

THAMESLINK 24-TRAIN PLAN DELAYED UNTIL LATE 2019

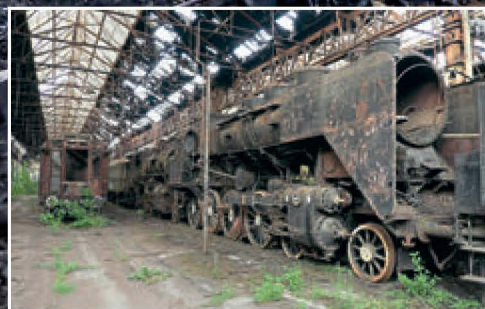
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December 2017

1897 *Magazine* 2017

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© 2017 Mortons Media ISSN 0033-8923

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Saturday: 8.30am-12.30pm
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SUBSCRIPTION

Full subscription rates (but see page 40-41 for offer):
(12 months 12 issues, inc post and packing) - UK
£51.60. Export rates are also available - see page 121
for more details. UK subscriptions are zero-rated for
the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

PRINT AND DISTRIBUTIONS

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

EDITORIAL CONTRIBUTION

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This issue was published on December 6, 2017.
The next will be on sale on January 3, 2018.



The value of Community Rail

IT'S difficult to put a precise value on what more than 60 community rail partnerships and 1,000 station adoption schemes have brought to both urban and rural lines.

More than 3,200 volunteers, working regularly as individuals, or in groups, provide around 250,000 hours of work annually to promote, protect, improve, and transform railway lines and stations for the benefit of all.

In many cases, positive PR and promotion has led to increased use of these lines, and in a number of cases, service improvements by the operator, with more frequent services.

As more passengers discover the delights of Community Rail lines the financial balance in many cases has been tipped away from closure.

It is therefore great to hear the news the Department for Transport will be launching an



updated strategy for Community Rail next spring, widening the scheme and providing extra funding.

The scheme will also form a greater part of franchise tendering than previously, so opinions count.

A consultation on this strategy is currently taking place, but closes at the end of January, so if Community Rail issues are important to you, make your views known.

Remembrance tributes

WHEN it comes to remembering railway and military personnel who made the ultimate sacrifice in two world wars and numerous other conflicts, Britain's rail industry does these heroes proud.

Around the country at the 11th hour, on the 11th day, and during the 11th month, two minutes' silence were impeccably observed at railway stations as staff remembered fallen comrades, with wreaths laid at stations with war memorials.

Trains and stations were bedecked with poppy emblems, but this year TransPennine Express adorned DMU No. 185111 with a Victoria Cross heroes theme, featuring small interpretation panels about Private Ernest Sykes and Private Wilfred Wood, two of seven serving railwaymen who won the Victoria Cross.

Putting their names on rail traction after



a 55-year gap is a tremendous gesture by TransPennine Express.

It was 'Patriot' Class Nos. 45536 and 45537 that last honoured the two LNWR employees.

Never should we forget the great sacrifices made by our ancestors, and with next year marking the centenary of the end of the Great War, it is appropriate that Jock Christie, Charles Robertson, Sgt John Meikle, Jacob Rivers and Thomas Jackson should be similarly honoured with trains or locomotives that carry their names.



PICTURES: BRIAN FRY

Plenty in store for 2018

WITH this issue comes a free calendar for 2018 (export customers had theirs some months ago), a timely reminder that another busy year for railway news has passed by. Next year promises to be even busier with new sleeping car carriages, many new trains coming on stream, work on HS2 beginning in earnest, as well as a number of important railway

centenaries, all of which *The RM* will be covering and reporting on.

Buying a subscription will save you money and guarantee you a copy of each issue. Don't miss out – sign up today by calling 01507 529529 to ensure you get the biggest and best all-round railway news.

CHRIS MILNER, Editor

The editorial staff of *The Railway Magazine* wish all readers a Happy Christmas and a peaceful new year, and look forward to your support in 2018.

Contents

December 2017. No. 1,401. Vol 163. A journal of record since 1897.

Headline News

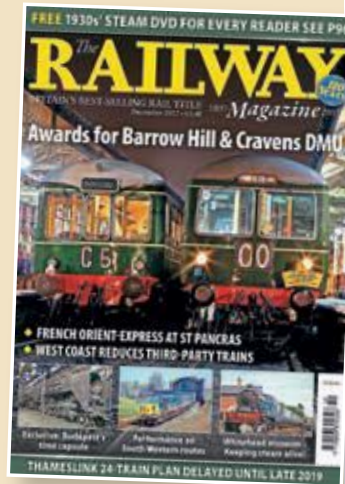


Classic SNCF 'Orient-Express' vehicles visit London's St Pancras International to promote the new *Murder on the Orient Express* film. KEITH FENDER

Thameslink 24tph timetable delayed until December 2018, Ordsall Chord completed, Autumn Budget promises more money for railways in English regions, five shortlisted for HS2 train contract, Diesel Brake Tender launched, SNCF 'Orient-Express' visits London, Final 'Electrostar' set completed at Litchurch Lane.

On the cover

COVER: Two beautifully restored BR diesel railcars re-create a scene from 50 years ago at the East Lancashire Railway on November 3. The recently completed Cravens set (right in photo) is to receive the *Rail Express* prize in February's Heritage Railway Association awards. TOM MCATEE



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

66 Steam & Heritage

Clun Castle steams again at Tyseley, NYMR launches £2.5m 'future proofing' appeal, Hosking's 'Black Five' returns to the main line, Swanage launches 'T3' restoration appeal, ELR bids to buy *City of Wells*, 'B1' No. 61264 booked for SVR gala.

73 Steam Portfolio

74 Narrow Gauge



The Swanage Railway is seeking support to restore its LSWR 'T3' to steam for the first time in more than 70 years.

77 Irish

78 Network

Network Rail seeks to reduce bridge strikes, new vision for Coventry station, Abbey Wood rebuild complete, London's surface railways to be covered by housing developments?

81 Classic Traction

84 Metro

86 Heritage Trams

88 Railtours

91 Railtours Portfolio

93 World

97 Traction & Stock

BARS puts loco fleet up for sale, Class 385 interiors revealed, GWR adds more Class 800 diagrams, Grand Central HSTs to finish at end of December, £50m refresh for SWR 'Desiros'.

100 Traction Portfolio

102 Stock Update

103 Operations

109 Freight

Regulars

12 Multiple Aspects

With Lord Berkeley.

12 Railways in Parliament

40 Subscription Offer

Subscribe today to receive your monthly copies of *The Railway Magazine* from only £20.

49 Readers' Platform

56 Christmas Gift Guide

60 Panorama

Our monthly gallery of the best railway photography.

64 From *The RM* Archives

Find out what *The RM* was reporting 20, 50 and 100 years ago.

108 Meetings

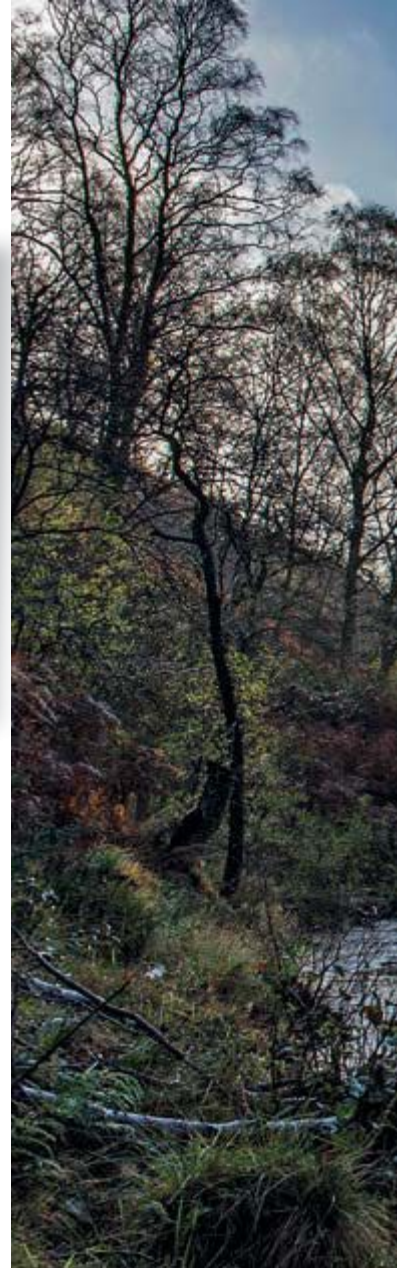


John Cameron's 'A4' No. 60009 *Union of South Africa* catches the fading sunlight as it passes Burrs on the East Lancashire Railway. TOM ADAMS

110 Heritage Diary

Details of when Britain's unique collection of heritage railways and railway museums are open.

122 Christmas Crossword



MOORS MAGIC: Pickering Beck appears swollen as 'Black Five' 4-6-0 No. 44806 heads north away from Levisham during a Matt Fisher photo charter at the North Yorkshire Moors Railway on November 2. DAVE HEWITT

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Features

14 Successors to South Western Steam

Keith Farr assesses the performance of post-steam traction on former London & South Western lines, from 'Warships' to Class 50s, 4-REPs, and modern Siemens electric units.

22 Keeping the Steam Alive

As the Railway Preservation Society of Ireland's new visitor centre opens at Whitehead, near Belfast, Gary Boyd-Hope visits to discover how the organisation is maintaining and promoting Ireland's unique railway heritage.

28 Christmas Ghost Story

Bob Lumb has penned *The RM's* traditional annual ghost story, featuring a mysterious tale from the Settle-Carlisle Line's legendary Blea Moor tunnel.

31 Closing the Gender Gap - 2

The second part of Nicola Fox's study focuses on women who have succeeded at the top level of rail industry management.

