Platform 4 with the 1Z65 1631 return to London. (David Hunt)

### Steam Charter Train Diary

Date	Route	Promoter	Operator	Traction
<b>November</b>				
4	Ealing Broadway-York	RTC	WCR	60103
5	Preston-Sheffield	RTC	WCR	48151
11	Oxford-Canterbury	SD	WCR	70013
11	Tyseley-Bridgnorth	VT	WCR	9466+9600
18	Crewe-Llandudno	SD	WCR	46233
18	Victoria-Eastleigh	UKR	DBS	35028
23	Ealing Broadway-York	RTC	WCR	46233/60009
25	Bristol-Chester	RTC	WCR	70013
25	Euston-Chester	UKR	DBS	60163
28	Three Bridges-Bath	RTC	WCR	60009
30	Poole-Bristol	RTC	WCR	60009

<b>December</b>				
2	Victoria-Shalford	BEL	DBS	35028
2	Southend-Alresford	SD	WCR	45212
3	Lancaster-Blackburn	WCR	WCR	Pool
4-8	Fort William-Mallaig	WCR	WCR	45407 or 62005
5	Alton-Salisbury	SD	WCR	45212
7	Norwich-York	RTC	WCR	60009/46233
9	King's Cross-Lincoln	RTC	WCR	46233
9	Tyseley-York	VT	WCR	5043
10	Paddington-Stratford	SD	WCR	45212
10	Lancaster-Blackburn	WCR	WCR	Pool

**Note:**  
Pool - unspecified locomotive from the Carnforth Pool of 35018, 44932, 45690, 45699, 48151.

### Promoters

A1ST	A1 Steam Locomotive Trust	01325 460163	www.a1steam.com
BEL	Belmond	0845 0772222	www.belmond.com
CSH	Carnforth Station Heritage Centre	01524 735165	www.carnforthstation.co.uk
CWR	Compass by West Coast Railway	01524 732100	www.compassrail.co.uk
LTM	London Transport Museum	0207 5657298	www.ltmuseum.co.uk
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk
PMR	PMR Tours	01773 743986	www.prct.co.uk
PR	Papyrus Rail UK	01908 410450	www.papyrus-rail.com
RTC	Railway Touring Company	01553 661500	www.railwaytouring.co.uk
ScR	ScotRail	0344 8110141	www.scotrail.co.uk/scotland-by-rail
SD	Steam Dreams	01483 209888	www.steamdreams.com

SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk
SR	Statesman Rail	0345 3102458	www.statesmanrail.com
TE	Torbay Express	01453 834477	www.torbayexpress.co.uk
UKR	UK Railtours	01438 715050	www.ukrailtours.com
VT	Vintage Trains	0121 7084960	www.vintagetains.co.uk
WCR	West Coast Railways	0844 8504685	www.westcoastrailways.co.uk

### Operators/stock providers

DBC	DB Cargo
DRS	Direct Rail Services
GBRF	GB Railfreight
LSL	Locomotive Services Limited
MR	Merseyrail
ROG	Rail Operations Group
TfL	Transport for London
WCR	West Coast Railways

### Modern Traction Diary

Date	Route	Promoter	Operator	Traction
<b>November</b>				
17	Bishop Auckland-Edinburgh	BATC	WCR	47/57
19	Hooton-Rock Ferry	BLS	MR	508 EMU
22	York-Cardiff	WCR	WCR	47/57
25	Carlisle-York	SCRDC	WCR	47/57
29	Kidderminster-Canterbury	WCR	WCR	47/57

### December

2	King's Cross-Durham	UKR	DRS	68
2	Reading-Newbury	BLS	WCR	47x2
2	Eastleigh-Chester	PF	DBC	67
2	Norwich-Newcastle	NT	WCR	47/57
2	Bridlington-Edinburgh	WCR	WCR	47/57
3	King's Cross-Lincoln	UKR	DRS	68
8	Linlithgow-Lincoln	SRPS	WCR	47/57
9	Lincoln-Canterbury	WCR	WCR	47/57
9	Taunton-Barnetby	PF	DBC	67
9	Finsbury Park-York	UKR	DBC	59/2, 60
16	Stevenage-Edinburgh	WCR	WCR	47/57
16	Westbury-Trafford Park	PF	DBC	56, 60, 66
28	Euston-Edwalton	UKR	DBC	67
29	Euston-Edwalton	UKR	DBC	67
30	Willington-Liverpool	PF	DRS	55009, 68

scenic 12-mile freight-only line.

After visiting Cwmgwrach, which literally translates as 'The Valley of the Witch', the train will head back to Neath & Brecon Jn and reverse again to start the second long climb, this time on the ten-mile remnant of the former Neath & Brecon Railway to Onllwyn. With these two lengthy branches ticked off, the tour will return to Jersey Marine, reverse and then take the curve leading to the Jersey Marine North Jn and the Swansea District Line. The train will reverse again at Llanelli and begin the trip back to the capital. Top and tail DB Cargo Class 66s are the expected traction.

On May 12, UKR will run its 'Worcester Sorcerer' trip from Letchworth Garden City

will start at Tame Bridge Parkway with 60163. The loco will then head to Bath and Salisbury via Birmingham New Street, Bromsgrove, Worcester Shrub Hill and Cheltenham Spa. The return leg will be via the same route, which means 60163 will have to tackle the legendary 1-in-37 Lickey Incline. It is expected a Class 66 will be needed to bank the train.

The 'Ebor Flyer' trip will run three weeks later on Saturday April 14 and is being billed as *Tornado's* first 90mph charter. Following a successful test run in April 2017, when 60163 reached a top speed of 100mph, this train will be the first public train authorised to run at speeds up to 90mph on the East Coast Main Line.

second tenth anniversary train. It will take passengers from Darlington, where the locomotive steamed out of the works for the first time in 2008, to Chester. The train will start at Darlington North Road and pick up at Bank Top, York and Wakefield Kirkgate. It will run via Copy Pit and Blackburn, returning via Hathersage on the Hope Valley line.

In amongst *Tornado's* busy 2018 schedule will be a train that will appeal to aficionados of ECML power when, on Saturday July 21, 60163 heads north from King's Cross to Newcastle with the 'Talisman' charter, which will again see the loco timed for 90mph. The return has the scope to be even faster, as 100mph



to Worcester with an off train option at the Gloucestershire Warwickshire Railway, which should be then be running right through to the village of Broadway. A DB Cargo Class 67 is expected to work this train.

### **Tornado in demand!**

Popular A1 Pacific 60163 *Tornado* has several charters planned for the first part of 2018, which will take the apple green 4-6-2 to plenty of places, including its first public train where it will be timed to run at 90mph.

The season starts on Saturday February 24 with the 'North Briton' from Cambridge. A DB Cargo Class 67 will power the train as far as Doncaster where the steam loco will then take over for a run over the Settle to Carlisle line to the Border city. After a break, and while 60163 is serviced and turned, the train will head back to East Anglia, with the Class 67 coming back on the train at Tyne Yard after 60163 has run via Hexham.

Saturday March 24 is the date set aside for the 'Sulis and Sarum Express', which

The trip is a simple ECML dash, starting at King's Cross and heading to York, where passengers will have a four-hour break before enjoying 60163 on the return, again timed for 90mph.

Saturday April 28 will see the 'Ynys Mon Express' taking 60163 to North Wales. The train will start at Leicester and runs via Derby where the steam loco will take over and runs via Uttoxeter to Holyhead. Three weeks later, on Saturday May 19, will be the 'Canterbury Tale' trip from Peterborough to Canterbury. Passengers will have around three hours to explore the city, before the return journey via Dover to London, where *Tornado* will be replaced by Class 67 for the run back to Peterborough.

Saturday June 2 will be an anniversary tour to mark ten years of *Tornado's* existence. The 'Yorkshire Pullman' will see the loco hauling the Belmont British Pullman and it will start at King's Cross and run to York and Scarborough.

The 'Mad Hatter' will be a midweek tour for 60163, on August 1, and will be the loco's

Deltic D9009 *Alycidon* is diagrammed for the southbound leg back to King's Cross, reliving the days of Class 55s as the premier power on the prestigious East Coast line.

### **Statesman plans for 2018**

Statesman Rail has announced its 2018 programme of trains, both diesel-hauled day excursions and steam-hauled Fellsman trips over the Settle and Carlisle line. There are also a couple of trains for the tail end of 2017 not previously advised.

On November 25 the company's 'Salisbury & Bath Spa Christmas Statesman' will run from Derby and stations along the Midland Main Line to the two popular cities in the South West. The following week, on December 2, the 'Edinburgh Christmas Statesman' will run from Holyhead and stations on the North Wales Coast and through Preston for a day trip to the Scottish capital.

The 2018 programme provisionally starts on May 5 with the 'Portsmouth Harbour Statesman' from Sheffield, the Erewash Valley and MML stations to ➔

**ABOVE:** A1 Steam Locomotive Trust's 60163 *Tornado* approaches Acton Bridge on September 16 with the 0703 Tame Bridge Parkway to Carlisle 'The Border Raider'. The loco is set to haul its first 90mph tours with passengers on April 14. (Simon Le Couteur)



**ABOVE:** DB Cargo Class 67 67030 waits to depart from Bromsgrove on October 10 with the 1Z36 'The Cambrian Coast Express' from Bristol Temple Meads to Pwllheli. Pathfinder has recently stated that due to the success and popularity of tours stopping for pick-ups at Bromsgrove, it will be doing this with more tours at the newly built station in future, which will no doubt prove popular if the right motive power is up front. (Thomas Stobbs)

**RIGHT:** The 'Lickey Incliner II' is captured north of Droitwich Spa on October 8 with the outward leg of the tour from Derby via Peak Rail to Worcester and Hereford behind Europhoenix/ROG 37884. Class 47/8 47848 was on the rear. (Chandler Tilling)

the South Coast. Two weeks later, on May 19, there will be the 'Settle & Carlisle Statesman' from Nottingham with pick-ups in the Potteries and Manchester area to Carlisle via the popular 'Long Drag' via Dent. This trip will be repeated on July 14, starting at High Wycombe and collecting passengers at stations to Wolverhampton via Leamington Spa and Warwick Parkway.

The first of three landcruises, the 'Lochs And Glens Statesman', is set for June 2-4. It will start at Swindon and run via pick-ups at Cheltenham Spa, Kidderminster, Crewe and Preston, and end at Fort William. The Sunday will be spent with a steam-hauled trip to Mallaig and back, and the return will be on the Monday.

The 'Snowdonia Statesman' is pencilled in for Saturday June 16 and will start at Stevenage with pick-ups to Peterborough and on the route to Nuneaton before it heads to Blaenau Ffestiniog. Two weeks later, on June 30, will be the 'Exmoor Coast Statesman' from Crewe and the Welsh Marches stations through to Cwmbrân and then on to Minehead on the West Somerset Railway.

The 'Sussex Coast Statesman' will head to Eastbourne on August 18 with the train starting at Doncaster and calling at ECML stations to Peterborough, then March, Ely, Cambridge, Royston, Letchworth and Stevenage.

Kingswear will be the destination of the 'Dartmouth Regatta Statesman' on September 1 and this trip will start at Wolverhampton and call at stations to Shrewsbury and then proceed along the Welsh Marches route. Two weeks later will be the 'Beamish & Durham Statesman' on September 15 from Ely, picking up via Peterborough and Oakham to Loughborough and Chesterfield before heading to Durham. The trip will be repeated two weeks later, but will start at Gloucester and serve calling points in the West Midlands through to Burton upon Trent.

Two landcruises will wrap up the programme. The first will be the 'West Highland & Jacobite Statesman' that will run on October 13-15 and starts at Bristol Temple Meads, with the outward trip to Fort William diesel hauled via

Droitwich Spa, Birmingham New Street, and Preston. The Sunday will see a steam-hauled jaunt to Mallaig and back, and the Monday will be the return to Bristol with the WCR 47s or 57s.

The second will be the 'Lord Of The Isles' on October 27-29 that will start at Milton Keynes and run via Coventry, Derby, Sheffield and Doncaster before taking the ECML to Edinburgh and on to Inverness for a two-night stay. The Sunday will be spent with the train taking passengers to Kyle of Lochalsh and back, and Monday will be the long trip home. All of these trains are due to be worked by WCR using its Class 47s and especially 57s as the main power, although Class 37s could appear if necessary. More details of pick up points and fares are on <http://statesmanrail.com>.

### Fellsman dates

Statesman Rail has also advertised its series of Fellsman trains for 2018. These are steam-hauled throughout from Lancaster to Carlisle, travelling along the Settle to Carlisle line in both directions. The trains, which run every other Tuesday in the high summer, should be hauled by one of the WCR's fleet of steam locos based at Carnforth, with LMS Jubilees 5690 *Leander* and 45699 *Galatea* and LMS Stanier Black Five 44932 the most likely candidates. The dates are May 29, June 12/26, July 10/24, August 7/21.

### WCR announces first 'Spirit' trips

Carnforth-based West Coast Railways has announced the first two 'Spirit of the Lakes' day excursions for the 2018 season, which it both promotes and operates using its own locos and coaches. The 'Settle Carlisle and Cumbrian Coast Pullman' from Cleethorpes to Carlisle is set for April 7, while on May 12 it will run the 'Winchester Pullman' from Skegness runs via Grantham. More trains will be added to the programme, with Class 47/57s the most likely traction.

### Torbay dates

The dates planned for the 2018 summer season of Bristol Temple Meads to Kingswear 'Torbay Express' trips have been announced as June 3/17, July 15/29, August 19, and

September 2/16. They will be operated by DB Cargo once again and will use a mix of locos, which are still to be confirmed.

### Belmond sells the Northern Belle

Promoter Belmond has sold its Northern Belle Pullman train to a consortium backed by David Smith, owner of West Coast Railways. With this in mind, the wise money would be on the train operation most likely transferring from DRS to Carnforth, although with the Carlisle operator contracted to haul the train until 2021, it could mean either the status quo is maintained for the foreseeable, or DRS is paid off.