36 Hungary's Hidden Time Capsule

Ben Jones gets a rare opportunity to visit a remarkable collection of historic locomotives and

rolling stock, stored out of public view in Hungary's capital city.

42 Three Million Passengers and Counting

Cliff Thomas profiles the Llanberis Lake Railway in North Wales, its origins in the local slate industry, and its development since opening in 1971.

50 Cruelty of Assumption

A rare passenger's account of the horrific Lewisham accident adds a human dimension to Fraser Pithie's summary of the tragic events on that foggy day in December 1957.



VAC FORMED: Class 50s and other modern traction on South Western main lines - p14



SECRET STEAM: An exclusive look inside a remarkable Hungarian time capsule - p36



60 YEARS ON: An account of the tragic collision at Lewisham in December 1957 - p50

Budget announcements should benefit railways in the regions

SEVERAL rail projects throughout Great Britain should benefit from Government investment announced by the Chancellor Philip Hammond on November 22.

An cash injection of £337million will be used by Tyne & Wear Metro towards procuring new trains.

The 48-mile, 60-station network first opened in August 1980, but its fleet of 90 two-car trains, which were built between 1978 and 1981 by Metro-Cammell, in Birmingham, are life-expired and showing reliability problems. During their life, they have been refurbished several times. Around 40 million

passengers use the Metro each year.

A replacement fleet, which may cost £550m, could be configured to take power at the 1,500v DC on the Metro network, and 25kV AC, which with the right build of unit, could operate over electrified Network Rail lines. Battery technology is also an option to make the units energy efficient.

Funding for phase two of the western section of the East-West Rail (EWR) link has been confirmed, covering Bicester to Bedford, and Milton Keynes to Princes Risborough, along with the aim of the first passenger services to be running in 2023,

and the project to be complete by 2024.

Plans were also announced to accelerate delivery of the central section of EWR between Bedford and Cambridge, aiming for passenger services to begin by the mid-2020s.

Matched funding of £5m towards a new station at Cambridge South has been confirmed, along with £300,000 as a first step towards a new station at Cowley, Oxford.

Mr Hammond announced he would make £84m available for digital cab signalling in the South East and east London, where there is a heavy frequency of services.

Network Rail's test track at Melton Mowbray – known as RIDC (Rail Innovation & Development Centres) – will get an investment of £35m to upgrade the infrastructure, with a consultation planned by the Government on options to improve mobile communications for passengers on the move.

£300m is being provided for Northern Powerhouse Rail projects that will be linked to HS2

As predicted last month, the confirmation came from the Treasury for a railcard trail for people aged 26-30 on Greater Anglia, although it was evident

not all operating companies necessarily agree with its full introduction, and the news received a mixed response from people in that age group.

There are also capacity constraints on the Coventry to Leamington line, which gets £2m of funding for a resolution package, with £200m worth of renewals being brought forward from control period CP6 (from 2019) to the current CP5.

It has also been announced the National Infrastructure Commission, headed by Lord Adonis, will begin a study into the future of freight infrastructure, with a report published in spring 2019.

Chinnor hosts Thames Valley Police firearms railway training

By Phil Marsh

A RECENT call-out by armed Thames Valley Police (TVP) officers to a Chiltern Railways' service at High Wycombe led to four training days on the Chinnor & Princes Risborough Railway (C&PRR), using a Class 165 DMU.

Under strict secrecy, Chiltern and the TVP contacted the C&PRR to see if the three organisations could join together to provide realistic training scenarios for TVP firearms officers.

Armed squads

The training days began using four Mk1 carriages for briefings carried out by C&PRR volunteers and also TVP firearms instructors. The police were walked along the cess

around the train and armed squads practised boarding the Mk1 from the cess using ladders.

This was timed to end before the Class 165 arrived, piloted by C&PRR volunteers, who also provided crossing keepers for the four-mile trip to Chinnor, where Chiltern's staff held driving cab and carriage-layout familiarisation sessions for the police.

Several scenarios took place, with C&PRR volunteers and Chiltern staff acting as passengers/hostages as required. They were rescued variously from knife-wielding terrorists, gunmen, serious crime suspects, and unruly passengers, the suspects being either 'shot' or overpowered on the platform. After all scenarios, the unit and platform were

cleared of spent cartridges before it returned to service for the evening peak.

TVP training officer PC Liam Busby, of the Tactical Firearms Group, said: "TVP firearms officers have been conducting training at Chinnor Railway station with the support of Chiltern Railways during November.

"This has been to better prepare our firearms officers to deal with incidents that might occur on our rail network.

'High threat'

"This training is crucial in developing officers' understanding of being able to operate in and around the rail network. It will enable them to be better able to respond to any high-threat situations.

"We would not have been



Police armed response training at Chinnor station. PHIL MARSH

able to carry out this training without the assistance and support from the volunteers at Chinnor Railway and members of staff from Chiltern Railways."

C&PRR chairman Danny Woodward said the railway was delighted to have played a key part in the exercise and looked forward to future training days.

Talgo to build UK test track?

TALGO could create a test track open to any company, including rival manufacturers, as part of its plans to set up a site in the UK.

Currently, the UK only has end-to-end dedicated test tracks in four locations, two of them not suitable for speeds above 20mph.

A continuous loop track, in a similar style to those at Wildenrath (Germany) or Velim (Czech Republic) would allow

reliability and performance testing on a more arduous scale and over a longer duration.

Such a track could be used for new and re-tractioned trains, and could be next to any manufacturing site Talgo builds.

A number of possible locations have been visited by Talgo's key account manager for UK and Ireland Jon Veitch, but a decision could be some months away.

Aslef drivers accept Southern pay deal

A VOTE by Aslef drivers in the long-running dispute with Southern (Govia Thameslink Railways) over driver-only operation (DOO) has been accepted by a four to one majority on an 87% turnout.

The deal contains an agreement in which a second safety-trained person, with relevant safety competence and skills to evacuate passengers in an emergency, will be on every train except in exceptional

circumstances. The agreement also forms part of a five-year pay deal worth 28.5%, covering the October 2016, 2017, 2018, 2019 and 2020 pay settlements to the end of the franchise, and will take average pay to around £63,000.

Aslef general secretary Mick Whelan said the deal is company-specific and does not have implications for any other train operating company.

Just two years ago, an Aslef statement said it was 'completely

opposed to DOO and its forms, including Driver Controlled Operation and Driver Door Operation, throughout the network'.

The acceptance of the deal on Southern was criticised by the RMT union which called the deal 'shoddy'.

The union claimed a significant factor in delivering this result was the threat of massive legal costs being levied on the union by GTR, which was denied by Aslef.

Camera club exhibition at Shildon

LOCOMOTION Shildon is hosting a photographic exhibition featuring the work of members of the Rail Camera Club (RCC) between January 20 and March 4, 2018.

A new 128-page book featuring work by members of the RCC is due for publication imminently.

The RCC was formed in 1976

as the successor to the Railway Photographic Society, which was established by Maurice W Earley in 1922. The exhibition is being sponsored jointly by Hitachi Rail Europe, Bachmann Europe Ltd, Mortons Media Ltd (publishers of *The RM*), the Bluefin Insurance Group, and the Bahamas Locomotive Society.

Virgin and union launch apprentice driver scheme

VIRGIN Trains, in association with Aslef, has launched the rail industry's first driver apprenticeship scheme.

The project will develop train drivers of the future, with the youngest train driver in the UK coming from the scheme.

More than 1,200 applications were received for the

apprentice positions, with three final candidates being selected following a 16-stage recruitment process.

During a year-long training programme, apprentices will receive training in all aspects of the train driver role, plus additional training in functional skills and English, Maths and ICT.

They will shadow qualified train drivers as well as train managers and station staff so they can gain a full appreciation of how their role relates with others. The apprentices will also benefit by receiving training in other areas, and will spend time with other Virgin companies, including Virgin Atlantic.

Thameslink's 24 trains per hour delayed until 2019

PLANS for 24 trains per hour through the Thameslink core, between St Pancras and Blackfriars, has been put back by 12 months to December 2019.

The Department for Transport has agreed to the request, which has come from Network Rail and Govia Thameslink Railway, and stems from concerns too many changes and new services could put the network at risk.

This concern seems to follow the myriad of problems faced during key parts of the London Bridge upgrade.

Here, as Network Rail worked on its detailed design and developed the site, it found conditions at London Bridge were not as expected, requiring changes to the design, additional work, and acceleration of other works to keep to schedule.

The result is the budget for

phase two increased by 18.0%, from £2.63million to £3.103m.

A National Audit Office (NAO) report on the Thameslink upgrade project concluded the upgrade to the Thameslink routes through London has a realistic prospect of delivering value for money, but added there remain risks, which the DfT and Network Rail need to manage carefully, stemming from both organisations not beginning work early enough.

The NAO also identified that acceptance of the Class 700 trains is behind schedule, but efforts are being made to recover lost progress.

Siemens had difficulties finalising on-board software for the trains, which delayed Govia Thameslink's acceptance of the first train, with it coming into passenger service just over three months later than initially planned.



The full service of 24 trains every hour through the Thameslink core between St Pancras and Blackfriars has been delayed by 12 months. Here, unit No. 700019 passes Hitchin with a Royston to King's Cross empty stock move on November 13. FRASER PITHIE

It is expected time lost will be caught up

The NAO also warned the wider rail network cannot yet reliably support the Thameslink programme's new services.

Between July 2015 and March 2017, 13% of all cancellations and delays of more than 30 minutes were because of failure of track and other Network Rail assets, such as signalling systems.

In 2016, Network Rail estimated

an investment of up to £900m (cash prices) of maintenance and renewal work was needed to achieve the resilience needed to run the new services.