### DRS 'committed to charters'

Suggestions that the potential loss of the Northern Belle from the DRS portfolio could see the company pulling out of charters have been denied. The company says charter trains are still part of its long-term strategy. It says charters allow the company to use train crew efficiently and also help them retain route knowledge. The company has also refuted suggestions that it will cease running 'enthusiast' tours and those with its older locos such as Class 37s. However, any likelihood of any Class 20-hauled charters seems "unlikely". [RTI](#)

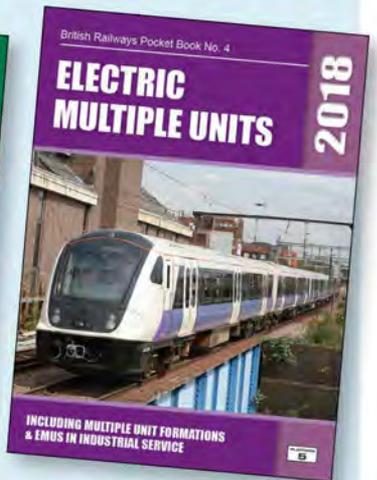
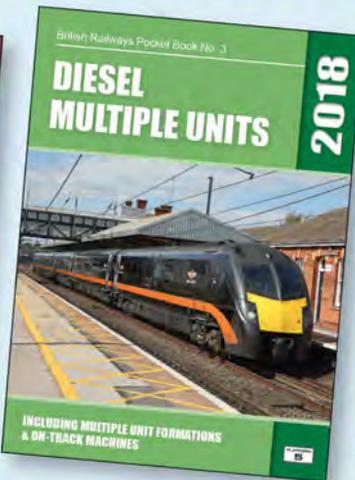
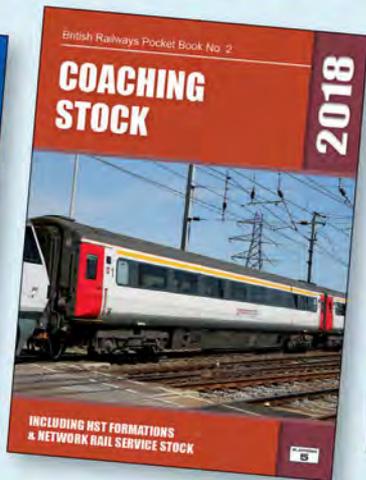
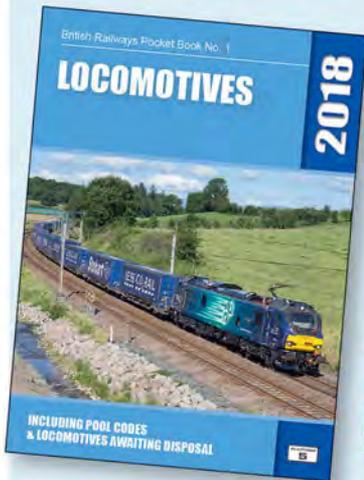




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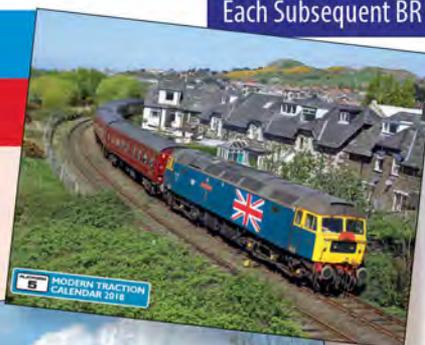
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**MAIN IMAGE:** Freightliner Class 70 70004 rounds the curve at Prestwick Airport with the loaded 6Z81 Hunterston Low Level to Killoch on March 22, 2012. The coal was then blended with Ayrshire coal before continuing to power stations south of the border. (All photos author)

The south west of Scotland has a rich railway history predominantly based on coal traffic. The region is fortunate to have plentiful supplies of the commodity; however, in modern times the black stuff has found itself falling out of favour, owing largely to the need to reduce carbon emissions. While there is no denying this decline was inevitable, there are fortunately enough end users who still require the coal and who hopefully will for some time to come, albeit at a much reduced quantity than before.

**Recent years**

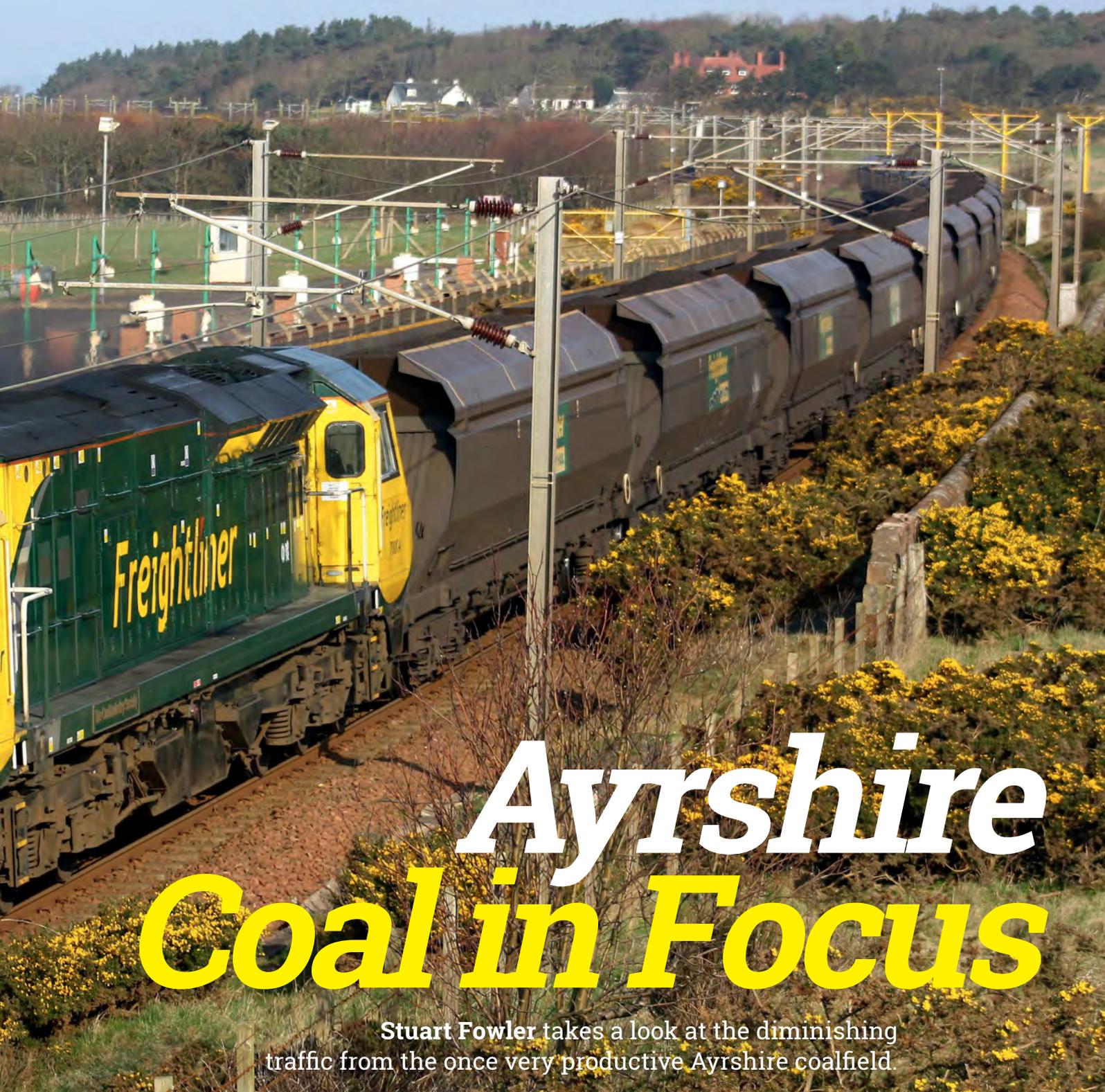
Coal activities in Ayrshire were focussed on Falkland Yard in Ayr. The facility is situated between Ayr and Prestwick on the main line to Glasgow. Its geography placed it conveniently in the midst of the coal diagrams, and workings from Chalmerston, Killoch, Knockshinnoch and Hunterston all had to start and travel back through this yard to head south. The yard flourished for many years, driven largely by the necessity either for coal trains to run-round or for train crews to change shifts. Falkland Yard, like most yards, also had a number of pilot locos that were kept exceptionally busy shunting the rakes of wagons into formation, while also tripping the odd errant vehicle to nearby Ayr Depot for maintenance.

Along with Falkland yard, Ayr Harbour played an important role in not only providing an additional site to stable rakes of wagons but also to export coal to Northern Ireland, although this ceased some time ago. While the bulk of activity was centred on Falkland Yard, nearby Ayr Depot was also very busy. The facility was never a heavy maintenance shed; rather it was there to offer locos somewhere to be fuelled and stabled between freight duties, and to carry out light maintenance/exams. It also had its wagon repair shop. When the coal market was booming, it wasn't uncommon to find more than 15 locos stabled at the weekend.

In terms of loading sites, Killoch, Knockshinnoch, Chalmerston and Hunterston formed the backbone of Ayrshire's coal scene. However, in 1999 New Cumnock, also known as Crowbansgate, opened and in 2004 so did Greenburn opencast. Traffic to these sites often varied on a day-to-day basis, with the end user dictating the requirement for coal. In 2006, Knockshinnoch closed, while in 2009 the last train ran from Chalmerston. The rapid loader at Knockshinnoch was razed to the ground, but there had been much optimism that Chalmerston opencast would be redeveloped. This never came to fruition and it seems that the site will never

**BELOW:** The loading point at New Cumnock, also known as Crowbansgate, was behind the station, with trains running into a head shunt before propelling back to the loading pad. DB Schenker's 66104 sets back with the 6S13 0630 Warrington to New Cumnock empty MEA train on April 16, 2015.





# Ayrshire Coal in Focus

Stuart Fowler takes a look at the diminishing traffic from the once very productive Ayrshire coalfield.

see coal trains again.

The Ayrshire coal market has supplied a diverse range of power stations in England, including Fiddlers Ferry in the North West, Drax, Eggborough and Ferrybridge in Yorkshire, along with Cottam and West Burton in Nottinghamshire. Although the Anglo-Scottish trains provided the bulk of coal traffic in Ayrshire, for a number of reasons several internal flows have run over the years. For example, the declining quality of imported coal coming in through the port at Hunterston resulted in both Killoch and Greenburn sending trainloads for blending prior to being moved down south. The

Ayrshire coal market also delivered coal to Longannet Power Station in Fife, which closed in early 2016 along with the now demolished Cockenzie Power Station on the East Coast near Edinburgh.

Motive power over the years unsurprisingly shifted to the Class 66, while Freightliner introduced Class 70s onto a number of its workings. Class 37s, 56s and 60s formed the mainstay of motive power during the trainload coal era and continued to do so during the early years of privatisation with EWS. Even during the late 2000s, Class 60s could still occasionally be seen on a number of diagrams. One notable working was the early afternoon

ex-Warrington to New Cumnock coal train, which sporadically attracted a 'Tug'.

## All change

In the early 21st century, the domination of EWS, and latterly DB Schenker, was challenged by Freightliner Heavyhaul, which had already made strong inroads into the coal markets south of the border. One of the benefits Freightliner had over EWS was that it didn't have the costly expense of either a yard or depot. The trains were running between England and Scotland as true Merry-go-Round diagrams, which gave them a competitive edge that they →



**ABOVE:** GBRf made strong inroads into the Ayrshire coal market. During the summer of 2015 it was running up to three trains a day from Hunterston bound for, predominately, Drax Power Station.

On May 6, 2015, 66739 approaches Irvine with the 4S45 Ferrybridge to Hunterston empties.

took advantage of. Before long, not only was Freightliner working out of Hunterston and Killoch, it was running trains from Chalmerston and New Cumnock. Fortunately for EWS, this didn't prove too much of an issue as huge volumes of coal were still coming out of the Ayrshire coal fields along with vast quantities of imported coal that was being moved by rail from the deep port at Hunterston.

Things stayed more or less the same until 2009 when GB Railfreight made its first entry into the Ayrshire coal market. At first the firm ran to the north east of England from New Cumnock with coal mixed with

imported coal. However, before long it was also moving coal from Hunterston to Drax. Little did anyone know that despite the GBRf presence reducing slightly over the coming years, by the time this article was written in 2017, GBRf has almost full domination of the remaining Ayrshire coal market. The last remaining DB Cargo duty is a twice-weekly train from Killoch. Freightliner Heavyhaul is now a distant memory.

### The beginning of the end

In 2010, a new run-round facility opened to the north of Kilmarnock Station, known as the Long Lyes. This new facility offered

the chance for both empty/loaded coals from New Cumnock and Greenburn to run-round and head back south rather than having to trip to Falkland Yard either via Barassie or Annbank. From DBC's perspective there was much less of a need for Falkland Yard. A number of drivers were offered either redundancy or the opportunity to move elsewhere within the business. This reduction in staff partially stemmed from the fact that Carlisle-based drivers could complete a round trip from the borders to the likes of Greenburn and New Cumnock within one shift. Of course, with the closure of Falkland Yard, Ayr Depot

Freightliner's 66510 approaches Kirkconnel on August 9, 2011 with the loaded 6M32 1000 Killoch to Drax.

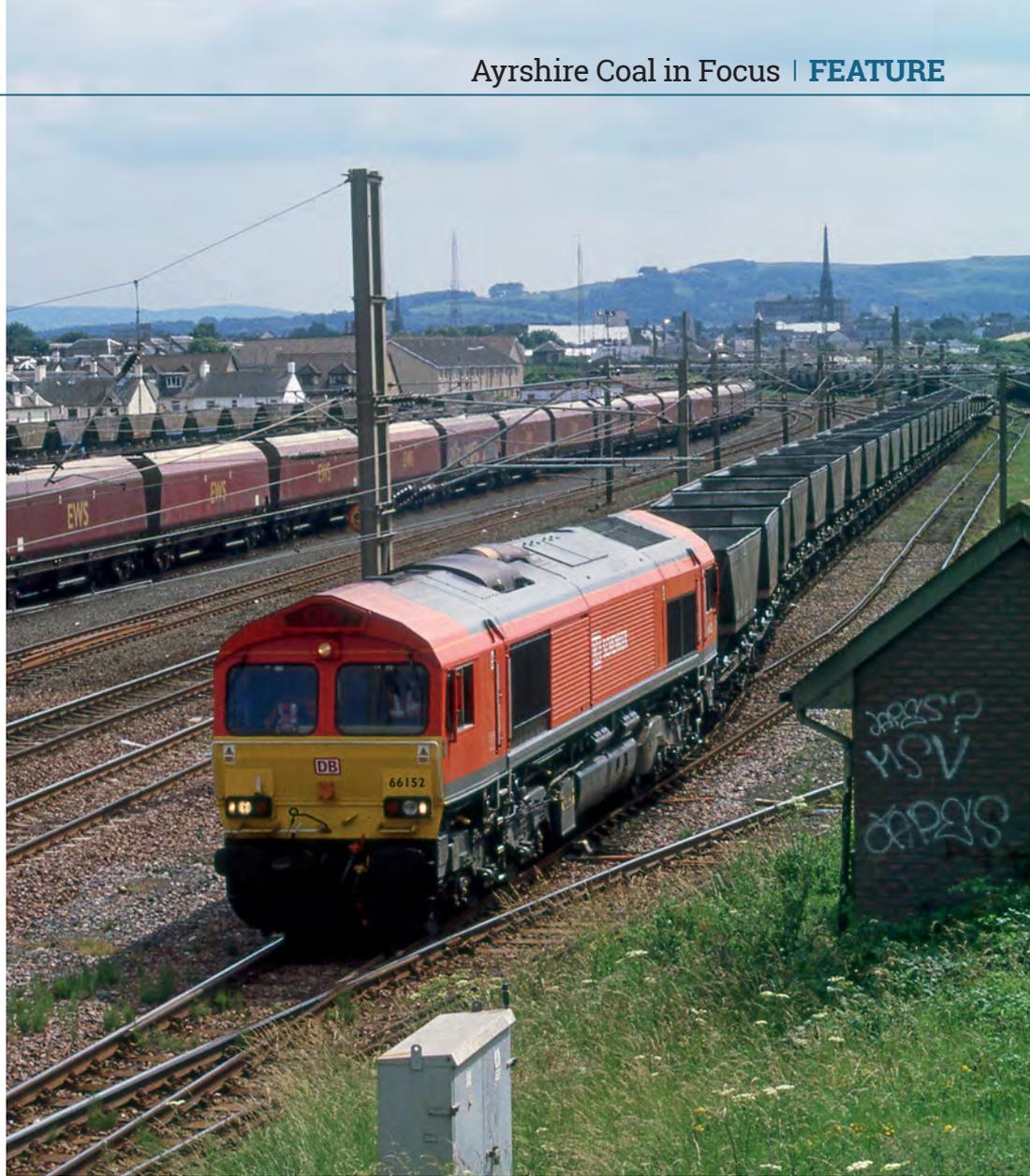


followed suit, and today the tracks have been lifted, with only the shells of the buildings left. During this time DBC began using mobile maintenance staff who would travel to locations to meet the trains and any errant wagons would be dealt with in the open.

In April 2013, news broke that Scottish Coal was entering administration due to rising costs and the value of coal dropping. At the time it appeared this was the final blow to an industry already under pressure. Ayrshire, along with Lanarkshire and Fife, took the brunt of this, with six sites closing pending a buyer being found. The result was that for the rest of that year coal from the Ayrshire sites dried up, with only the imported Hunterston trains continuing to run. Things did improve during 2014 when some of the sites were bought by Hargreaves and Kier. This had an impact and the sites have today remained open, although output levels have fluctuated.

### The story today

The Scottish coal market has been in decline for a number of years. However, the Ayrshire coal fields have continued to supply the market where other regions have completely lost their coal traffic. There has been a somewhat mini revival in recent times, with Killoch and Greenburn continuing to provide coal to a variety of destinations down south. Unfortunately, the axe has fallen on New Cumnock, while the long anticipated re-opening of the Chalmerston branch never transpired. To further compound matters, the coming to an end of the two-year GBRf deal to move coal from Hunterston to Drax now means the facility is lying dormant. There is no doubt that the future remains somewhat grey for the remaining coal flows. The writing is on the wall and it's only a matter of time. **R**



**ABOVE:** Falkland Yard was the focal point of all EWS/DB Schenker coal traffic and was busy all day. Not long after its repaint in the latest livery, DB Schenker's 66152 eases out of the yard with the 6S13 0630 Warrington to New Cumnock (and eventually Ketton) on April 21, 2009. Note the train is formed of the now retired HAA MGR wagons.

**LEFT:** GBRf's 66709, with MSC Shipping decals, rolls downhill towards Mossblown, between Mauchline and Newton-On-Ayr, with the empty 4S04 0649 Tyne Dock to Hunterston on September 23, 2016.

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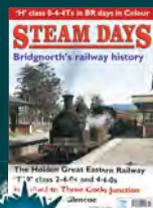


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**H**undreds of steam train enthusiasts visited the Epping Ongar Railway during the summer and were transported back in time when the museum held its annual Steam Gala. In 2016, records were broken when the railway was able to run four steam locomotives all weekend, giving people rides from Ongar along the whole line through to Epping Forest via North Weald and back, as well as providing them the chance to witness shunting activities.

### Variety

The largest steam locomotive to run on the EOR was BR 9F 92214, nicknamed the 'space shuttle' because of its size, when it visited in 2016 courtesy of the Great Central Railway. It was accompanied by Standard 4MT tank engine 80072, which was painted in traditional BR black and came from the Llangollen Railway in Wales. The loco had previously run on the London, Tilbury and Southend line under British Railways' ownership.

Another interesting attraction making its public debut at the line was Great Western Railway 1948 inspection and observation saloon W80970W, fitted out with a luxury interior including arm chairs, sofas, tables and lighting typical of the late 1940s period. Also visiting were Hudswell Clark No 20 *Jennifer* and N2 Class No 1744 from the Gresley Society, which provided old fashioned shunt-release demonstrations at Ongar, replicating scenes that would have been commonplace at stations for decades, much to the delight of hundreds of enthusiasts who turned up for the gala.



# All Steamed Up

As the Epping Ongar Railway celebrates its fifth year of steam services, **Simon Murdoch** takes a look at the line's history and its steam galas.

**RIGHT:** By far the largest steam loco to run on the line is BR Standard 9F 92214, which visited from the Great Central Railway in 2016.

### History

The history of the Epping Ongar Railway goes back to 1856 when the Eastern Counties Railway (that later became the Great Eastern Railway) opened a double track line between Stratford and Loughton, with a single track being added between Loughton and Ongar in 1865, which was later extended from Epping to London with a double track as the popularity of the railway grew.

Steam services continued through to 1949 when London Underground's Central Line was extended to Epping, bringing electrification with it. The Ongar branch lost its through trains to London as a result. It was deemed the cost of electrifying through to Ongar could not be justified due to patronage levels, so the line ➔



**FAR RIGHT:** The restored station at North Weald brings back memories of the line's heritage.



**LEFT:** Former 1919-built industrial loco 0-6-OST loco No 3437 *Isabel* was returned to steam in time for the 2017 steam gala and was photographed on September 30 while providing brake van rides. (All photos author)

# steamed up





GNR 0-6-2T No 1744 at Ongar Station during the 2016 steam gala.

**BELOW:** The superb interior of Ongar signal box, complete with the signal frame that was used in the original box.

continued to use steam traction for a further eight years, with trains hired from British Railways by London Underground to provide the service. However, it was eventually electrified in 1957, but with only four-car sets rather than the normal eight as on the rest of the Central Line.

Unfortunately, passenger numbers failed to increase as expected, with only 650 people using it a day in 1971.

London Underground tried to close the line without success, but did cut back the number of services. In 1976, Platform 1 at North Weald was closed, but its signal box remained open and was the last mechanical box on the underground network. The line's final closure came on September 30, 1994, as losses were unsustainable. However, the track and station remained intact.

### Private ownership

At the end of 1994 a private company called Pilot Developments (which became the Epping Ongar Railway Ltd in 1998) bought the Epping to Ongar section of the line and at the same time the Epping Ongar Railway Volunteer Society was formed by a group of railway enthusiasts with a view to restoring the line back to its original glory days of steam. On October 10, 2004 the first train left Ongar on the restored line. The stations at Ongar and North Weald were also restored to their former glories. In 2007 there was a further change in ownership and the line then became the Epping Ongar Railway. It closed for a while to allow major track maintenance, while further station and signal box restoration work was carried out.

At Ongar the old milk dock is being restored to form a bay platform (2), and a new signal box is being installed that uses the signal frame that was saved when the original box was demolished many years ago. A water tower will also be built to the original style to provide water for steam locos. The volunteers who restored Ongar Station were presented with the 'Volunteers Award' by the National Railway Heritage Awards in 2012 for their work.

At North Weald, the station and signal box have also been restored into London North Eastern Region and British Railways (Eastern) 1940s-1960s colours and with an authentic layout. A two-coach bay was completed in September 2013 for passenger use and to provide the station with three platforms. The signal box was originally built in 1888 and still has some of its original workings inside. The trackbed was lowered



slightly to permit safe running of UK standard rolling stock.

After completion of these major projects the line reopened on May 25, 2012 and hasn't looked back. It now hosts several galas a year, both steam and diesel, as well as other themed events and popular seasonal specials.

### Future prospects

The owners have considerable aspirations for the line. It is hoped to extend trains to a new station called Epping Glade, which is to be sited near London Underground's Epping station, although this will require considerable investment. There is a possibility that a halt could be added at Coopersale village, provided funding can be secured and local residents agree. At North Weald the former goods yard is being restored to provide additional siding space and full signalling with semaphore and colour-light signals is to be installed. Restoration and signalling work continues at Ongar to allow more frequent services.

The Epping Ongar Railway is open every weekend during the year with either steam or diesel trains providing passenger services. Each ticket also includes rides on the heritage bus services, allowing visitors to get a taste of all three forms of heritage transport. For more details visit: [www. http://eorailway.co.uk](http://eorailway.co.uk) <sup>RI</sup>



North Weald station signal box has been fully restored to its former glory after a lot of hard work.



The line's GWR Prairie 4141 outside North Weald shed; it is currently out of use for boiler overhaul.

# Forget Something?



Waterloo Customer Experience Manager Michael Pugh with a small selection of the lost property items at the London terminus. (SWR)

**IN ITS** first six weeks, South Western Railway has accumulated thousands of lost property items, including an ironing board, leather lounge chair and giant inflatable shark! As much as the rail operator enjoys sorting through these curiosities and looking after them, it is reminding passengers to check they have taken all their possessions before leaving the train.

Waterloo Customer Experience Manager Michael Pugh said: "Our staff from across the network work hard to ensure passengers are reunited with their belongings. However, we would encourage everyone to check they have their belongings before they leave our trains. Keys, phones and wallets are always such a pain to lose, but it's the sentimental items that really

# Cat clarification



A small comment on the 'Cats' article in the October issue. To be clear only 68016-025 had their nameplates attached at Kingmoor, the earlier locos had them fitted at the factory in Valencia, Spain. Illustrated is 68007 Valiant at Valencia on May 16, 2014. The Class 88s also had nameplates fitted in Valencia. (Malcolm Wilton-Jones)

cause problems for passengers." What are the most unusual items that have been left recently? A barrister's wig, ironing board, pirate flag (complete with pole), leather lounge chair, a pair of false teeth, a giant inflatable shark, giant prize bananas, pandas and doughnuts from Thorpe Park. The most common items of lost property left on trains include:

umbrellas, coats, wallets and purses, keys, railcards, glasses, phones, laptops, and other gadgets, shopping bags, luggage and drinks bottles. Use the online enquiry form to register a lost item. SWR will only contact you if they find a possible match. Alternatively, you can call the Lost Property Office on 020 7401 7861 (open Monday to Friday 0730-1900).

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Colas 56087 and 56105 power through Appleby with 6J37 Carlisle to Chirk logs on October 18. (Ian Edmondson)

**CLASS 20**

➤ GBRf Choppers 20311 and 20314, with 20107 and 20905, brought S7 units 437 and 438 to Derby Litchurch Lane from Banbury as the 7X10 on September 26. 20905 was replaced by 20096 at Derby and the four locos returned to West Ruislip with the 7X08. Two days later the four worked the 7X10 into Derby from Banbury with S7 units 456 and 446 before returning south with the 7X08.

➤ DRS Class 20/3s 20302 and 20303 were released to traffic from Barrow Hill on September 29, running light to York to take up a single RHTT diagram.

➤ The GBRf foursome was changed again in early October with 20311 swapped out for 20905. The four worked the 7X08 from Derby to West Ruislip on October 5 conveying S7 units 423 and 424 south.

➤ DRS duo 20303 and 20302 commenced RHTT duties on October 9 covering Yorkshire and Humberside.

➤ 20314, 20905, 20096 and 20107 stayed together to work the 7X10 from Banbury to Derby Litchurch Lane with S8 sets 087 and 088 on October 10. They returned to London with 7X08 from Derby to Banbury (for forwarding to West Ruislip) with S8 sets 043 and 044.

➤ Two days later 20314 was swapped for 20311 before taking the 7X08 and S7 sets 523 and 524 from Derby to Banbury and later West Ruislip.

➤ In Yorkshire 20303 was dispatched to Doncaster Roberts Road for tyre turning on October 17 and was replaced by 20312. But on October 18 20312 was changed for 20305, which was released to traffic on the 12th.

➤ Another London Underground move took place on October 17 with 20311, 20905, 20107 and 20096 working the 7X10 Banbury (from West Ruislip) to Derby Litchurch Lane with S7 units 333 and 334.

**CLASS 31**

➤ The sole remaining main line certified Class 31, 31452, was kept busy in early October, primarily with moving other Class 31s to the Nene Valley Railway for the Type's 60th anniversary gala. On October 2 it collected 31190 from Washwood Heath and took it to Derby and the following day headed to the Wensleydale Railway to collect 31459, now sporting a coat of BR blue. It then went forward to the Weardale Railway. At the Weardale 31190 was dropped off and replaced by 31465 before returning to Derby.