Chris Gibb, who chairs the Thameslink Programme Industry Readiness Board, said: "By phasing the introduction of the new timetable in this way, we have front-loaded the benefits for passengers, and then spread further changes in such a

way they can be more reliably introduced.

"We have also spread out the introduction of the rest of the cross-London services over three further timetable changes instead of just one. This will reliably embed new operating principles in a progressive manner, enabling a smoother introduction, with reduced risk of passenger disruption from too much change at any one time."

ScotRail takes delivery of first production Class 385

HITACHI Rail Europe has completed the first Class 385 EMU and delivered it to ScotRail at Craigentinny for commissioning and crew training.

Set No. 385103 was inspected after a factory visit to Newton Aycliffe by Scotland's Transport Minister Humza Yousaf, who also sampled a short ride on the four-car set.

Hitachi is building 24 four- and 46 three-car sets, based on the AT200 platform, which will be used on Edinburgh to Glasgow services (all routes) as well as to Stirling and North Berwick.

The set is the first to be fully

fitted out internally (see p98), as two sets (385001/102) are being used for pre-production and route tests in Scotland, while a third set – 385002 – is at the Velim test track in the Czech Republic.

The Edinburgh Glasgow Electrification Programme (EGIP) has fallen foul of a number of delays for a variety of reasons, and it had been planned for services to begin in September this year. However, with crew training to be carried out, the indications from Transport Scotland are the Class 385s will begin service from late-February/early March.



Brake tender debut at the Great Central

The debut of the replica diesel brake tender masterminded by carriage group Railway Vehicle Preservations and built by volunteers at the Great Central Railway took place on November 18. Here, the tender is propelled by D123, hauling mineral wagons at Kinchley Lane. GEOFF GRIFFITHS



The first Class 385 – No. 385103 – to be completed internally is being tested on the Hitachi test track on November 20, before being delivered to ScotRail that evening. GARETH P JONES

Reprieve for Breich station

PROPOSALS to close Scotland's Breich station, on the Shotts line, have been abandoned.

Network Rail undertook a consultation over closure because as part of electrifying the Shotts line, the station would need a new footbridge, waiting shelters and CCTV, which is reportedly set to cost £1.4million,

yet was used by an average of 2.6 passengers per week and two trains each day.

Transport Minister Humza Yousaf decided to keep the station open following public objections, and has told ScotRail to make sure more trains call at the remote station, which serves a handful of houses.

West Coast reduces third-party commitments

A SHORTAGE of qualified steam footplate crews is forcing West Coast Railways to end its provision of crews to third-party operators.

Prompted by the retirement of several long-serving steam traincrew staff, WCR says it is unable to provide crews for organisations such as Tyseley's Vintage Trains after the end of December.

WCR managing director Pat Marshall said: "It is a shame that we have to make this decision but, when it comes to steam, it is a fact of life that

there are fewer and fewer experienced and suitably qualified railwaymen out there.

The requirements to train and pass out new crew are becoming ever more onerous and time consuming and, in the current climate, we don't see the position changing."

Vintage Trains is in the process of applying for authorisation to become a Train Operating Company (TOC) in its own right, but WCR's decision could have a detrimental affect on Tyseley's main line operations

in the short term. Tyseley chairman Michael Whitehouse said: "West Coast accepted our specifications for our advertised programme, which is why we advertised it following the usual contractual process.

"In the light of their subsequent announcement, we are discussing what effect this will have, but as yet we have no answer."

The decision does not affect WCR diesel-hauled trains or steam charters operated on behalf of tour promoters.

Five to bid for £2.75bn HS2 train contract

By Ben Jones

ALSTOM, Bombardier, Hitachi Rail Europe, Siemens and Talgo have been invited to bid for the £2.75billion contract to design and build the first generation of 'classic compatible' trains for High Speed 2 (HS2).

HS2's outline specification calls for trains capable of operating at up to 225mph (360kph), with 'unparalleled levels of reliability, speed and comfort'.

The new trains will be required to meet the highest international standards for passenger experience, noise reduction, and environmental sustainability, while maximising skills, employment and growth opportunities by making use of the UK supply chain wherever possible.

All five bidders will be invited to tender in spring 2018, with contracts awarded in 2019.

Dedicated depot

The winning bidder will be responsible for the design, build and maintenance of at least 54 trains entering squadron service from 2026. However, it is expected the first trains will be delivered in the early-2020s to allow sufficient time for staff training and infrastructure testing from around 2024.

The fleet will be maintained at

a dedicated depot at Washwood Heath in Birmingham, which will also be operated by the winning bidder.

No details of the trains being offered have yet been revealed, although all five bidders have suitable products in their catalogue.

Alstom's 'Avelia' family of modular trains is based on its extensive experience with TGV, AGV and 'Pendolino' high-speed trains, and could be assembled at the company's new facility in Widnes.

Bombardier's current Very High Speed Train (VHST) is the 'Zefiro', now in service with Trenitalia, while Siemens has the long established 'Velaro' family, operating in Germany, Spain, Turkey and, closer to home, with Eurostar.

Hitachi Rail Europe is offering its AT400 'British Bullet Train' concept, closely based on Japanese *Shinkansen* technology.

However, the 'wild card' in the pack is Spanish company Talgo (Tren Articulado Ligero Goicoechea Oriol) with its 'Avril UK' concept.

'Avril' has recently been ordered by RENFE in Spain as its next generation of VHSTs, and offers a radically different approach to high-speed train design, evolved from Talgo's long



Talgo T350 set No. 16 waits time at Valencia with the 07.10 to Madrid Atocha on October 11. The trains are nicknamed 'Pato', which is Spanish for duck. CHRIS MILNER

line of low-slung, articulated passenger cars mounted on steering single axles. Talgo has also expressed its intention to build trains in the UK if it wins enough orders.

Surprise omission

One surprise omission from the shortlist was China's CRRC, now the world's largest supplier of railway vehicles, which has

rapidly increased its VHST expertise over the last decade.

Transport Minister Paul Maynard said: "Thousands of skilled British jobs and apprenticeships will be created by HS2. Announcements like this show how the benefits of HS2 will resonate far beyond the opening of the new railway."

"HS2's legacy of jobs and skills is already being created."

Chris Rayner, HS2 managing director of railway operations, added: "It's great to see such a strong line up of experienced high-tech manufacturing and design talent."

"Together with the successful bidder, HS2 will deliver some of the world's most advanced rolling stock, engineered to provide seamless, accessible, fast and reliable journeys."



An artist's impression of the unusual livery style planned for rolling stock under the new Abellio/JR East/Mitsui-held franchise.

Abellio revives London North Western brand

DECEMBER 10 will see the London North Western name return to the West Coast Main Line when the Abellio/JR East/Mitsui joint venture assumes control of the West Midlands franchise.

The current London Midland branding will be replaced by London Northwestern on the operator's long-distance semi-fast routes from London Euston to the West Midlands and north-west England.

Local services around Birmingham will gain the new

West Midlands Railway branding. The latter is the responsibility of West Midlands Combined Authority, with the two operations remaining separate to enable the possibility of devolution between the areas.

The identity changes will be the first hint of almost £1billion of investment by Abellio and its Japanese partners in the franchise, £680m of which will be spent on 81 new Bombardier 'Aventra' EMUs and 26 CAF two/three-car DMUs.

Much interest from UK in Alstom's new hydrogen-powered train

by Keith Fender

HYDROGEN-powered trains could be heading to the British rail network within a few years.

Alstom has been developing the new technology in Germany for several years and has been discussing the idea with UK operators, ROSCOs and the DfT.

The trains would be powered by hydrogen fuel cells, producing electricity which powers traction motors.

Experience in Germany with Alstom's iLINT prototype suggest a hydrogen-powered unit can operate up to 1,000km between refuellings.

Alstom say the new technology could be retrofitted on to trains, although whether that is possible within the UK loading gauge is unclear.

In early November, Alstom announced the first firm order for its new iLINT hydrogen-powered train. Fourteen of the two-car trains, based on the LINT54 body and running gear, but powered by hydrogen fuel cells, rather than diesel engines, will be delivered to the State of Niedersachsen.



The iLINT prototype No. 654 601 on show at Innotrans, Berlin in 2016. KEITH FENDER

Right: The Hydrogen fuel cell (near camera) and hydrogen tanks on the roof of the iLINT unit. KEITH FENDER



The trains will replace DMUs, and are being leased to operators of the Bremerhaven to Cuxhaven concession.

The first two prototype trains will enter service in mid-2018, with all 14 in service by 2021.

Several other German states have signed agreements to develop the trains, but have yet

to place firm orders.

Hydrogen fuel technology is being promoted by the German government as an alternative to both diesel engines and overhead electrification of otherwise lightly used lines.

■ A feature about alternatively powered trains is planned for a future issue.

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Controversial Ordsall Chord now complete

MANCHESTER'S three main railway stations are now connected for the first time by the £85million Ordsall Chord – the centrepiece of Network Rail's £1billion Great North Rail Project.

The chord has caused much controversy, having been constructed across the 1830-built rail access to Manchester's Museum of Science and Industry (MOSI), but the 300m double-track electrified connection was ceremonially completed on November 9 – ahead of schedule and on budget.

It will open to passengers when the new 2017/18 timetable comes into force on December 10.

Centrepiece of the chord is the world's first asymmetric network arch rail bridge, designed by local architects BDP, in collaboration with Parsons Brinkerhoff, Aecom, and Mott MacDonald.

The complex 89m-long structure, weighing 1,600 tonnes, crosses a main road and the River Irwell, which separates the cities of Manchester and Salford at this point.