➤ On October 4 31452 was used to take ten surplus PNA wagons from Chaddesden Sidings, Derby to CF Booth, Rotherham for scrapping, running as the 6Z31.

➤ The next day 31452 travelled to the Dean Forest Railway to collect 31466 and picked up 31285 at Burton

upon Trent on the way back to Derby. After assembling the formation it took 31285, 31459, 31465 and 31466 as the 0Z31 to the Nene Valley on October 6. Class 14 D9529 was used to haul the Class 31s through to Wansford.

➤ On October 11 31452 took 31108 and 31162 from the Midland Railway Centre to the Nene Valley Railway.

➤ Following the Nene Valley event 31452 was used to return the 31s to their various homes. However, 31285 and 31459 were both due to go to the Weardale Railway, along with 31465.

**CLASS 37**

**September 1** 37219 top-and-tailed with 37421 worked the 1Q76 1801 Mossend to Mossend via Wemyss Bay, Gourock, Glasgow Central, Ardrossan Harbour, Brownhill, Irvine, Largs, Newton, Glasgow Central, Holytown Jn and Polmadie.

**September 2** 37175 and 37254 powered the 1Z56 0535 Carnforth to Chester from Crewe and the 1Z65 1445 return as far as Chester. In Scotland 37219 and 37421 continued with the 1Q77 1300 from Mossend to Inverness, Aberdeen and back to Inverness. Europhoenix pair 37608 and 37611 were charged with the 1Q57 1127 Dollands Moor to Eastbourne, Hastings Park Sidings, Sevenoaks, Ashford International, Aldershot, Staines up loop and Woking.

**September 3** 37219 tnt with 37421

worked the 1Q78 0959 Inverness to Georgemas Jn, Thurso, Wick and back to Inverness.

**September 4** 37057 took the 3Q56 2108 Derby RTC to Grantham, York, Leeds and Neville Hill. Meanwhile 37175 hauled the 3Q10 2048 Derby RTC to St Pancras International, Mill Hill Broadway, Weybridge, Staines up loop and Woking. North of the border 37219 and 37421 headed south with the 1Q79 1447 from Inverness to Markinch, Inverkeithing, Larbert North and Mossend. At 1950 37254 set off with the 3Q89 from Derby RTC to Southport, Wigan Station Jn, Preston, Northwich West Jn, Warrington Bank Quay and Wigan LIP.

**September 5** 37175 worked the 3Q01 2338 Woking to Wimbledon, Basingstoke, Reading, Basingstoke, Woking and Eastleigh. Almost done with their Scottish travels 37219 and 37421 worked the 1Q80 1155 Mossend to Helensburgh Central, Larbert North, Mossend, but was capped at Cadder up passenger loop. Meanwhile in the North West 37254 worked the 3Q90 2130 Wigan LIP to Morecambe, Heysham Harbour, Windermere, Ribblesdale Jn and Carlisle.

**September 6** 37057 was in charge of the 3Q12 2108 Neville Hill round-robin via Immingham East Jn, Aldwarke Jn, Kirk Sandall and Hexthorpe Jn. 37175 had a local run out with the 3Q02 2136 from Eastleigh to Weymouth and

back. Further north, 37219 and 37421 left Cadder loop with the 1Q81 1930 to Glasgow Central, Mauchline, Glasgow Central and Carlisle.

**September 7** Having departed Scotland, 37219 tnt with 37421 to power the 1Q82 1642 Carlisle to Ulverston, Askam, Carnforth, Windermere, Morecambe, Brewery Jn, Blackpool South, Preston and Blackpool North.

Europhoenix/ROG 37800 was on unit drag duties with the 5Q74 1200 Bletchley to Reading Traincare Depot, but failed at Ledburn Jn. It was rescued by 47813 and taken to Southall before the pair ran light to Leicester.

**September 8** 37175 worked the 3Q40 2308 Reading Triangle Sidings to Paddington, Basingstoke and Woking. 37219 and 37421 finally headed home with the 1Q83 1350 Blackpool North to Carnforth, Morecambe, Brindle Heath loop, Blackburn, Preston and Derby RTC.

**September 11** 37025 entered the fray

37608 tnt with 37611 were charged with the 1Z16 0852 Derby RTC to Cardiff Canton, followed by the 1Q58 2145 Cardiff Canton to Tower Colly Ews, Pontypridd, Merthyr Tydfil, Radyr, Treherbert, Barry Island and Cardiff Canton.

**September 13** 37057 and 37254 continued their jaunt around the capital with the 1Z97 1007 Ferme Park to Barking followed by the 1Q97 1122 Barking to Grays, Liverpool Street, Harwich Town, Chelmsford, Clacton-on-Sea, Liverpool Street, Mountnessing Jn, Stratford, Shenfield, Liverpool Street and Cambridge. In Wales 37608 and 37611 powered the 1Q59 2151 Cardiff Canton to Margam, Coryton, Cardiff Bay, Rhymney, Ninian Park, Penarth, Maesteg and back to Cardiff Canton. Meanwhile in the north, 37025 worked the 3Q47 2147 UTU1 Slateford Depot to Newton, Midcalder Jn, Holytown Jn, Haymarket and back to Slateford Depot.

Lynn, Ipswich, Norwich, Colchester, Felixstowe Creek RS, Mistley, Peterborough LIP, but was terminated at March. 37219 headed south west with the 3Z91 1050 UTU2 Derby RTC to Severn Tunnel Jn and Bristol high level sidings.

**September 16** 37057 and 37254 continued from March with the 1Z86 1035 March to Peterborough LIP, followed by the 1Q86 1051 PLPR1 Peterborough LIP to Pyewipe Jn, Boultham Jn, Lincoln, Doncaster, Peterborough and Derby RTC. Meanwhile 37175 left Woking with the 3Q26 0021 to Basingstoke, Brent Curve Jn, West Hampstead Thameslink and Derby RTC. 37800 was on EMU transfer duty with the 5Q58 0440 Derby Litchurch Lane to Ramsgate and 5Q57 1713 return.

**September 18** 37057 and 37254 didn't remain at Derby for long as they worked the 1Q64 0853 PLPR2 to Retford, Hatfield & Stainforth and Gascoigne Wood down loop. From there they continued with the 1Q65

Forster Square and Doncaster West Yard, where it formed the 1Q66 2047 Doncaster West Yard to Goole, Castleford and Barnsley.

**September 21** 37057 and 37254 next worked the 1Q67 0211 PLPR2 Barnsley to Doncaster West Yard and later the 1Q67 1821 Doncaster West Yard to Manchester Victoria, Bradford Interchange, Wigan North Western and back to Doncaster.

**September 22** Large logo 37025 was in charge of the 3Q08 2227 UTU1 Heaton to Derby RTC. Europhoenix/ROG 37884 took a Class 319 from Long Marston as the 5N36 1322 to Allerton Depot for Northern.

**September 23** 37057 and 37254 concluded their jaunt around the north of England by powering the 1Q68 0146 from Doncaster to Gascoigne Wood, Hatfield & Stainforth, Doncaster, Skellow Jn, Adwick Jn, Scunthorpe, Worksop, Lenton North Jn, Ilkeston Jn and Derby RTC.

**September 25** Still in South London 37611 worked the 3Q41 1959 UTU4



50008 *Thunderer* storms through Warrington Bank Quay with a Loram rail grinder in tow and DC Rail's 56303 on the rear, forming the 4Z03 Chaddesden Sidings to Carlisle move on October 5. The combination returned to Derby four days later. (Tom Swift)

with the 3Q15 2018 UTU1 Derby RTC to Heaton. Green-liveried 37057 paired up with 37254 for the 1Q90 1532 Derby RTC to Audley End, Cambridge, Liverpool Street, Hertford East, Liverpool Street, Chingford, Liverpool Street, Enfield Town, Liverpool Street, Barking Upney Jn and Ferme Park.

**September 12** 37025 continued with the 3Q81 2209 UTU1 Heaton to Slateford Depot. In London 37057 tnt with 37254 for the 1Q96 1433 Ferme Park to Barking, Gas Factory loop, Shoeburyness, Gas Factory loop, Leigh-on-Sea, Gas Factory loop, Fenchurch Street, Grays, South Acton, Stratford, Kensington Olympia, Barking Upney Jn and back to Ferme Park. Meanwhile 37219 headed out with the 3Q90 0953 UTU2 Derby RTC to Neville Hill and then the 3Q96 2209 Neville Hill to Hull, Scarborough and back to Derby RTC.

**September 14** 37025 was in charge of the 3Q19 2209 UTU1 from Slateford Depot to Dundee and back. 37057 and 37254 enjoyed a round-robin, working the 1Q98 1414 from and to Cambridge via Norwich, Acle, Great Yarmouth, Reedham, Norwich, Reedham, Great Yarmouth, Reedham, Norwich, Lowestoft, Claydon and Norwich. In the capital 37175 worked the 3Q21 2040 Hither Green to Orpington, Victoria, London Bridge, Caterham, London Bridge, East Grinstead, London Bridge and Woking.

**September 15** 37025 was out and about in Scotland again with the 3Q50 2329 UTU1 from Slateford Depot to Edinburgh, Glasgow Queen Street, Springburn, Glasgow Queen Street, Edinburgh and back to Slateford Depot. The next East Anglia instalment for 37057 and 37254 was the 1Q99 1646 Cambridge to Kings

1539 to Church Fenton, Gascoigne Wood down loop, the 1Q66 1823 to Scarborough and Church Fenton and the 1Q67 2316 from Church Fenton to Doncaster West Yard. 37175 headed for Wales with the 3Z27 1014 Derby RTC to Landore Depot, followed by the 3Q19 2236 Landore to Swansea, Llandeilo Jn, Llandrindod and Tyseley.

**September 19** 37057 and 37254 continued from Doncaster West Yard with the 1Q65 2003 to Leeds and Selby where the train became the 1Q75 2216 Selby to Ilkley. Meanwhile in Kent 37611 took the 3Q43 2208 Hither Green to Ramsgate and back.

**September 20** Continuing from Ilkley 37057 and 37254 worked the 1Q76 0035 PLPR2 departure to Leeds, from where the train formed the 1Q85 0125 Leeds to Bradford Forster Square and Skipton down Shipley slow. It then became the 1Q86 0337 to Bradford

Hither Green to Hither Green via New Cross, Rochester, Charing Cross, Sevenoaks, Charing Cross, Hayes and New Cross.

**September 26** 37025 Set off from Derby again, this time with the 3Q46 2152 UTU1 to Marylebone, West Ruislip and Ferme Park. Earlier 37219 tnt with 37421 worked the 1Q47 1052 Derby RTC to Carlisle, which included a break at Preston. Further south 37611 worked the 3Q41 2017 UTU4 Hither Green to Uckfield, East Croydon, Effingham Jn and back to Hither Green.

**September 27** 37025 headed off from Ferme Park with the 3Q48 2237 UTU1 to Leigh-on-Sea, Fenchurch Street, Shoeburyness, Upper Holloway and back to Ferme Park. 37175 set off from Derby RTC with the 3Z92 1610 to Woking where it then formed the 3Q92 2204 to Waterloo, Epsom, ➔

Waterloo, Clapham Jn, Waterloo, Woking, Virginia Water and Reading Triangle Sidings. 37219 and 37421 continued north from Carlisle with the 1Q74 0610 to Ayr, Carlisle, Niddrie West Jn and Mossend. Europhoenix/ROG 37611 did another round-robin from Hither Green, with the 3Q20 2159 UTU4 departure to Victoria, Brighton, Victoria and Orpington.

**September 28** Continuing in Scotland 37219 and 37421 took the 1Q75 1423 from Mossend to Lanark, Ayr, North Berwick, Milngavie before returning to Mossend. 37611 was out again, this time with the 3Z27 0939 UTU4 Hither Green to Hoo Junction, Tonbridge and Woking.

**September 29** 37025 headed north with the 3Q49 0527 UTU1 Camden Road to Rugby, before forming the 3Q72 2234 Rugby to Milton Keynes Central, Rugby, Milton Keynes Central and Derby RTC. 37611 headed home by working the 3Q11 2311 UTU4 Woking to King's Cross, Peterborough, Grantham, Peterborough and Derby RTC. DRS 37716 was tasked to take 90007 light to Crewe, leaving as the 0Z56 at 0830 from Norwich. Network Rail's 97301 tnt with 97304 had a run out with the 1Q49 0934 PLPR1 Derby RTC to Grantham, Skegness, Grantham and back to Derby RTC.

**September 30** 37219 and 37421 hauled the 1Q77 1300 from Mossend to Inverness, Huntly and Inverness.

### CLASS 47

➔ 47848 paid a brief visit to Scotland on September 15 when it took a translator coach from Leicester to Craigeninny before returning light to Derby. The same day 47812 hauled the 4M72 1352 Eastleigh-Wembley, which included 47813 and 47815.

➔ 47815 and 47813 later worked the 4K89 1927 Wembley-Dollands Moor, but the train was terminated at Borough Green due to the driver reporting fumes in the cab of 47815.

After repairs to the exhaust manifold 4K89 recommenced its journey to Dollands Moor the next day. The pair then worked the 6X87 1717 Dollands Moor-Clapham Junction hauling SWT-bound 707011/012.

➔ Also in Kent on September 16 was 47812, which had taken over the 5Q58 0440 Derby Litchurch Lane-Ramsgate at Wembley. It later worked the 5Q57 1713 back to Derby.

➔ September 18 saw 47812 run light from Leicester to Ely Papworth and the next day it worked the 5O86 0906 Ely-Bournemouth Depot, returning 442415/423 to the Southern Region.

➔ 47772 had a second test run from Carnforth to Hellfield on September 20. The opportunity was also taken to give 47826 a run out; it had been under repair since August 6.

➔ 47848 was used on the Class 442 transfer move on September 22 when it repatriated units 2403 and 2420 in the usual 5O86 path.

➔ Steam Dreams continued to rack up the no-heat 47 mileage as 47237 powered the 1Z47 0741 Faversham-Salisbury to Hanwell on September 23. 47746 *Chris Fudge* was on the rear to keep the punters warm. 47237 was enjoyed again later in the day when it replaced the steam loco at Reading on the 1Z49 1629 Salisbury-Faversham.

➔ After the disappointment of 57315 on the outward leg, the return was far more enjoyable as 47760 powered the 1Z16 1543 Liverpool-Skegness WCR promoted tour on September 23.

➔ The same pairing was turned out for the WCR tour from Carnforth to Norwich on September 27, but the only part worked by 47760 was from Ely to Norwich on the 1Z22 0513 outward leg.

➔ It was the turn of 47813 to power 5O86 on September 28 as 442422 was returned to the Southern for re-use.

➔ Following its earlier successful test run it was 47826 that partnered 57315 on the WCR 1Z30 0551 Cleethorpes-

Blaenau Ffestiniog on September 30. The 47 worked the outward leg to Llandudno Junction and the return 1Z31 1610 to 'the Junction'.

➔ Blaenau was the destination for WCR again on October 4 with 47760 working the 1Z34 0600 ex-Scarborough from Llandudno Junction after 57315 had worked from the East Coast. 47760 powered the 1Z35 1610 return from 'the Junction' through to Scarborough.

➔ 47812 at Eastleigh Works and 47815 at Leicester were placed into the SROG stored pool on October 5 with wheelset and engine problems respectively.

➔ The locos were the right way round for Statesman on October 6 as 47826 led the 1Z38 0525 Kettering-Fort William with 57316 on the rear. Both were replaced at Carnforth, with a pair of Class 37s working north.

➔ 'The Statesman' returned south on October 8 with 47804 leading the 1Z40 0920 Fort William-Kettering with a single Class 37 on the rear.

➔ 47848 left Derby at 0728 with the 1Z69, a private charter to Worcester Shrub Hill, which first headed north to Matlock and Rowsley South. 37884 then worked to Sinfon Central with the 47 powering the train back to Derby, before later drawing the train back into the RMC siding at Washwood Heath, working from Hereford to Moreton-on-Lugg and finally from Hereford to Worcester.

➔ Steam Dreams had a grand start to the day on October 10 as 47237 powered the 1Z73 0906 Southend East-Gloucester to Hanwell Goods Loop, from where 46233 *Duchess of Sutherland* went forward. Problems with the 'Duchess' saw the 1Z75 1735 return start 96 minutes late and although time was recovered after it was replaced by 47237 at Hanwell, the train was terminated at Barking.

➔ WCR provided 47826 for the 1Z47 0607 Holyhead to Scarborough on

October 11. Staying at the East Coast resort would have been the smart move as 57315 returned the tour to North Wales in the evening.

### CLASS 50

➔ 50008 *Thunderer* has proved extremely popular hauling Loram railgrinders around as they continue testing. On September 27 it worked the 4Z01 from Derby to Thoresby Colliery Jn before returning with Corrective Rail Grinder 1 as the 8Z01 2130 departure back to Derby RTC (Loram). This particular grinder is now cleared to run under its own power on the network. The weekend of October 7/8 found the 50 stabled at Carlisle, coinciding with Pathfinders 'The Caledonian' railtour passing through the city headed by 50007 and 50049. 50008 left Carlisle on October 9/10 taking the rail grinder back to Derby with 56303. On October 13 50008 was employed on the 4Z03 from the High Marnham Test Track (Thoresby Colliery Junction) to Derby RTC (Loram) conveying another rail grinder.

### CLASS 56

➔ Colas 56096 headed the first 3S71 RHTT working in the North West around Crewe on October 9.

➔ On October 9-12 UK Rail Leasing's 56081 and 56301 were charged with the 6Z17 empties from the landfill site at Barrington Quarry via Foxton Exchange Sidings to Wembley.

➔ Colas 56096 and 56105 took a RHTT set from Crewe to Washwood Heath on October 12.

➔ UKRL's 56081 and 56301 brought Class 707s 707028 and 707029 from Dollands Moor to Clapham Yard as the 6X87 on October 14.

➔ Colas 56087 and 56105 worked the 6J37 Carlisle to Chirk logs on October 18 and 19 after running north light on the 18th. **R1**

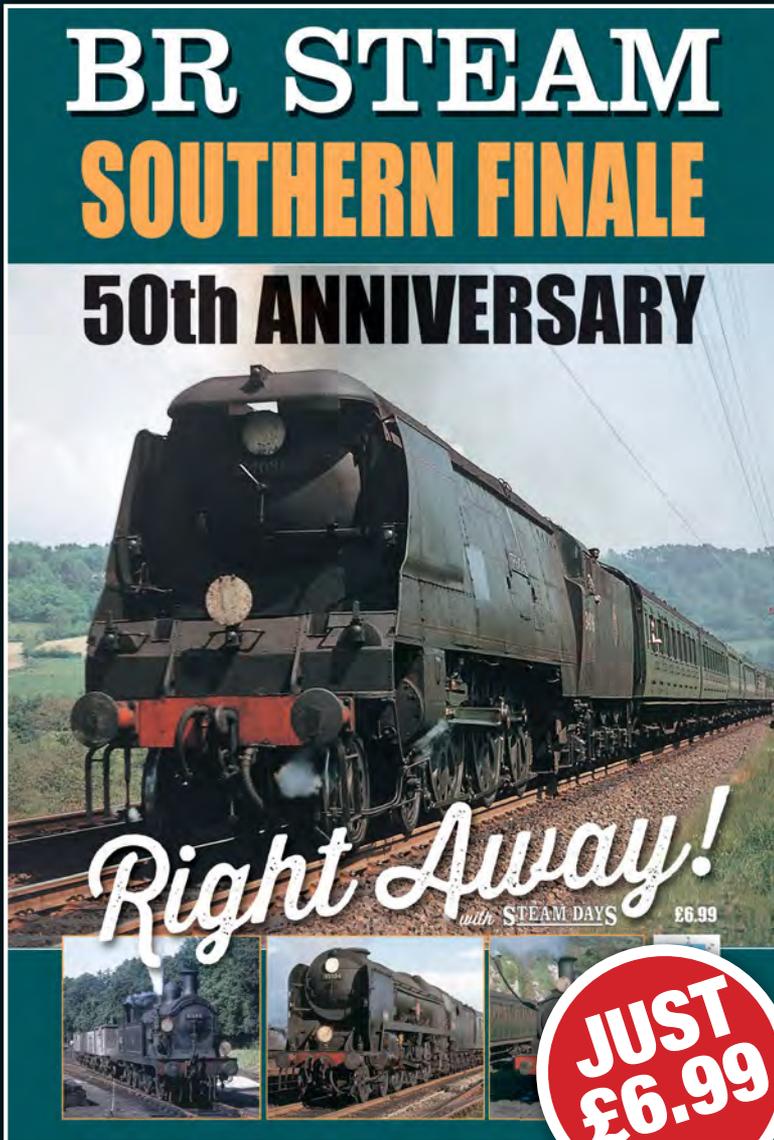


Still looking the part in its BR green livery, 37057 passes Drove near March on September 11 with the 1Q90 1532 Derby RTC to Ferme Park. 37254 was at the rear. (Peter R Foster)

# BR STEAM

## SOUTHERN FINALE 50TH ANNIVERSARY

With supporting text and a wealth of archive photographs, *BR Steam: Southern Finale – 50th Anniversary* traces the story of Southern steam post-nationalisation.



The Southern was the final region on British Railways to operate steam-hauled express from a London terminus. Bulleid's extraordinary Pacific locomotives made an impressive sight right up until 1967 as they enjoyed an 'Indian Summer' on express trains to the South-West from Waterloo station. The end of steam at London's Nine Elms depot clearly signalled the end of an era. The Southern can also lay claim to operating the last steam-hauled branch line passenger service in Britain - the Lymington branch - which also survived into 1967. BR Standard locomotives played a big part in the final years on the Southern, and other interesting types that survived into the 1960s included the famous 'King Arthur', 'Lord Nelson' and 'Schools' classes as well as other fascinating engines.

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PRODUCT OF THE MONTH

# The Manchester to Bury 'Lecky' Line and the Class 504 EMUs

## The Manchester to Bury 'Lecky' Line and the Class 504 EMUs

A tribute to a unique railway



Simon Thomas & Andrew Coward

**AUTHOR** Simon Thomas and Andrew Coward  
**PUBLISHER** Andrew Coward  
**ISBN** 978 0 9576126 6 2  
**PRICE** £18.50  
**WEB** [www.buryrossendalrails.com](http://www.buryrossendalrails.com)

**THE LINE** from Manchester Victoria to Bury Bolton Street is one that often seems to be forgotten, despite it using a unique electrical system during its British Rail years. Today most of the route is part of the Manchester Metrolink tram system. The line actually opened in 1879 and its unusual side contact 1,200 volt DC third rail system was introduced in 1916 and employed five-car 1916-built Lancashire and Yorkshire Railway EMUs. Amazingly, these ran until 1959 when they were replaced by 26 BR Class 504 EMUs. The vast majority of the book focusses on the Class 504 years and covers every possible aspect of the line you can think of. Stations are detailed one by one,

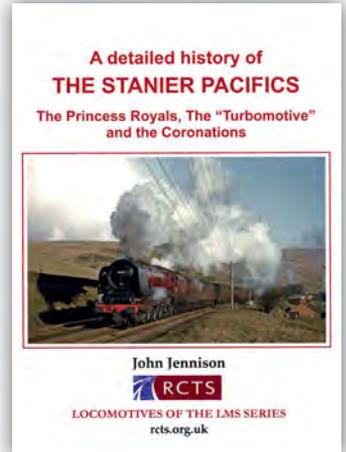
as well as an overall summing up of the route. Also covered are the signal boxes, signalling, level crossings, Bury Depot and, of course, the 504s in plenty of detail. What makes the book stand out, in addition to the remarkable level of detail provided, is the fantastic selection of images. There are some superb shots of the 504s in original green livery, as well as every other colour scheme they wore, and these also encapsulate the type's entire history. Photos of the previous 1916 stock are also included and are a wonderful inclusion. The work is published on behalf of the Class 504 Preservation Society and all profits will be used in the restoration of the sole-surviving example of the EMU design – 504451 (M65451 and M77172) – that is currently under restoration at the East Lancashire Railway's Bury Depot. An incredibly informative read on an often ignored subject. Definitely one to consider for the bookshelf. **(MN)**

# A detailed history of The Stanier Pacifics, the Princess Royals, the Turbomotive and the Coronations

**AUTHOR** John Jennison  
**PUBLISHER** RCTS  
**ISBN** 978 0 9934908 0 4  
**PRICE** £27.50  
**WEB** [www.rcts.org.uk](http://www.rcts.org.uk)

**THE TITLE** of the book alone tells you it's going to be something of quite some depth, but even a brief scan of the pages shows it to be much more than that. Author John Jennison has done a remarkable job compiling such a colossal amount of information into 264 pages, while at the same time illustrating it with dozens of superb images, many never previously published. They include a wonderful array of colour plates at the rear of the book.

The level of detail is mind-boggling and covers each type's development history and its time in service right up to withdrawal. A plethora of technical tables refer not only to the specifications, but also cover boilers, lot numbers, depot allocations, mileages covered, liveries and crests worn, plus a whole lot more. Superbly researched and written publications is what many have come to expect



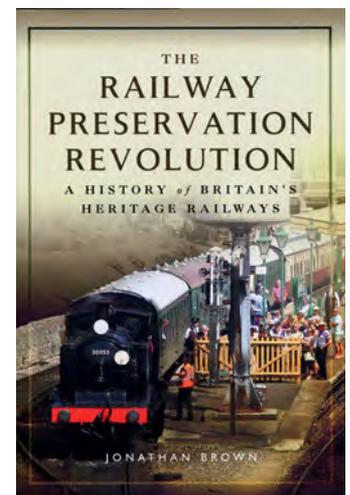
from books produced by the Railway Correspondence and Travel Society over the years. This work continues that trend in some style. If you want to know something about any of the locos covered, then look no further as you'll find it here. I have no hesitation in highly recommending this book, whether you're an LMS aficionado or not – if you love steam, then you'll love it. **(MN)**

# The Railway Preservation Revolution

**AUTHOR** Jonathan Brown  
**PUBLISHER** Pen & Sword  
**ISBN** 978 1 4738 9117 5  
**PRICE** £24.00  
**WEB** [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)

**THE UK** is blessed with more than 100 heritage railways that aim to capture the spirit of nostalgia while preserving the locomotives and equipment of the steam era and also early diesel types. Remarkably, such lines have been around a lot longer than many people realise. It was as long ago as 1951 when a group of enthusiasts saved the Talylyn Railway in mid-Wales from closure. It was run on a volunteer basis and during the following years, particularly the late 1960s when steam was finally phased out on the main line, the idea caught on in many other places around the UK. Preservation societies sprang up at a remarkable rate and the legacy is with us today in the shape of some of the most popular attractions in Britain.