The connection is designed to improve rail services across the north of England, allowing

trains to run directly from Manchester Airport, Piccadilly and Oxford Road stations to Manchester Victoria and on via the Standedge and Calder Valley routes to Yorkshire and the North East.

The Great North Rail Project promises to deliver faster and more comfortable journeys across the north of England by 2020, with new trains, extra carriages, and more than 2,000 additional services each week.

Bridge restoration

However, it remains to be seen whether the full effects of the new link will be realised with associated upgrades such as the trans-Pennine electrification scheme and extra through platforms at Manchester Piccadilly, currently under review.

As part of the project, an original George Stephenson masonry arch bridge built for Liverpool & Manchester Railway in 1830 is being restored after decades of neglect. However, the early stages of the project were dogged by legal challenges over the controversial breaking of the rail link to the world's first passenger railway station at Liverpool Road, now part of

the MOSI site. In total there are three Grade I-listed and 21 Grade II-listed structures on or around the site. Work finally started on the link in October 2015.

After installing the ceremonial last track clip with local politicians and VIPs looking on, Rail Minister Paul Maynard said: "The Ordsall Chord is a major milestone for the Great North Rail Project. The construction of this iconic new bridge has supported 2,000 jobs, including apprentices and graduates, and will provide new and direct links to Manchester Airport from across the region."

■ Network Rail is also working with two Alliances to develop potential infrastructure enhancements for the planned trans-Pennine route upgrade. West of Leeds, Network Rail, Amey, BAM Nuttall and Arup will design infrastructure options for the route, covering upgrades to civil engineering, track, railway systems and electrification, while Network Rail, VolkerRail, J Murphy & Sons and Siemens will develop options east of the Yorkshire city. Their conclusions will be submitted to the Department for Transport for consideration this month.



The impressive bridge looking in the direction of Manchester Victoria. BEN JONES

GTR to be broken up?

BRITAIN'S largest passenger train operation could be broken up when its contract ends in 2021.

Govia Thameslink Railway (GTR), which operates Thameslink, Southern, Gatwick Express, and Great Northern services (TSGN), was created in 2014/15 to manage routes affected by the upheaval caused by the Thameslink and London Bridge rebuilding projects.

Rather than a standard rail franchise, GTR operates on a management contract for the Department for Transport (DfT).

GTR is paid a fee (£8.9billion over seven years, including a management fee of £1bn) to operate the services, with all

fare revenue going to the DfT.

GTR has been heavily criticised over the last two years, and was fined by the DfT earlier this year for poor performance, particularly on its Southern routes, which have been beset by industrial action, infrastructure failures and overcrowding.

A DfT spokesman said: "We are actively looking at the shape and size of the next TSGN franchise on expiry of the existing contract in 2021."

Govia is a joint-venture between Go-Ahead Group and Keolis of France, part of the SNCF Group. It recently lost the London Midland franchise to an Abellio/JR East/Mitsui joint venture.

Arriva drops out of Wales franchise race

DEUTSCHE Bahn subsidiary Arriva has pulled out of the race to win the new Wales and Borders franchise.

The surprise move by the incumbent, which has operated as Arriva Trains Wales since 2003, leaves just three contenders for the controversial new devolved franchise – Abellio of the Netherlands, SNCF subsidiary Keolis, and Hong Kong's MTR Corporation.

Arriva cited commercial reasons for its withdrawal, although the management and delivery of the franchise competition has been the subject of major disagreements between the Welsh Government and the Department for Transport.

Arriva's withdrawal also takes civil engineering company Costain out of the race.

All shortlisted bidders are joint ventures between transport operators and civil engineering companies because



the franchise will include the delivery of the £600million South Wales Metro project and electrification of the Cardiff Valley Lines.

Abellio is working with Aecom and Carillion, Keolis with Amey, and MTR Corporation (Cymru) has teamed up with BAM Nuttall.

The new franchise will be

a 'not-for-profit' model, and it is unclear whether that was a deciding factor in Arriva's decision.

Final tenders are due to be submitted by December 21, with the preferred bidder expected to be announced in Spring 2018.

The new operator will take charge in October 2018.

Deltic's historic Preston birthplace set to close

AROUND 180 jobs will be lost in Preston when Alstom closes its historic works in the Lancashire city.

The Strand Road site, formerly owned by electric traction pioneer Dick, Kerr & Co, and later English Electric (EE), was the birthplace of some of Britain's earliest electric trains and trams and

the legendary EE prototype *Deltic*, completed in Preston in 1955.

Alstom is transferring work from Preston to its new Transport Technology Centre in Widnes, which opened in June this year. The process will be completed by July 2018, ending 120 years of activity at the site.

First electric train 'upstairs' at Queen Street

THE Edinburgh to Glasgow Improvement Programme passed another major milestone early on November 1 when a Class 385 EMU became the first electric train to work under its own power into Glasgow Queen Street High Level.

The '385' traversed the entire 46-mile route between Edinburgh Waverley and Glasgow Queen Street via Falkirk High in the early hours of the morning as part of tests to check and approve

the recently completed 25kV AC equipment.

Full testing of the trains and the infrastructure along the route will continue for several weeks, with a view to electric operation starting on December 10.

However, the initial service will be a mix of current DMUs and Class 380 EMUs because the Hitachi Class 385s are not expected to be ready for passenger service until the spring. Once the full fleet of 70 trains

has been delivered, the '385s' will work Edinburgh to Glasgow services in seven-car (later eight-car) formations, as well as North Berwick, the Cathcart Circle, Neilston and Lanark routes on the south side of Glasgow, Glasgow/Edinburgh to Dunblane, Stirling and Alloa (from 2019), Glasgow to Falkirk Grahamston via Cumbernauld, and Glasgow to Edinburgh via Shotts services, the latter once electrification is completed in 2019.



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SIDELINES

Butterley visit breaks new ground for *Tornado*

PEPPERCORN A1 No. 60163 *Tornado* will break new ground next spring when it makes its first visit to the Midland Railway – Butterley.

The Apple Green Pacific celebrates its 10th anniversary in 2018 and will take part in a special running weekend on April 21–22.

It may remain on the railway until it works the 'Ynys Mon Express' from Derby to Holyhead on April 28.

Abbots Ripton crossing to close

THE Secretary of State for Transport has approved the closure of Abbots Ripton level crossing, over the East Coast Main Line.

The move comes after the installation of a fourth track and increased train movements.

A brideway will be re-routed by a nearby underbridge.

Wordsearch prizewinners

WINNERS of the Wordsearch competition in the November issue were: First prize to David Taylor from Bentham, with runner-up prizes to Ernie Parker from Essex and Charles Paterson from Rugby. Our congratulations to all three winners.

OBITUARY

RICHARD CASSERLEY 1937–2017

RICHARD Casserley, the son of the late railway photographer Henry Casserley, passed away on October 19 after a short illness. He was 80.

At a young age, Richard accompanied his father on railway trips and became a recognised photographer in his own right.

Following his father's death in 1991, Richard became custodian of a prolific collection of negatives, dating from 1919, and was helpful and generous to others who wanted to use the HCC collection by making prints available for publishers and individuals.

His other passions were bell-ringing and visiting Wetherspoons pubs around the country, travelling First Class with his BR pass.

As an author, Richard produced jointly with Philip Millard *A Register Of West Coast Joint Stock* (published by Historical Model Railway Society), and had recently completed *Steaming Through Berkhamsted*, containing more than 100 of his father's images, but sadly died before delivery of the books from the printers.

Our condolences to his family.

French Pullman Orient-Express visits London

By Keith Fender

THE 'Pullman Orient-Express' – a set of 1920s-built Pullman cars, preserved and maintained in operational condition in France by national operator SNCF – made a surprise visit to London on November 2.

The train was in London to promote the new film *Murder on the Orient-Express*, starring Kenneth Branagh, Penelope Cruz, Johnny Depp and Michelle Pfeiffer.

The latest film version is based upon the book by Agatha Christie, and had its premiere at the Albert Hall in London that evening.

The coaches of the 'Orient-Express', most of which are designated as protected 'national monuments' in France, are occasionally used for charter and filming work, although SNCF and French hotel chain Accor have recently announced plans to offer more regular excursions.

Some of the vehicles in the 'Pullman Orient-Express' visiting St Pancras used to operate the famed 'Orient-Express' service before the Second World War.

The original 'Orient-Express' train operated as a Pullman service between Paris and Istanbul between the 1880s and 1977; after that a regular international train between Paris and Vienna/Bucharest used the name for two more decades before ceasing altogether.

Agatha Christie travelled on the train in 1928, and this is said to have provided the inspiration for her book published in 1934, which has been made into a movie twice since, the first being in 1974.

The 'Pullman Orient-Express' train was moved via the Channel Tunnel from Calais on November 1 to Dollands Moor by GB Railfreight. It then travelled as 6K29, the 23.00 from Dollands Moor to St Pancras via HS1 early on November 2, using two of the Eurotunnel Krupp diesel hydraulics. It arrived at 01.15.

After a loco run round the train was propelled into platform 10, where it remained all day for media and other events



Above: The Pullman Orient Express in platform 10 at St Pancras International on November 2. **Insets:** The builder's plate on carriage No. 2869 and the Compagnie Internationale des Wagons-Lits crest.

Right: The sumptuous interior of restaurant car No. 2869 *Anatolie*, built by the Birmingham Railway Carriage & Wagon Company. **ALL PICTURES:** KEITH FENDER

promoting the new film.

Eurostar stabled a Class 373 train in platform 9 to screen the train from passengers using Eurostar services.

The 'Pullman Orient-Express' left St Pancras with the Krupp diesels as 6K30, the 00.20 St Pancras International-Dollands Moor on November 3, returning to France behind a Class 92.