The book not only examines the history of heritage line development,

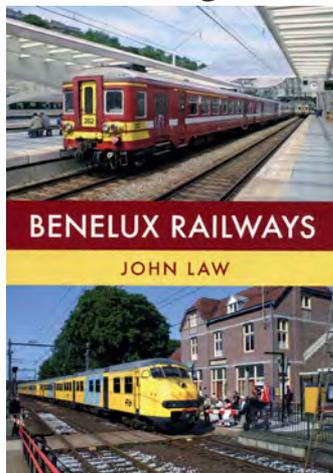


but looks at how it has evolved and adapted to new challenges and different clientele, in particular trying to attract younger visitors to nurture interest for future generations. Running to 300 pages, with a wide selection of illustrations, the book is an excellent read on what is now an enormous subject. Definitely recommended. **(MN)**

# Benelux Railways

**AUTHOR** John Law  
**PUBLISHER** Amberley Publishing  
**ISBN** 978 1 4456 6812 3  
**PRICE** £13.49  
**WEB** www.amberley-books.com

**THE THREE** countries that make up Benelux are the Netherlands, Belgium and Luxembourg. Each has its own railway system, but they are closely integrated, allowing the use of simple but structured regular timetables to permit through running across all three nations. Although each has its own particularities, such as signalling and power systems, much of the rolling stock can be used widely. Nederlandse Spoorwegen provides the principal rail service within the Netherlands, supplemented by other operators including Arriva and Syntus, which run a few local lines. Within Belgium all services are run by NMBS/SNCB (Nationale Maatschappij der Belgische Spoorwegen or Société Nationale des Chemins de Fer Belges), uniting the Flemish (Dutch speaking) and Wallonian (French speaking) parts of the country. In Luxembourg the Société Nationale des Chemins de Fer Luxembourgeois (CFL) has a surprisingly large rail network, with frequent internal



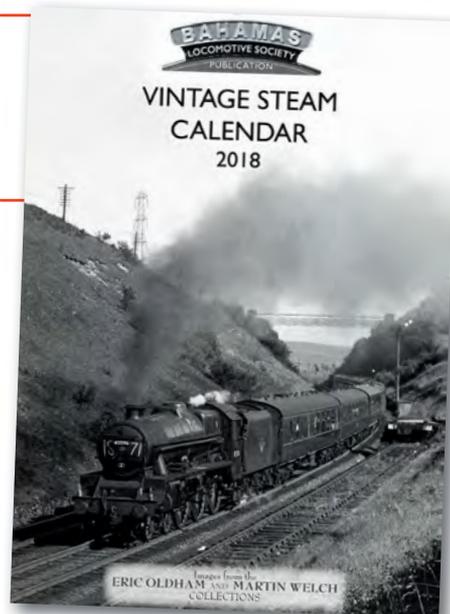
services and innumerable cross-border trains, including those to and from Germany and France.

The author has been a regular visitor to the area since the 1970s and provides a wealth of fascinating images of the vast array of locos and rolling stock used by the three networks; some pictures from other photographers are also included. Apart from the overuse of variations of the word 'operate', the captions are very informative and provide an excellent insight into the railway workings of the three nations. **(MN)**

# Vintage Steam Calendar 2018

**PHOTOGRAPHERS** Eric Oldham and Martin Welch  
**PRICE** £5.00 or £6.50 inc post and packing  
**WEB** www.bahamas45596.co.uk

**FOR STEAM** lovers the 2018 calendar from the Bahamas Locomotive Society is an excellent choice. Featuring a wide variety of locos from a geographically wide spread area, the 13 black and white images offer something for young and old and sum up the age of steam wonderfully. Jubilee 45596 *Bahamas* features on the cover, which is highly appropriate since the society celebrated its 50th anniversary in June 2017. Proceeds will go towards the restoration and upkeep of the



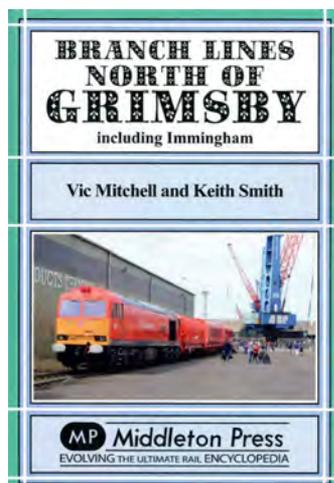
being overhauled and should be back on the main line soon. **(MN)**

# Branch Lines North of Grimsby

**AUTHOR** Vic Mitchell and Keith Smith  
**PUBLISHER** Middleton Press  
**ISBN** 978 1 910356 09 8  
**PRICE** £18.95  
**WEB** www.middletonpress.co.uk

**THE COMPLEX** railway system around Grimsby, Immingham and New Holland has long been an area of fascination for enthusiasts, given the huge amount of freight the area generates. This is still very much the case today, with bulk commodities of oil products, iron ore and, to a lesser degree, coal still providing many train loads every day. However, the region has a long association with railways dating back to 1845, and a veritable maze of lines sprang up during the following decades to serve the industries along the southern shores of the Humber.

The book covers these lines in the usual excellent detail to be expected from this Middleton series and shows each of the stations in the area, as well as the dock railways and even the Grimsby & Immingham Electric Light Railway, the photographs of which

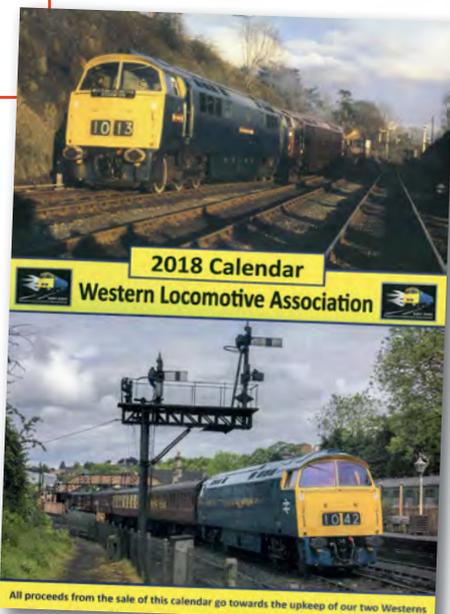


are absolutely fascinating. Among the book's highlights are double page diagrams of the Immingham docks area, one for 1947 and one for 2006 – they make quite an interesting comparison. Timetables, tickets and line and station diagrams are included in the usual fashion and along with the excellent photographs make this book another one to add to the reference bookshelf. **(MN)**

# Western Locomotive Association 2018 Calendar

**PRICE** £12.50 inc p&p  
**WEB** www.westernlocomotives.co.uk

**2018 IS** rapidly approaching so it's time to consider which calendar to hang on your office or bedroom wall. An ideal candidate is the latest offering from the Western Locomotive Association (WLA), which this year is marking the 40th anniversary of the arrival of its two locos, D1013 *Western Ranger* and D1062 *Western Courier*, at the Severn Valley Railway in late 1978. The selected photographs show the two locos at work on the SVR as well as one of them en route to their new home. Visit the association's website and online store for details of how to order. **(MN)**



# Warship Stars at Stafford



**ANDREW WATTS**  
NEWS WRITER



North British Class 43 Warship D847 Strongbow emerges from Twerton Tunnel with a Cardiff to Portsmouth service on September 9, 1965. (Rail Photoprints/John Chalcraft)

**NEIL BOOTH** of Railwayana Auctions UK (Stafford) held an auction on September 16 at Blessed William Howard Catholic School, Rowley Avenue, Stafford. The nameplate from Class 43 Warship D847 *Strongbow* attracted the impressive sum of £11,300 and was one of several diesel and electric nameplates sold at the auction.

**Steam Nameplate:** *Exmouth* with badge and West Country scroll (34015) n/s.

**Steam Nameplate Badge:** 249 Squadron (spare 34073) n/s.

**Diesel and Electric Nameplates:** *Warship Class - Strongbow* (D847) £11,300, *Bolton Wanderer* (47831) £6,000, *Murray B. Hofmeyer* (20137) £1,800, *The Glasgow Herald* (86250) £1,800, *Stephen Dent* (08896) £500, *BBC East Midlands Today* (43074) n/s, *Sir Francis Drake* (43186) n/s, *Responsive* (47565) n/s, *Quasimodo* (47710) n/s, *Derby Evening Telegraph* (47973) n/s and *Voice of the North* (91026) n/s.

**GWR Cabside Number plates, brass unless shown:** 2257 (CI) £600, 5779 (CI) £560, 8759 (CI) £300, 1636 n/s, 3840 (CI) n/s, 4999 (*Gopsal Hall*) n/s and 6327 n/s.

**Diesel and Electric Works plates:** English Electric Vulcan No 3581/E351 1965 (73113/211 County of West Sussex) £1,600, Brush Traction No 360 1962

(47420) £630, English Electric RSH No 2977/8229 1961 (20071) £600, Brush Traction No 227 1960 (31203) £420, BR Horwich 1958 (08484) £360, BR Crewe/Brush & Sulzer 1964 (47xxx) £360, BR Darlington 1957 (08381) £210, BR Derby/AEI Sulzer 1963 (25xxx) n/s, BRCW No DEL 103 1960 (33101) n/s, English Electric Vulcan No 3060/D722 1962 (37068/356 *Grainflow*) n/s, BR Crewe/Brush

& Sulzer 1965 (47xxx) n/s and BR Doncaster/AEI and English Electric 1965 (86221) n/s.

**Diesel and Electric Depot Plaque:** **Eastfield:** West Highland Terrier £240.

**SR Targets:** Lydd Town £2,500, Southampton Central £2,400, Yeovil Junction £2,240, Exeter Central £1,300, Basingstoke £700 and Greenwich £400.

## Totems:

**BR (E) Blue:** Thurston £1,500.  
**BR (M) Maroon:** Penruddock £4,000, Woodley £1,150, Long Buckby £800, Stone £750, Sudbury £650, Vauxhall & Duddleston £650, West Allerton £340, Edge Hill £250 and Bootle Oriol Road n/s.

**BR (NE) Tangerine:** South Shields £2,100 and West Monkseaton £1,050.

**BR (S) Green:** Barnstaple Town £4,000, Honiton £2,000, Salisbury £1,700, Clapham Junction £1,500, Maiden Newton £1,500, Portsmouth & Southsea £1,300, Fratton £1,100, Grove Ferry & Upstreet £1,050, Eastleigh £900, Cobham & Stoke D'Abernon £400, Abbey Wood n/s, Dorchester West n/s, Sherborne n/s, Walton on Thames n/s and Yeovil Pen Mill n/s.

**BR (Sc) Light Blue:** Thurso £3,400, Gleneagles £3,100, Hawick £2,400, Melrose £900, Milngavie £850, Beattock £680, Thornhill £520, Bishopbriggs £500, Stirling £500, King's Park £220, Aberlour n/s, Kinloss n/s and Renton n/s.

**BR (W) Chocolate & Cream:** Stourbridge Junction £1,250, Gloucester Eastgate £1,100, Corwen £1,050, Wrexham General £1,050, Swindon £840, Pershore £800, Brettell Lane £780, Reading General £750, Truro £700 and Didcot n/s.

## Future Events

**GB RAILWAYANA** Auctions will hold its next auction at Pershore High School, Station Road, Pershore, Worcestershire on November 18. Plenty of modern image nameplates and works plates are up for grabs.

**Steam Nameplates:** *Tortworth Court* (2955), Plymouth (3353), Schools Class - *Blundells* (30932)

**Diesel and Electric Nameplates:** *Loch Eil Outward Bound* (37111/413), *Hartlepool Pipe Mill* (37507), *Marchwood Military Port* (47213), *Telford International Railfreight Park June -2009* (57008), *Charles Babbage* (60054), *Boar of Badenoch* (60100) and *Sir Henry Doulton 1820 - 1897* (82134).

**GWR Cabside Number plates, brass**

**unless shown:** 1447, 1669, 2069, 2955, 6667, 7223 (CI), 8480 and 9629 (CI).

Diesel and Electric Works plates:  
BR Swindon 1960 (03xxx), BR Swindon 1960 (03xxx), BR Darlington 1955 (08xxx), BR Darlington 1958 (D3492), BR Horwich 1962 (08xxx), BR Swindon 1964 (D9506), English Electric Vulcan No 3673/D1068 1966 (20192), NBL GEC No 27846 1959 (D6116), NBL No 27890 1960 (D6317), BR AEI Sulzer 1965 (25xxx), BRCW No DEL 224 1962 (27033), BRCW No DEL 96 1960 (33004), BRCW No DEL 104 1960 (33011), Brush Sulzer No 676 1965 (47237), Re Engineered Brush Traction 2003 (57307 *Lady Penelope*) and GM EMD London Canada No 968702-208 02-00 (66208).

**MR Hawkseye:** Knottingley (for Ferry Bridge).

**SR Targets:** Clapham Junction, Higham, Richmond and Robertsbridge.

## Totems:

**BR (E) Blue:** Needham and Tivetshall.

**BR (M) Maroon:** Blundellsands & Crosby, Chinley, Connahs Quay, Culcheth, Loughborough, Northolt Park, Queensferry, Shenstone, Tanhouse Lane, Willesden Junction and Witton.

**BR (S) Green:** Elmstead Woods, London Road (Guildford), Maidstone East and South Merton.

**BR (Sc) Light Blue:** Hillington East.

**BR (W) Chocolate & Cream:** Newton Abbot, Solihull, Tiverton Junction and Troedrhiv.

All prices shown in *Railways Illustrated* do not include Buyers' Premium or VAT if applicable.

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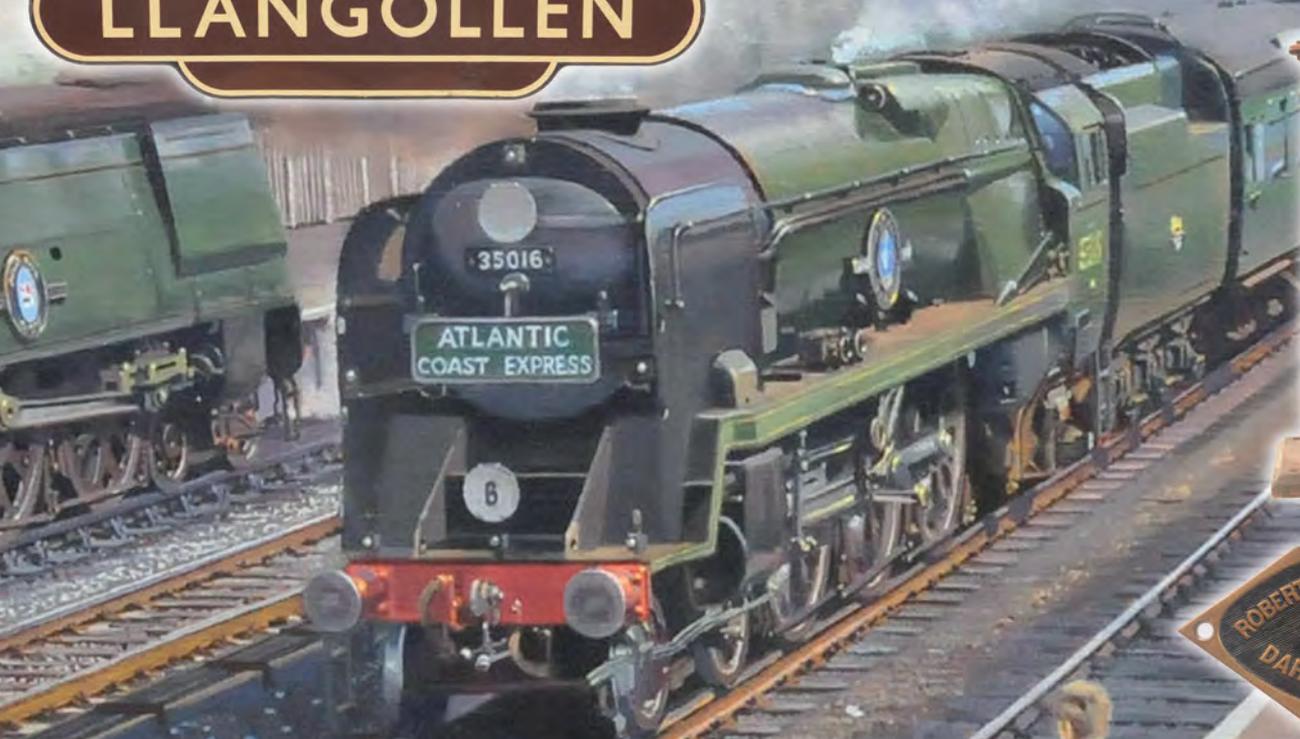
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# The Commuters' lot





Passengers disembark from a First Great Western Turbo at London Paddington at 0830 on March 1, 2011. Such a scene is typical of those witnessed at any busy station across the UK in the morning and evening peaks. (Jack Boskett)

Commuting can be a pain, but it is a price many people have to pay to get to work. Editor **Mark Nicholls** examines the changing face of the commuter railway.

**M**illions of people travel to work every day, some by public transport and others by car, bicycle or foot, over a huge range of distances. In the 19th century such commuting was regarded as a sign of success, indicating you had a successful job, earned good money and could afford to live in the suburbs of a city or large town. The rise of Metro-land alongside the Metropolitan Line north of London between the two world wars is an excellent example of this lifestyle ambition. However, wind the clock forward to today and the feeling is more often one of wanting to escape the 'rat race' rather than revere it. There are several reasons for this, but for most it is simply the weight of numbers, particularly in London. There is also another phenomenon to consider – the length of the commute. It has gradually increased as faster trains have allowed people to move further out of London, necessitated in part by rising house prices, with some travelling up to 200 miles.

### Changing fortunes

The popularity of Metro-land and other suburbs across the UK that were home to large numbers of commuters began to wane after World War Two. The stereotypical image of the man in a long coat over a sharp suit and bowler hat with a suitable broadsheet newspaper tucked under his arm rapidly became a target for comedians in the 1950s and 60s, and especially so in the 1970s as TV grew in influence. Commuting was seen less and less as a sign of success and more of being stuck in a relentless rut, having to fight for space on the train in the morning and evening just to travel between home and work.

Today the numbers of people travelling to and from work in the busy peak periods is huge, so it's not surprising they are not particularly excited about their commute. It's no longer a sign of affluence or a measure of how important your job is. Everyone from cleaners to office assistants, nurses, hotel staff, hairdressers and chefs to surgeons, MPs, judges and company executives can be found on public transport every day of the week. Commuting is a necessity to them, especially if such work isn't readily available nearer home, and, of course, the soaring price of property in major towns and cities has in many cases forced people to live further away, where they can afford a home.

### Rolling stock

On a positive note, the quality of rolling stock used on most commuter routes certainly improved as the years advanced. Obviously London is the first British city people think of when commuting is mentioned, but the phenomenon also occurs right across the UK in major towns and cities, but not with so many passengers. Towns and cities such as Birmingham, Manchester, Liverpool, Leeds, Newcastle, Bristol, Edinburgh, Glasgow and Cardiff are some of the largest to welcome the morning and evening peaks of commuters, but many other places also see an influx and exodus of workers in the same fashion.

During the steam era several varieties of dedicated commuter coaches were built. They offered no frills and many had no corridor or toilets; however, the latter was deemed acceptable as the majority of journeys were short. After World War Two much new rolling stock followed this austere trend, notably the vacuum-braked, short wheel base Mk 1 non-corridor stock that was a common sight at London King's Cross into the 1970s, although some did have toilets. Accommodation was basic, often just a full width compartment with basic cushions, luggage rack and little else. The final examples were taken out of service on September 30, 1977.

On other routes into London, commuter services were generally a mixture of loco-hauled Mk 1s and either DMUs or EMUs during →



The interior of a typical Mk 1 Second Class compartment, configured to seat six. The armrests could be raised to seat one extra person on each side, but on dedicated commuter rakes the arm rests were removed, permitting eight seats per compartment as standard. (Wikimedia Commons/Hugh Llewelyn)



Four-across seating and wide walk through carriage connections are the hallmark of the Siemens Class 700 fleet used by GTR. The seats are not particularly wide, to allow for more standing passengers, and they are quite firm, but the design gives a feeling of space and the overhead information screens can show where more room is available within the train. (Wikimedia Commons/RM)

**BELOW:** Southern Bombardier Class 377 Electrostar 377312 runs into Clapham Junction on November 3, 2015. The design, and hundreds like it, replaced slam door EMUs across the former Central and Southeastern divisions of the old Southern Region during the 2000s. (Mark Nicholls)

the British Railways era. DMUs began to appear in large numbers from the mid- to late-1950s and for London commuters were formed of various classes of three- and four-car units. These could be found on lines to Paddington (WR), Marylebone (LMR), King's Cross (ER) and St Pancras (LMR). For electrified routes into Euston, Liverpool Street and Fenchurch Street, power was via overhead AC catenary, as well as third rail DC to Broad Street and also Euston. South of the Thames the Southern Region offering was almost entirely provided by a huge number of EMUs, with 4-SUBs and 4-EPBs being the most numerous for inner suburban work and 4-CEP, 4-CIG and 4-VEP types for outer suburban and longer distance routes. As with the loco-hauled stock, the accommodation was fairly basic, with inner suburban units not equipped with toilets, a feature that continued with the arrival of newer designs such as the Class 455 on the Southern starting

in 1982 and Classes 313/314/315, introduced to services from King's Cross, Glasgow and Liverpool Street in 1976, 1979 and 1980 respectively. The Southern also employed DEMUs for some commuter routes, notably the Hastings gauge 10xx series for use on routes to Kent as well as other two- and three-car types on the Oxted branch to Uckfield and East Grinstead.

Elsewhere across the UK it was a similar mixture of DMU/EMU and loco-hauled stock, with areas around Manchester, Birmingham and Glasgow utilising considerable numbers of units. Not much changed until the second generation DMUs started to appear in the 1980s, although the various classes of Pacers that also entered service were generally regarded by passengers as a backward step in comfort. The increasing numbers of units saw less reliance on loco-hauled stock in many areas, although Mk 1s hung on for quite a while in some areas, such as the Thames Valley. Indeed, several dedicated commuter rakes could be found sitting idle during the day in Old Oak Common carriage sidings after the morning peak, waiting for the evening rush hour to begin. The bulk of this fleet was the SK variety – corridor second – with eight compartments each seating eight passengers. Who can forget the deep sprung compartment-wide cushions, which mostly offered a nice soft seat, although quite often dodgy springs gave out an alarming 'twang' when someone sat down!

Such stock was ideal for commuting on a medium distance journey and on the WR these included Oxford, Banbury, Newbury and Westbury. Similar situations could be found on the lines from Peterborough to King's Cross, services into London Liverpool Street and from the Midlands into St Pancras and Euston. However, compared with the latest units, the old Mk 1s were seriously lacking in capacity. The Class 165 Networker Turbos that replaced the Pressed Steel Class 117s on the WR's Thames Valley routes also gradually ousted the Mk 1s. Each three car unit could seat 285 Standard Class passengers; three Mk 1 SKs could only seat 192. However, the Mk 1 rakes were usually 11 or 12 coaches while the 165s were only usually arranged up to a maximum of nine-car formations. But even then, a nine-car Class 165 could seat more than 100 additional passengers compared to 12 Mk 1s. Comfort was compromised though, with 2+3 seating providing less space per person than a four-seat compartment bench.

New rolling stock was also introduced elsewhere, notably in Birmingham where electrification of the cross city route enabled

Class 323 EMUs to replace many elderly first generation DMUs. On the Southern's South Eastern Division Class 465 Networkers began to enter service in 1992, replacing elderly 4-EPB stock, which was between 30 and 40 years old.

Across the UK units increasingly replaced hauled stock, but not always of sufficient length to provide an increase in seats. However, when the railways were privatised in 1996 there was much promise of massive improvements, although in practice these improvements took some years to materialise.

### New era

For most of the UK's commuter lines it was 'as you were' for the first few years so far as rolling stock was concerned. With the new stock introduced throughout the early 1980s and into the 1990s, including many EMU classes (319, 230, 321, 322, 323, 332, 333 and 334), there was no justification to replace them, but in other areas the elimination of the remaining first generation DMUs continued. In part this was achieved using second generation DMUs displaced by electrification, but by the end of the 1990s the first new-build Class 170 Turbostars began to appear.

From 1999 routes from Fenchurch Street finally saw the Class 302 EMUs replaced by new Adtranz/Bombardier Class 357 Electrostars; after 40 years of sterling service the 302's retirement finally allowed passengers to benefit from new trains.

Meanwhile, the new millennium brought with it a new challenge – the need to eliminate slam door stock. This had major ramifications, particularly on former Southern Region metals. South of the Thames the first Class 375 Electrostars began to appear for Southeastern to replace its 4-CEP/BEP and 4-VEP fleets. The Electrostar proved to be the perfect replacement and Class 376 and significant Class 377 orders were placed by Southeastern and Southern to oust the remaining Mk 1-based slam door EMUs. South West Trains decided to buy from Siemens and ordered 45 Class 444 and 127 Class 450 Desiro units in 2001, with the first entering service in 2003. Prior to that, SWT had ordered 30 Class 458 Juniper sets from Alstom, although they were initially plagued by problems and poor reliability. However, the faults were overcome and in 2012 the fleet was achieving a remarkable casualty rate of one per 106,000 miles. The sets were lengthened to five cars by cannibalising the similar Class 460s previously used by Gatwick Express, and they began entering service as Class 458/5s in 2014 on Waterloo to Windsor services.

North of the border the situation had been pretty stagnant for a while, but new Siemens Class 380 Desiros began entering service in December 2012 and since then ScotRail has also ordered Hitachi Class 385s, primarily for the newly electrified Glasgow to Edinburgh route.

Commuters in Northern England finally began to see the benefits of electrification when surplus Thameslink Class 319 EMUs entered service on Liverpool Lime Street to Manchester services. By the end of 2017, Northern should have around 32 Class 319s, which are now used on several more routes in the region.

Back in London, the London Overground network has blossomed and proved to be a huge success. It used Bombardier Class 378 Capitalstar EMUs, initially of four cars but





Bulleid 4-DD double deck EMUs were designed to increase capacity, although only two sets were built. With crowds of commuters gathering for the journey home, 4902 waits to depart from Charing Cross for Dartford in June 1971. (Rail Photoprints/John Vaughan)

subsequently extended to five cars, on services from Clapham Junction orbiting London and also into Euston.

**Massive orders**

The last few years have seen some massive orders placed for new trains, with more than 6,000 vehicles due to be introduced within the next five years, valued at several billion pounds. The orders represent the largest investment in rolling stock the UK has ever seen and a considerable number will directly benefit its commuters. The first of the orders are now in service, such as Govia Thameslink Railway's Siemens Class 700s, deliveries of which are continuing. The order for 60 8-car dual voltage EMUs and 55 12-car variants is providing a huge increase in seats, along with better on-board equipment such as passenger information displays to provide a wealth of information.

On Western metals, Bombardier 4-car Class 387/1s are in service with Great Western Railway in the Thames Valley, and their area of operation is expanding as the wires are energised from Paddington to Didcot. Again, they represent a large capacity increase compared with the two and three-car Turbo DMUs they replace. This has allowed some turbos to be moved west to the Bristol area, freeing up Class 150s and 158s for use in the West Country, where the Pacers can finally be withdrawn.

The new Greater Anglia franchise is replacing its entire rolling stock fleet, benefitting both short- and long-distance commuters; Merseyrail is acquiring a fleet of Stadler EMUs to replace its 1970s vintage Class 507s and 508s; while South Western Railway is to replace its Class 455, 456, 458/5 and 707 fleets with Bombardier Class 701s from 2019.

After being dealt a raw deal by previous franchise awards by working on a 'no growth' assumption, Northern has finally placed large orders for new DMUs and EMUs, with 55 Class 195 DMUs and 43 Class 331 EMUs on order and deliveries due from next year. This will permit the Pacers to be withdrawn and older DMUs to be either cascaded or stored/withdrawn. TransPennine Express is due to take delivery of 19 Hitachi AT300 bi-mode units as well as 13 5-car rakes of Mk 5 stock for loco-hauled services and 12 Class 397 EMUs, all of which will be a massive boost for commuters in terms of capacity, comfort and speed.

Recently introduced to traffic between Shenfield and Liverpool Street, the Bombardier Class 345 Aventras represent the latest commuter train for the UK. Used by Transport for London, they employ a mixture of standard and lateral seating and from next year will be used on Crossrail, or the Elizabeth Line if you prefer, services through

the new London core tunnels to Reading and Heathrow Airport to the west. This will be the single most dramatic improvement to commuter services for passengers west and east of London for decades, providing through trains into the heart of the capital, to the City financial district, and taking the strain off the overstretched underground network, particularly the Central Line.

In addition there are the Hitachi Class 800, 801 and 802 mix of bi-mode and electric InterCity Express Programme units currently being delivered, entering service first with GWR and from December next year with Virgin Trains East Coast.