GBRF was responsible for the move from Calais to London and back.

Different builders

The SNCF-owned Pullman cars were built between 1925 and 1929 by different builders in France, Italy and the UK. The oldest vehicle – restaurant car



number 2869 *Anatolie* – was built in Smethwick by BRCW in 1925 as part of an export contract for the Paris-based Compagnie Internationale des Wagons-Lits, which operated the cars all over Europe.

Two of the other restaurant cars in the train were built by Officine Meccaniche Italiane in Reggio Emilia, Italy in 1927.

The three Pullman seating cars that visited London, carrying the CIWL blue and white livery, were built by Entreprises Industrielles Charentaises, in Aytré, near La Rochelle, at a factory established by American Pullman builder, the Middleton Car Company in 1918.

This factory, later owned by

the Pullman Car Company, and owned by Alstom since 1972, is still in operation, and is where all French TGV trailer cars are built today.

All the 'Pullman Orient-Express' coaches were built for the bigger European loading gauge, and had never visited the UK before in service.

HS1 from the Channel Tunnel to London is built to a bigger loading gauge than the main NR network, making their movement possible.

The modern-day luxury train – 'Venice Simplon-Orient-Express' – is operated by luxury travel company Belmond, and uses different, albeit similar, Pullman cars for its European train.

Rail Delivery Group launches 'partnership for prosperity'

UP TO £85 billion in benefits to the UK economy could be delivered by Britain's railways if it works as a unified industry, according to a new plan compiled by the Rail Delivery Group (RDG).

In Partnership for Prosperity makes four pledges, agreed across the industry, committing Network Rail, train operators and freight companies to strengthen the railway's contribution to the economy through investment and stricter control of running

costs, increased customer satisfaction, boosting local communities through more localised decision making, creating more jobs, and increasing diversity in the rail industry.

A major element of the plan is the delivery of around £50bn in public and private investment in the railway. This breaks down as £12.7bn in Network Rail renewals, £15.1bn in new infrastructure (enhancements), £7.6bn on HS2 in 2015–19, £6bn on Crossrail

in 2014–19, and £11.6bn on the introduction of 5,700 new passenger vehicles by 2021.

The RDG plan claims this could create 100,000 new jobs in the rail industry and its supply chain, and stimulate wider economic growth of £85bn through better links to employment centres, housing and new developments.

However, critics were quick to point out the plan features no new money for the railways and suggested it had been prompted by Government and

private industry fears over the possible renationalisation of the railways by any future Labour Government.

RMT union general secretary Mick Cash dismissed the plan as "bogus propaganda", accusing the RDG of "double counting on an epic scale", and added: "There is not a penny of new money in any of this. The cash that is being talked up is British taxpayer and farepayer money that has already been announced on many occasions."

Final 'Electrostar' rolls off Bombardier production line

THE final 'Electrostar' train has been completed at Bombardier's Litchurch Lane Works.

It has been handed to leasing company Porterbrook, which will pass the train to GWR for use on West London and Thames Valley services.

Since production of the 'Electrostar' began at Derby in 1999, under the auspices of ADTranz (later Bombardier) – with the first Class 357 for c2c – a total of 2,805 vehicles have been manufactured at the site in three-, four- and five-car formations.

It makes the 'Electrostar' the UK's most successful electric multiple unit.

A succession of orders over the past 18 years has helped to keep the Derby manufacturing site open, and paved the way for

the development of the 'Aventra'.

The total number of EMU sets manufactured is 589, and these are in service with more than 10 different operators, including Gautrain, in South Africa, which operates 24 four-car sets, the first three of these being built at Derby, the remainder sent out as kits for construction locally.

In a small ceremony attended by Dame Margaret Beckett, MP for Derby South, the constituency in which Litchurch Lane works is located, said: "The 'Electrostar' is a real triumph for everyone who has been involved at every stage. It's a bit sad to see the 'Electrostar' go, but what is really important is that it is making way for the 'Aventra' that will lay a similarly solid foundation for the future."

Success for the 'Aventra' is expected to follow the



Workers on the 'Electrostar' project proudly stand in front of the last unit to be produced, set No. 387174. BOMBARDIER

'Electrostar'. The order book is already bulging, with 2,558 vehicles for five operators, which will ensure production of rail vehicles at Derby until at least 2022.

By late next year, Bombardier will be operating five 'Aventra'

production lines. In the new year, Bombardier is expected to announce a new version of the 'Aventra' that will harness different power sources.

With the Southeastern and Wales & Borders due to be re-let, more orders could follow

and make the 'Aventra' more numerous than the 'Electrostar'.

The company is also looking at export markets for the 'Aventra'.

■ Bombardier has confirmed the last vehicle off the production line was No. 421174 from set No. 387174.

Double success for Barrow Hill at heritage awards

BARROW Hill Roundhouse and its saviour Mervyn Allcock have emerged victorious in the annual Heritage Railway Association Awards for 2017.

Mr Allcock, who was instrumental in saving Britain's last surviving roundhouse, and has devoted the last three decades to its development, scooped *The Railway Magazine* Award for Services to Preservation at the awards committee meeting in Birmingham on October 7.

Mr Allcock's efforts were further recognised when Barrow Hill itself was awarded the Interpretation Award from our sister title, *Heritage Railway*.

The last surviving complete two-car Cravens Class 105 unit

(see cover), recently restored at the East Lancashire Railway, came away with the *Rail Express* Modern Traction Award, while the *Steam Railway* Award will be announced through that title's own pages.

In a break from tradition, the judging committee has moved to award not one, but two Peter Manisty Awards for exceptional achievements this year.

Subject to HRA board approval, these will go to the Railway Preservation Society of Ireland for its exceptional Whitehead Railway Museum (see page 22), and the Swanage Railway, in recognition of its success in returning passenger services to Wareham.

Nominations for the other award categories are as follows and subject to HRA board ratification:

Annual Award

(Large Groups):

- Gloucestershire-Warwickshire Railway – Hayles Abbey Halt
- Ravenglass & Eskdale Railway – Ravenglass Museum
- Romney, Hythe & Dymchurch Railway – level crossings project

Annual Award

(Small Groups):

- Bahamas Locomotive Society – Ingrow learning coach
- Rother Valley Railway – Robertsbridge main line connection
- Telford Steam Railway – 2016 Polar Express success
- West Lancashire Railway – 50th anniversary
- Glenfinnan station museum

John Coiley Award:

- '5MT' No. 73156 – restoration at the Great Central Railway

'Merchant Navy' No. 35028 *Clan Line* – overhaul at Crewe

'A1' No. 60163 *Tornado* – 90mph certification

- 'WD' No. 90775 – overhaul at North Norfolk Railway

Award for Outstanding Visitor Attraction:

- Beamish: The Living Museum of the North
- East Lancashire Railway
- Great Orme Tramway
- Lappa Valley Railway
- Perrygrove Railway

Morgan Award for Outstanding Achievement:

- Lynton & Barnstaple Railway – Baldwin 2-4-2T No. 762 *Lyn*
- Gwili Railway – Abergwili extension
- Headhunters Museum, Enniskillen

The category winners and prizes will be presented at the HRA Awards dinner in Birmingham on February 10.

Early-2018 return assured for Australia's iconic No. 3801



A taste of things to come: NSWGR 'C38' No. 3801 bursts out of Long Island Tunnel and prepares to cross the Hawkesbury River Bridge, north of Sydney, during April 1991. CHRIS WALTERS/RAILWAY DIGEST

By Gary Boyd-Hope

TRANSPORT Heritage NSW, the body responsible for the care of Australia's famous 'C38' Pacific No. 3801, has reaffirmed its commitment to ensuring the streamlined locomotive returns to action next year after an 11-year absence.

No. 3801 is often regarded as Australia's answer to *Flying Scotsman* in fame terms and, like its UK counterpart, the course of the 'C38's' overhaul has not been without its problems.

A number of technical issues were identified with the new-welded boiler, built in 2010 by Deutsche Bahn Meiningen Steam Locomotive Works, in Germany, which meant it did not comply with Australian standards.

The Office of Rail Heritage, which was conducting the overhaul at the time, returned the boiler to Germany for rectification in 2011. However, after Transport Heritage NSW (THNSW) inherited the project following its formation in 2014, it was decided to bring

the new boiler back to Australia so it could be re-assessed.

It returned in 2015, when THNSW specialists conducted thorough inspections of both the German boiler and No. 3801's original NSWGR riveted boiler.

After weighing up the options, detailed plans were developed to repair the original riveted boiler, which is currently with an external contractor, Ainsworth Engineering in Goulburn, NSW.

The level of work required has been extensive, a new firebox backplate having recently been forged and fitted.

"Repairs continue on a daily basis at Goulburn, and while some delays have occurred, our contractor has assured us the boiler will be completed and returned to Chullora by the end of November," said THNSW chief executive officer Andrew Moritz.

Once the boiler is back in Chullora, the intention is for engineers from the NSW Rail Museum in Thirlmere to join those at Chullora to reunite the boiler and frames, and complete the

reassembly of the loco.

"By bringing together our two talented workshop teams we are confident of returning the locomotive to steam early next year," added Mr Moritz.

This redirection of resources will ultimately have a knock-on effect on the overhauls of 'C32' 4-6-0 No. 3265 *Hunter* and 'C35' 4-6-0 No. 3526, the latter of which steamed for the first time in five years on November 15.

Work on the locos will be down-scaled, and both are now expected to return to action at the end of 2018 – 'C36' 4-6-0 No. 3642 and 'Z27' Mogul No. 2705 are both due to return to service in March.

Once No. 3801 returns to service, THNSW will revisit the German boiler and assess if and when the works required can be completed.