**Are complaints justified?**

It is true that for several years, notably just after privatisation, there was a slump in new train orders. Commuters and various transport groups called for more rolling stock investment, especially after each of the annual price

**BELOW:** Passengers in the North West are finally seeing more widespread benefits from electrification as cascaded ex-Thameslink Class 319s migrate to Northern. Unit 319375 stands at Liverpool Lime Street with a Manchester service on September 25, 2017. (Wikimedia Commons/Peter Skuce)



New Train Orders					
Class	Numbers	TOC	Builder	Formation	Delivery status
195	195001-025	Northern	CAF	2-car	2018-20
195	195101-130	Northern	CAF	3-car	2018-19
331	331001-031	Northern	CAF	3-car	2018-20
331	331101-112	Northern	CAF	4-car	2018-20
345	345001-070	TfL	Bombardier	9-car	2017-19
385	385001-046	ScotRail	Hitachi	3-car	2017-19
385	385101-125	ScotRail	Hitachi	4-car	2017-18
387/1	387138-151	GWR	Bombardier	4-car	Delivered
387/1	387152-174	GWR	Bombardier	4-car	2017
397	397001-012	TransPennine Express	CAF	5-car	2018
700	700001-060	GTR	Siemens	8-car	2017-18
700	700101-155	GTR	Siemens	12-car	2017-18
701	701001-060	SWR	Bombardier	10-car	2019-20
701	701501-530	SWR	Bombardier	5-car	2019-20
707	707001-030	SWR	Siemens	5-car	2017-18
710	710101-131	London Overground	Bombardier	4-car	2017-18
710	710201-214	London Overground	Bombardier	4-car	2017-18
717	717001-025	GTR	Siemens	5-car	2018-19
720	720101-131	Greater Anglia	Bombardier	10-car	2018-19
720	720501-589	Greater Anglia	Bombardier	5-car	2018-19
745	745001-012	Greater Anglia	Stadler	12-car	2018-19
745	745101-112	Greater Anglia	Stadler	12-car	2018-19
755	755301-314	Greater Anglia	Stadler	3-car	2018-19
755	755401-424	Greater Anglia	Stadler	4-car	2018-19
777	777001-052*	Merseyrail	Stadler	4-car	2019-20
800	800001-036	GWR	Hitachi	5-car	2017
800	800101-113	VTEC	Hitachi	9-car	2018-19
800	800201-210	VTEC	Hitachi	5-car	2018-19
800	800301-321	GWR	Hitachi	9-car	2017-19
801	801101-112	VTEC	Hitachi	5-car	2018-19
801	801201-230	VTEC	Hitachi	9-car	2018-19
802	802001-022	GWR	Hitachi	5-car	2017-18
802	802101-114	GWR	Hitachi	9-car	2017-18
802	802201-219	TransPennine Express	Hitachi	5-car	2017-19
802	802301-305	First Hull Trains	Hitachi	5-car	2018-19

\*Numbers subject to confirmation

**BELOW:** Class 31 D5586 heads an up commuter service through Hornsey bound for King's Cross in April 1967. The train is formed of six non-corridor Mk 1 stock, four of which are still in maroon livery. (Rail Photoprints/ Mike Jefferies)



increases. In terms of comfort and reliability many of these calls were justified. But the railway is now carrying twice the number of passengers it did in the final years under BR, mainly due to a lack of alternatives, congested roads and population increase.

The order situation today is very different, as can be seen from the accompanying table, with vast numbers of new trains due for delivery. They don't just represent replacement of old stock, they also represent significant increases in capacity, with the Class 700s an obvious example. This should lead to fewer standing passengers and improved journey quality. New stock should also mean better reliability, especially with the aid of the modern digital diagnostic tools now available.

Yet passengers still complain. If these are due to delays, then the reason for those delays can be many and varied, such as an infrastructure issue, which is down to Network Rail, a fatality, police incident or a host of other reasons. If a TOC is at fault, then the latest automatic compensation technology should at least ease the pain somewhat. Younger commuters in particular have no idea what it was like to commute in a draughty old Mk 1 or first generation DMU. There was no Wi-Fi, no power points, no air conditioning, no PA announcements and considerably fewer trains. To put it bluntly, they've never had it so good. Of course some areas of the UK, especially in the north, have still some way to catch up with these advances, but the trains will be far better equipped, and they will be here very soon.

However, it is fares that always raise the largest number of complaints. The term 'commuter' actually originates from the US where, during the fledgling years of the vast nation's railways, companies offered a reduction in fares for people who travelled between the same two stations more than once a day. This was called a 'commutation', or reduced fare – the equivalent of today's season ticket. While commuters might feel aggrieved for various reasons, in all honesty price shouldn't be one of them. It is because the season ticket, be it six months or annual, is purchased in one lump that it seems expensive. Imagine paying for all your grocery shopping for a year at the same time and you'd feel just the same. However, break it down and it's an easier pill to swallow.

Annual seasons represent great value for money. For example, a Peterborough to London King's Cross anytime return using Great Northern for October 10 was quoted at £57.50. Travelling by Virgin Trains East Coast would have cost £108. According to National Rail enquiries a GN-only annual season costs £6,316, while an unrestricted annual season costs £7,484. Now if you allow for weekends and five weeks holiday, paying the full fare for a year would cost £13,512 and £25,380 respectively for the two options. Whatever way you look at it, the season ticket offers massive savings compared with buying a daily ticket. Commuters in this example actually save more than 50%; they are the most subsidised travelling group.

Commuting might be a chore these days, but with an increasing population and record levels of employment it is a price that must be paid to keep the economy running. Yes, there is always room for improvement, but with thousands of new carriages on order, the commuters' lot is set to improve right across the UK. [RI](http://www.railwaysillustrated.co.uk)

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Richard Holdsworth and the loco he helped to save – Class 52 D1013 *Western Ranger* – at what is now the Dartmouth Steam Railway. (Richard Holdsworth)



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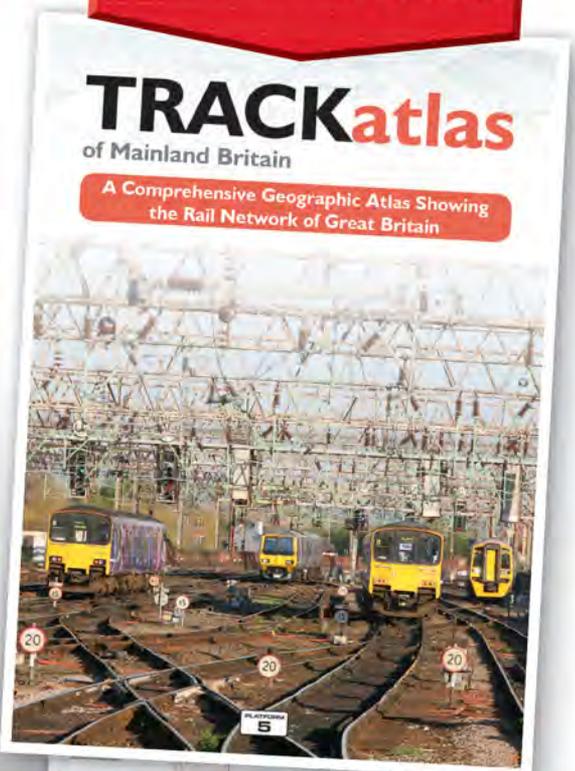
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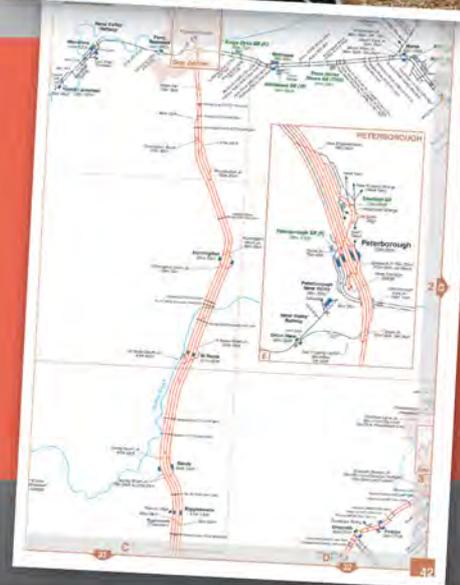
Other enhancements include new lines (the Borders Railway and Crossrail), new stations (too many to list here), re-modelling (Reading and London Bridge) and electrification (the North West and, slowly, the Great Western Main Line) as well as many other local developments including new depots and traincare facilities.

Some major changes due to come into effect between the date of publication and the end of 2017 have been included. For other significant works on Thameslink and Crossrail which do not come into service until 2018, the final layouts, as presently anticipated, have been mapped.

A greater number of locations now benefit from inset maps. 16 pages have been added and the total number of map pages is now 159. The index now extends to over 10,000 locations.



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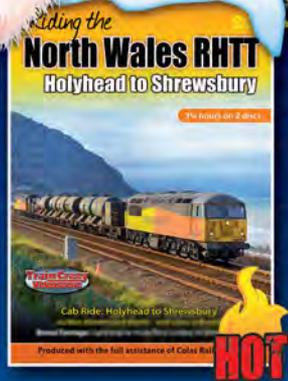
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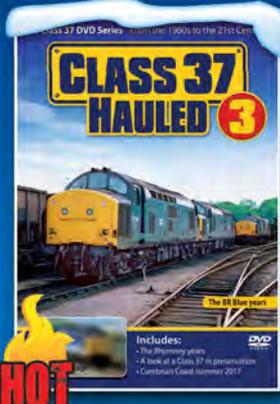
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## Riding the North Wales RHTT - Holyhead to Shrewsbury - OUT NOW

This is a cab ride from Holyhead to Shrewsbury via Chester and Crewe, filmed on a fine day in December 2016. Filmed from the cab of 56078 with 56087 on the back and a thrash cam recording all the action, this cab ride shows the complete journey from Holyhead to Chester, Crewe and onto Shrewsbury. Filming cab rides in the month of December is not easy (not much daylight) but this was a gorgeous day with brilliant sunshine (too much at times!) and the North Wales coast and autumn colours are shown in all their glory. Highlights include: crossing the Britannia Bridge, non-stop through Bangor, Conwy Castle and running through Conwy Railway Bridge, the coast on a cold winter's day, various signal boxes and semaphores, The Duke of Lancaster ship plus uncut footage through Chester, Crewe and arrival at Shrewsbury with its traditional signalling. Filmed with the full assistance of Colas Rail Freight. Part narration, on-screen captions and maps.

**Duration:** 195 minutes **Price:** DVD £19.95 (2discs) - Blu-ray £22.95 **Code:** TC238



## Class 37 Hauled - No.3 Released 1st November

**The BR Blue years:** A selection of workings from the early/mid-1980s featuring passenger and freight workings including footage from Mallaig and the West Highland line. **The Rhymney years:** A feature on Class 37 haulage in the Cardiff Valleys from a humble beginning with just one commuter train in 1998, right through to a three-train service in 2003. Locomotives featured here include 37051, 37402, 37403, 37408, 37410, 37411, 37412, 37414, 37419, 37422 and 37425.

**Scotland:** 37219+37025 visit Kyle with an IM train; 37518 on an SRPS Railtour to Fort William and 37259 on a West Highland ballast. **Preservation:** 37215 and D6948 (37248) at the Gloucestershire and Warwickshire railway and 37424 on Preston docks. **Cumbrian Coast:** More Class 37 passenger and IM train action from the coast, filmed during summer 2017.

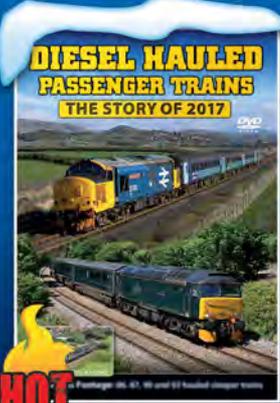
**Duration:** 95 minutes **Price:** DVD £14.95 **Code:** TC503

## Big Freight 18

Launched at the Videoscene stall at The Warley Show 25/26 November

No.18 in the highly-acclaimed and best-selling Big Freight series will be released in November. Produced in conjunction with Freightmaster and filmed countrywide during 2016/2017, this new programme features another superb feast of freight trains, from brand new Class 70s to 50-year old Class 37s! **Class 88:** The DRS Class 88 electro-diesels entered service during summer 2017. Various locos are featured on the Tesco train; **Whatley and Merehead Quarries:** Marking the 30th anniversary of the Class 59s (in 2016), we visit the two main stone loading terminals; **Class 70:** The second batch of Colas Rail Freight Class 70 locos entered service during 2017. Footage comes from Moorswater with the Thursdays-only cement train and the run-round at Liskeard and the Avonmouth - Aberthaw coal train; **The Barrow Avoicer:** A brief look at the short section of freight-only line avoiding Barrow-in-Furness station; **Scotland:** Freight highlights from 2017 including the very first Class 56 hauled oil train on the West Highland Line plus DRS, Colas and Europhoenix Class 37s on ballast and IM trains. Plus lots more...

**Duration:** 150 minutes **Price:** DVD £19.95 - Blu-ray £22.95 **Code:** TC239



## Diesel Hauled Passenger Trains - The Story of 2017

Launched at the Videoscene stall at The Warley Show 25/26 November

The recent revival in loco-hauled passenger trains continued throughout 2017. From the north of Scotland and Class 73s at Inverness, to Penzance with Class 57s, there were many highlights of another comeback year. Starting with Class 37s in **Cumbria** and two diagrams continued to operate six days a week. 37424 in the large logo livery returned to service. As well as the long-standing Class 37 hauled diagram, Class 68s continued working short-sets in top and tail mode off **Norwich** for much of the year. Class 68s continued to work for Chiltern out of Marylebone. In Scotland, the morning and evening peak **Fife Circle** commuter trains were also Class 68 hauled. Class 73s took over haulage of the sleeper trains (on their own) but it wasn't all 73s! In **Wales** the Class 67 hauled trains continued and an extended feature on the **GW sleeper** includes daytime services with arrivals, departures and shunting at Penzance plus the daytime train with 57602 leaving Long Rock and then crossing the Royal Albert Bridge.

**Duration:** 100 minutes **Price:** DVD £16.95 - Blu-ray £19.95 **Code:** TC240

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