Based on the assessment in 2015, the work will include the redesign and manufacture of some parts to meet Australian standards. When completed the boiler will be used as a spare for No. 3801 and semi-streamlined sister No. 3830.



Multiple Aspects with Lord Berkeley

Contradictions in Government rail freight policy

THE National Infrastructure Commission (NIC), chaired by former Secretary of State for Transport Lord Adonis, published its Interim National Infrastructure Assessment in October.

This document deserves careful study by those interested in the railway and freight, since it appears to advocate, without any supporting evidence, that rail tracks should be the preserve of commuter and inter-city trains, while freight can best be carried in platoons of self-driving trucks on our motorways.

I know they are testing self-drive vehicles on public roads, but there is a

very long way to go before these can be operated safely on our roads, not least considering their effect on other road users.

There is also the issue of road congestion, which is surely as bad as congestion on the rail lines and, of course, not forgetting the increase in emissions from these trucks.

The NIC's new policy also goes against past and current policies being set out in the Department for Transport's Rail Freight Strategy and Freight Carbon Review, the Scottish Government's Rail Freight Strategy, and the National Policy

Statement for National Networks.

Recently, the Treasury has confirmed its investment plans for rail in Control Period 6, which make some provision to support rail freight, with Scottish Government's High-Level Output Specification also committing to rail freight growth.

Support for rail freight was explicitly mentioned in all three main party manifestos at the 2017 General Election, and it continues to receive good cross-party support. It also features in Transport for the North, Midlands Connect, and Transport for London's strategies.

However, maybe the NIC knows better, and is prepared to scupper major investments by the private sector in rail freight interchanges (often costing £10million each) and many other businesses. If this is the case they should provide some evidence.

In the meantime, the Rail Freight Group, the Campaign for Better Transport, and many others have written to Lord Adonis at the NIC making these points, and suggesting they ought to publish some detailed evidence before recommending such a massive change in policy.

More carriages needed for that Riviera touch

IT IS time for DfT to require the next franchisee operating 'Night Riviera' sleepers to provide sufficient carriages to meet demand.

I recently checked the GWR website for available bookings from London to Penzance up to four weeks ahead and found the only available berths were on Sunday evenings. Otherwise you have sit up in a lounge car!

It is great it is so popular, but there is an opportunity to increase the supply of berths with surplus carriages when the new Caledonian sleepers comes on stream next year. That gets one thinking that a Penzance to Edinburgh sleeper might also be attractive if one can find a suitable timetable to suit passengers from the North. Maybe this is one for Transport Scotland?

Another issue is whether sleepers should run on a Saturday night. Currently they don't, citing no demand, coupled with problems with Network Rail weekend

possessions. However, with more people holidaying in the UK and changeovers frequently on Saturday, the obvious way home is by sleeper on a Saturday night.

As for Network Rail possessions, of course these are needed, but it should be quite possible for the new Network Rail system operator to ensure there is always a diversion route available.

It is also interesting to reflect that, whereas sleepers are more and more popular in the UK, they have been withdrawn in much of continental Europe, with only ÖBB operating in and around Austria and the Thello service from Venice to Paris.

Perhaps some competition from a private sector operator using the stored DB or SNCF night rolling stock would deliver a popular service – assuming these incumbents would allow rolling stock, bought with taxpayers' money, to be used by others rather than stored!

Potty pathing

HOW do train operators allow, year-after-year, a situation where one train is somehow expected to overtake another on a single track?

For three hours every weekday evening there is a slower Paddington to Exeter train leaving at xx.35 and a fast

one at xx.05 which, often as not, catches up the slower one somewhere beyond Castle Cary, causing the fast one to be 10, 20 or 30 minutes late all the way to Penzance.

And the latest excuse from the conductor – too many passengers!

Eurostar's missing connections

I OFTEN take the 16.56 Eurostar from Brussels to London, allowing me nearly an hour to bike from St Pancras to Paddington to catch the 19.03 to Par, the last train to Cornwall.

It gives me the chance of an afternoon meeting in Brussels – the previous train leaving two hours earlier.

However, on several occasions, we have been held at Lille for more than 30 minutes to wait for a TGV connection from Disneyland and the south of France.

So whose connection is more important? TGV passengers having to wait another hour at Lille for the next Eurostar, or people with onward connections from London stations,

in my case needing a £60 taxi fare in Cornwall, or an even more expensive night in London as the sleeper is fully booked.

So it appears Eurostar policy is to hold trains for connections operated by their majority shareholder owner SNCF, even if it means many other passengers missing their connections in London. However, even if this were the case, I would not want to see SNCF running GWR to give a better connection.

SNCF's TGV performance is bad and getting worse, but why take it out on Eurostar passengers, who have been sold a good, reliable, if infrequent service – and generally get it.

And finally...

READER Charles Pegman challenges me on seat sizes. He says: "I travel to Valencia from Honiton via Gatwick and I can assure you there is more legroom in easyJet's Airbus than in SWR's Class 159, which is always cramped for a three-hour plus journey."

"My knees touch the seat in front on the train, but don't on the plane. And the plane's trolley service and luggage space are better, too!"

That may be so, but how do the fares compare between South Western Railway and easyJet on a mile-for-mile basis?

berkeleyafg@parliament.uk

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



Railways in Parliament

by
Jon Longman

Carbon emissions

JARED O'Mara (Sheffield Hallam) asked in the House of Commons, what estimate the Department for Transport (DfT) has made of the level of carbon emissions that will be caused by diesel bi-mode trains compared to electric trains on the Midland Main Line.

Transport minister Paul Maynard said: "Passengers expect high-quality rail services, and we are committed to electrification where it delivers passenger benefits and good value for money for taxpayers, but we will also take advantage of new technology to improve journeys."

"In line with the DfT's processes for appraising transport investments, an economic appraisal, including the environmental impacts, has been carried out using the DfT's Transport Analysis Guidance, incorporating DEFRA guidance on transport-related environmental impacts."

"Using this methodology, benefits from

reduced greenhouse gas emissions are assessed over a 60-year appraisal period.

"We expect the new bi-mode trains to deliver an overall better environmental performance than the existing diesel trains on this route, and so contribute to further improving this record."

Derby re-modelling

LORD Bradshaw asked in the House of Lords, what assessment the DfT has made of the effect of the proposed re-modelling at Derby and Market Harborough stations on train journey times between London and Sheffield.

Transport minister Baroness Sugg replied: "The journey time improvement assessments for Derby and Market Harborough are: Derby station re-modelling: Sheffield to London – 1.5 min saving, London to Sheffield – 2.5 min saving. Market Harborough line speed improvements (for non-stopping trains):

Sheffield to London – 0.5 min saving, London to Sheffield – 0.5 min saving

"The savings represent infrastructure capability; the final journey time improvements will be determined by the operating timetable, the development of which is ongoing."

Tyne and Wear upgrade?

STEPHEN Hepburn (Jarrow) asked what assessment the DfT has made of the potential economic benefits of introducing new rolling stock and extending the Tyne and Wear Metro.

Transport minister Jesse Norman replied: "Departmental officials are in discussion with Nexus (T&W Metro), regarding its proposals for new rolling stock, and as part of this work Nexus has provided a Strategic Outline Business Case."

"The Government has not been asked to consider a business case for the Metro extensions. Assessing the economic case

for extending the Metro system is a matter for Nexus and the Tyne and Wear local authorities to consider."

Freight connectivity

JEREMY Lefroy (Stafford) asked what steps the DfT will take to ensure new rail freight terminals are sited to benefit the national economy.

Mr Maynard replied: "The National Networks National Policy Statement (NN-NPS) sets out Government's policy for Strategic Rail Freight Interchange (SRFI) development."

"It states the importance of SRFIs being located near the business markets they will serve."

"The NN-NPS states that to facilitate modal shift from road to rail, a network of SRFIs is needed across the regions to serve regional, sub-regional and cross-regional markets, with good connectivity to the road and rail freight network."

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A panoramic view of Micheldever station as Siemens Class 444 No. 444016 forms the 1W94 06.50 Weymouth-London Waterloo towards Basingstoke on July 16, 2014. MARK V PIKE

SUCCESSORS TO South Western Steam



Following on from the recent analysis of steam in its final days on the former LSW main line from Waterloo, **KEITH FARR** puts different types of modern traction under the spotlight.

WHEN 'Merchant Navy' Pacific No. 35030 *Elder Dempster Lines* came to a stand at Waterloo with the last regular steam working from Weymouth on July 9, 1967, the main line to Bournemouth had already been electrified. For the third rail from Pirbright Junction to Bournemouth (Branksome) had 'gone live' in March 1967, just two-and-a-half years after authorisation.

Electrically powered trains were thus able to supplement steam and diesel workings for the last few months before the enhanced timetable started that summer. Travelling one Saturday from Basingstoke to Southampton, I found the 13.30 from Waterloo comprising three four-coach trailer sets (TCs), intended to work with the forthcoming high-powered 4-REP EMUs, but on this occasion propelled by a single 1,600hp Class 73 electro-diesel loco; another time, the 12.35pm Saturday train had a pair of TCs hauled by one of the

intrinsically Southern 'Crompton' Type 3 diesels.

Late delivery of the REPs caused substitutions of this sort to continue after the inauguration of the new timetable, which took some time to settle down. And, when it did, it relied on a robust, simple operation.

Off-peak, fast Weymouth trains left Waterloo every hour, half of them calling only at Southampton before Bournemouth. To this point, they normally comprised two 4-TC sets propelled by a four-coach 3,200hp REP unit, making 12 vehicles in all. At Bournemouth, the 4-REP would be detached, usually with one TC set, while a 'Crompton' 1,550hp Class 33/1 diesel, fitted with push-pull apparatus, backed on to the leading TC set and hauled it to Weymouth.

Another 33/1 would then arrive, propelling a 4-TC from Weymouth on to the rear of a waiting REP/4-TC formation, making a 12-coach train for Waterloo. In the

summer, both TC sets would often be worked through to and from Weymouth.

Apart from their cabs, REPs and TCs were barely distinguishable in appearance from BR Mk1 loco-hauled stock, from which most of the REP centre trailers and the TCs had been converted. While Southern steam had been restricted to 85mph, the REP/TCs were passed for 90, but, like their predecessors, they occasionally exceeded the official maximum.

Initially, Weymouth fast trains (headcode 91) covered the 79.2 miles from Waterloo to Southampton in 70min non-stop, reaching Bournemouth in 100 minutes. These were supplemented by hourly semi-fasts (92) to and from Weymouth and Bournemouth alternately, while third in the pecking order were hourly Waterloo to Bournemouth (headcode 93) stopping services, worked by outer-suburban 4-VEPs and, initially, 2-HAPs.

Regrettably, perhaps, trains no longer run nonstop to Southampton in 70min,

TABLE 1: SOUTHAMPTON-BASINGSTOKE

Train:		19.56 Bournemouth -Waterloo		19.56 Bournemouth -Waterloo		15.56 Bournemouth -Waterloo		15.30 Weymouth Quay -Waterloo		16.56 Bournemouth- -Waterloo		
Date:		November 19, 1967		September 3, 1967		September 1, 1968		July 27, 1985		July 16, 1967		
Formation:		4-REP No. 3005 plus 2 X 4TC 436/445 tons		4-REP No. 3010 plus 1 x 3TC 272/290 tons		Type 3 D6590 plus 2 x 4TC 264/280 tons		ED No. 73108		D6520/6536		
Load:								8/280/305 tons		7/231/250 tons		
Driver:		n/r		Hooker		n/r		n/r		n/r		
Nominal Output:		3,200hp		3,200hp		1,550hp		1,600hp		3,100hp		
Recorder:		A Wild		A Wild		A Varley		T Griffiths		R A Knight		
Miles	Timing point	Actual m s	Speed mph	Actual m s	Speed mph	Actual m s	Speed mph	Actual m s	Speed mph	Actual m s	Speed mph	Gradient 1-in
0.00	SOUTHAMPTON	0 00	-/23	0 00	-/27	0 00	-/35	0 00	-			Level
1.06	Northam Junction	3 11	16½*/-	3 15	5* sigs	2 48	16*	2 50	27			Level
1.99	St Denys	5 34	22*trs	5 20	56	4 28	46	4 32	47			Level
3.38	Swaythling	7 17	65	6 39	78	6 02	57	5 59	63			400R
4.41	SO'TON AIRPORT	n/r	70	7 24	84	7 08	-	6 55	70			526R
5.68	EASTLEIGH	10 26	-	9 51	-	3 12	40/-	7 59	72			562R
0.91	Allbrook	1 52	54	1 41	57	n/r						266R
3.88	Shawford	4 32	74	4 05	85	n/r	59	11 04	73			252R
5.73	St Cross	6 00	77	5 22	87	7 04	62/64					252R
7.02	WINCHESTER	7 19	-	6 56	-	8 37	-	13 38	73			252R
2.14	Winchester Junction	3 10	66	3 21	*/74 sigs	3 31	52	15 26	72	3 02	66	349R/252R
4.86	Waller's Ash	5 25	76	5 21	85	6 56¶	64	17 40	73	n/r		252R
6.33	Weston	6 33	77	6 21	87	n/r		18 52	72	n/r		252R
8.45	Micheldever	8 10	79	7 44	92	9 37	67	20 39	73	7 47	85/90	252R
10.75	Litchfield Tunnel	9 53	80	9 13	93/94	11 41	67	22 31	70	n/r		252R
14.03	Wootton	12 12	88	11 23	83	14 18	79/80/59*	25 04	81/85	n/r		609F/L
16.28	Worting Junction	13 59	60*	13 03	59*/61/37½*	16 10	64 sigs	n/r	- * sigs	13 37	63*	249F
18.78	BASINGSTOKE	17 15	-	16 54	- sigs	19 12	-	31 02	-	16 17	-	249F

* = speed reduced by brakes.

tsr = temporary speed restriction. ¶ at MP 61

n/r = not recorded. Mileages based on comprehensive survey by Alan Wild

* = speed reduced by brakes.

tsr = temporary speed restriction. ¶ at MP 61

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In its last weeks of service before being cannibalised to provide traction motors for the new Class 442s, Class 432 (4-REP) No. 2007 leads two 4TC trailer sets east, near Lyndhurst Road, on an Up Waterloo service on July 2, 1988. JOHN CHALCRAFT/RAIL PHOTOPRINTS



Class 73 No. 73121 arcs as it leaves Southampton with the 10.00 Bournemouth-Waterloo service on August 1, 1987. The locos were used during the production period of the '442s'. RAIL PHOTOPRINTS

but the current best time, with two stops, is only one minute longer and serves the influential commuters of Winchester and users of Southampton Airport. Off-peak, stops have also been inserted at Brockenhurst and Woking, and Weymouth has two through trains from Waterloo every hour.

By the 1980s, the REPs and TCs were showing signs of age and 24 five-car EMUs, based on the Mk3 design, were ordered from British Rail Engineering Ltd (BREL). The 'new' trains were officially capable of 100mph – except they were not new in all respects. Just as the TCs and the trailer coaches of the REPs were generally second-hand, so the Class 442 'Wessex Electrics' were fitted with 400hp motors from withdrawn REPs. So much for the oft-heard claim that BR was not innovative!

Between February 1996 and August 2017, services from Waterloo were managed by Stagecoach-backed South West Trains, a company committed to replacing all of its Mk1

stock by December 2004. The hard-worked REP motors inherited by the 'Wessex Electrics' were life-expired, so the sets were 'mothballed' pending refurbishment for Victoria-Gatwick-South Coast services. They are now being refurbished again and transferred to the Waterloo to Portsmouth route under new franchisee South Western Railway.

Replacements came in the shape of Siemens 'Desiro' units, five-coach Class 444s for front-line work, and four-coach '450s' for secondary duties. Both types have a top speed of 100mph and a continuous horsepower rating of 2,682, giving the 172-tonne '450s' a theoretical power/weight ratio of 15.6hp/tonne against the 12.1hp/tonne of the heavier '444s'. So we should expect a better performance from a '450', although with 750-volt third-rail electrification much depends on the number of other trains about and the distance from the nearest substation.

The 7.8hp/tonne of the 206-tonne '442s',

marginally greater than that of a REP with two TC sets, is not in the running, although one would not think so from the following paragraphs.

After telling Southern enthusiasts what most of them already knew, it is time to examine performance.

Backtracking to the early years of Bournemouth electrification, we find a typical REP/TC formation timed by former Swindon engineer Alan Wild one Sunday evening in November, 1967 (Table 1, Col 1). An excellent section for measuring performance is the ascent from Eastleigh to Litchfield Tunnel, above Micheldever, almost entirely at 1-in-252 for 17 miles. Here, Mr Wild recalls, the speed of a REP and a couple of four-coach TCs "usually settled just about on the 80 mark"; and his 3,200hp, 12-coach formation did just that, reaching 77mph before slowing for the Winchester stop, before attaining 'even time' from there within eight minutes, ►

TABLE 2. WATERLOO-WOKING

Train:	17.00 Waterloo-Salisbury/Eastleigh		
Traction/load:	1,550hp diesel No. 33113 plus 1 x 4TC plus 4-VEP Nos 7821 + 7713.		
Load:	Total, incl power, 499 tons tare		
Power Output:	1,550hp (diesel) + 2,000hp (el.)		
Date:	June 30, 1983		
Recorder:	M N Tasker		
Miles	Timing point	Actual m s	Speed mph
0.00	WATERLOO	0 00	-
1.22	Vauxhall	2 10	-/*
3.84	CLAPHAM JCT	4 59	- *
5.54	Earlsfield	6 55	65/69
7.17	Wimbledon	8 28	60*
11.90	SURBITON	12 22	80
14.21	Esher	14 00	88/86
16.96	Walton-on-Thames	15 52	87
21.56	West Byfleet	19 09	80
24.17	WOKING	21 57	-

sustaining 79-80mph over the final couple of miles to the summit.

The second column shows what could be done with a 4-REP unit and just one TC set of only three vehicles: 3,200hp for 272 tons of train and a theoretical power/weight ratio of 11.8hp/ton against 7.3hp/ton for the usual 12-coach formation. Add to the equation driver 'Bert' Hooker, renowned for his classic performances as a Nine Elms steam merchant, and you could guarantee fireworks!

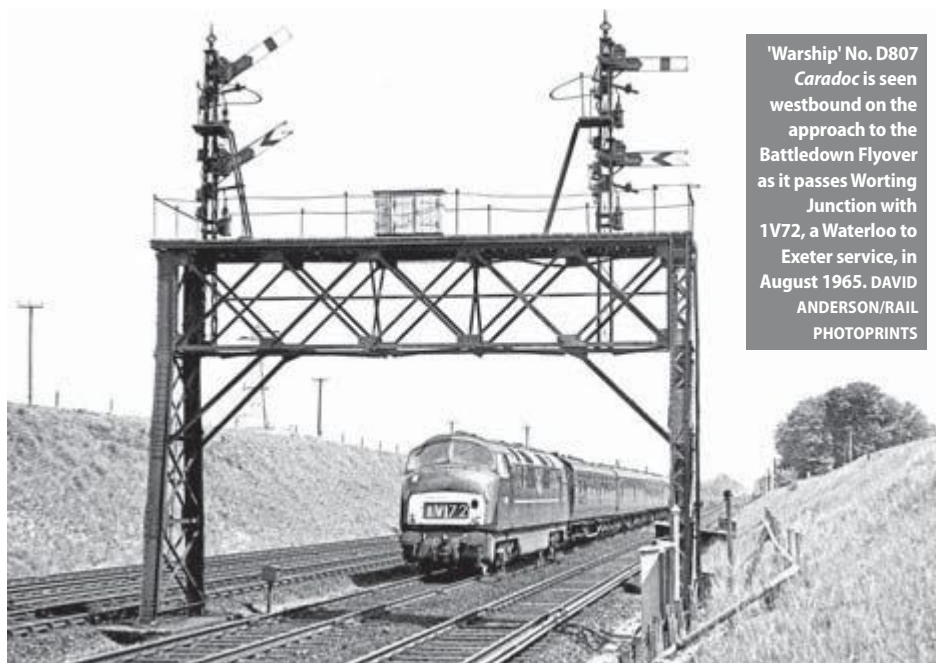
Predictably, the short start-to-stop sprints between Southampton and Winchester were 'nippier' than in column one, but adverse signals made the immediate start from Winchester marginally slower. Bert Hooker then made amends, speed increasing rapidly to 85mph by Waller's Ash and no less than 93 at the top of the 1-in-252. Here, despite the slower start, the REP+3TC was 40sec ahead of the 12-coach train in the adjacent column until, again, signals intervened.

An even higher power/ratio applied on a morning Southampton to Bournemouth stopping train which, for a few months, comprised a 4-REP on its own, a recipe for lively running as Railway Performance Society member David Sage discovered after joining it at Christchurch on November 9, 1967.

From Christchurch, the line is level for a few yards before rising at 1-in-99 to Pokesdown, and here the REP was quickly up to 62mph before a 2¾-min signal stop spoiled the conclusion of the run. To Pokesdown, where the driver was easing for the adverse signal, the start-to-pass time was 2min 13sec for the 1.45 miles, chiefly uphill. On arrival at Bournemouth, the 4-REP would have picked up TC trailers to take back to Waterloo.

In those early post-steam years, how did the 'Crompton' 1,550hp diesels and the Class 73 electro-diesels compare with the standard REP+TC combinations for which they often deputised?

The third column in Table 1 summarises a run timed by RPS member Alan Varley in 1968 when power was supplied by a Class 33, robust but inferior at the drawbar to a Class 73 in electric mode, particularly in the middle speed range. While the continuous rating



'Warship' No. D807 Caradoc is seen westbound on the approach to the Battledown Flyover as it passes Worting Junction with 1V72, a Waterloo to Exeter service, in August 1965. DAVID ANDERSON/RAIL PHOTOPRINTS

of a '73' using the third rail is 1,600hp, the maximum rail horsepower at 42mph is no less than 3,150, compared with 1,215 from a '33' after internal resistances have been overcome.

After an unchecked start from Southampton, No. D6590 accelerated its two TCs to 64 mph between the Eastleigh and Winchester stops and sustained 67mph on the 1-in-252 to the summit at Litchfield: as one would expect, way behind the 79-80 of the REP+8 formation in column one, and significantly slower than the steady 72-73mph of the electro-diesel with the 'Channel Islands Express' timed by Mr T Griffiths in col 4.

In contrast, col 5 summarises a Winchester to Basingstoke 'snippet' timed by R A Knight when a seven-coach train was provided with a pair of 'Cromptons': 3,100hp brake

horsepower of which perhaps 2,400 would be available at the drawbar. The Winchester to Basingstoke start-to-stop time of 16¼min was almost up to modern electric standards, as was the 85mph attained on the 1-in-252.

Before moving on to more modern traction, the ultimate in BR Southern Region ingenuity is glimpsed in Table 2. Timed by the late RPS member Dr Martin Tasker, it summarises a Waterloo to Woking snippet by the 17.00 to Salisbury and Southampton, a train regularly comprising one 4-TC trailer set and two 4-VEP EMUs, the whole driven from a trusty 'Crompton' at the front as far as Basingstoke, where the train was divided into portions for each of the two destinations.

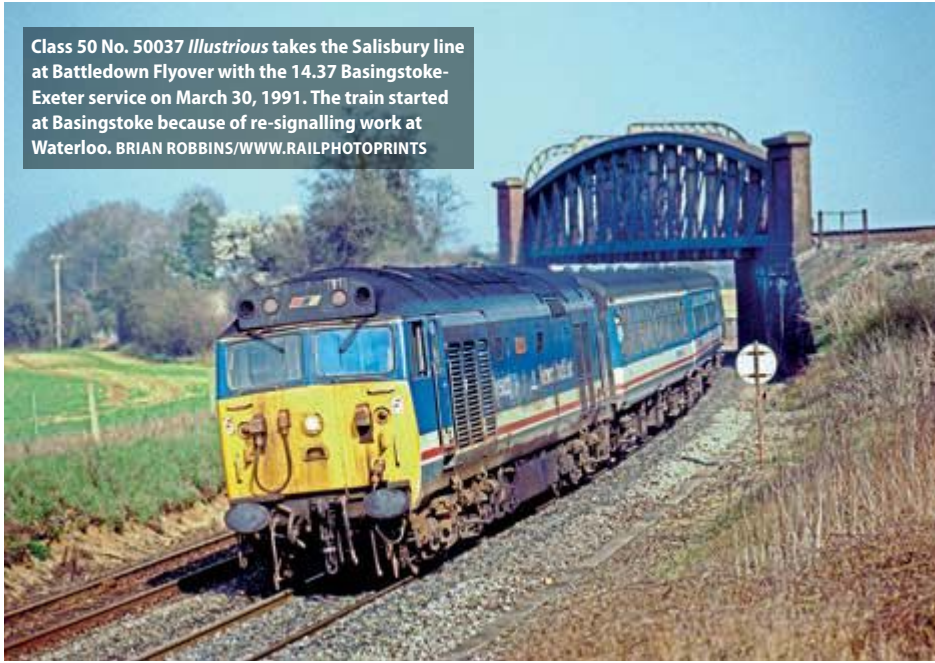
The 18.10 Waterloo-Yeovil Junction/Southampton was similar, as was a morning Up working – except the driver was in the

TABLE 3: WINCHESTER-BASINGSTOKE

Train:	12.56 Poole-Waterloo	13.56 Poole-Waterloo	11.57 Brighton-Basingstoke
Date:	Oct 5, 2006	Oct 15, 2015	July 26, 2007
Formation:	1 x 442 (5 vehicles)	444 031 (5)	1 x 450 (4)
Load:	206/215 tonnes	222/235 tonnes	172/170 tonnes
Nominal output:	1,610hp	2,682hp	2,682hp
Recorder/position:	K S Farr (5/5)	K S Farr (1/5)	K S Farr (3/4)
Miles	Timing point	Actual	Actual
		Speed	Speed
		m s	m s
		mph	mph
0.00	WINCHESTER	0 00	0 00
0.52	MP 66	1 35	0 55
1.52	" 65	2 43	1 57
2.53	" 64	3 34	2 48
3.53	" 63	4 20	3 34
4.53	" 62	5 05	4 18
5.54	" 61	5 48	4 59
6.54	" 60	6 30	5 39
7.55	" 59	7 11	6 18
8.55	" 58	7 52	6 57
9.55	" 57	8 31	7 36
10.56	" 56	9 11	8 14
11.57	" 55	9 50	8 51
12.57	" 54	10 29	9 27
14.57	" 52	11 50	10 04#
15.58	" 51	12 34	n/r
16.59	" 50	13 18	12 16
18.84	BASINGSTOKE	16 19	14 55

at MP 53

Class 50 No. 50037 *Illustrious* takes the Salisbury line at Battledown Flyover with the 14.37 Basingstoke-Exeter service on March 30, 1991. The train started at Basingstoke because of re-signalling work at Waterloo. BRIAN ROBBINS/WWW.RAILPHOTOPRINTS



A Crompton pairing of Nos. 33002 and 33102 passes Hatch, west of Tisbury, with the 08.55 Waterloo - Exeter on May 24, 1992. RAIL PHOTOPRINTS

EMU at the front from Basingstoke and the (driverless) Class 33/1 at the back.

Reverting to the 17.00 Down, the start from Waterloo must have broken records, with a time of 2min 10sec to Vauxhall and just under five minutes to Clapham Junction. After a maximum of 88mph in the outer suburbs, and with a remarkably clear road for the early rush-hour, the heterogeneous caravan was at Woking in under 22 minutes for the 24.2 miles. However, the passage of the pointwork and curvature over the first one-and-half miles by a 13-vehicle train does not bear thinking about.

Now back to the popular but migratory 'Wessex Electrics'.

The normal balancing speed for a '442' on the grade to Litchfield summit was about 85mph; so my run in Table 3, col 1, was clearly better than average. Despite a slow

start on a wet rail, the 5-WES achieved 'even time' (when minutes and miles from the start are equal) more quickly than the REP/TCs in Table 1, and was making no less than 90mph through Micheldever, still on 1-in-252.

High speed continued across the open downland with a maximum of 93mph before easing for the 90 limit at Worting Junction, where the Exeter line converges. Despite a slight signal check, we were at Basingstoke in 16¼min for the 18.8 miles, compared with 17¼min on the 1967 REP/TC run (Table 1, col 1) when the restriction at Worting Junction was 60mph.

As the gradient from Shawford to Litchfield Tunnel is virtually constant, milepost passing times rather than those at other lineside features sometimes provide a clearer picture of the overall performance.

TABLE 4: WINCHESTER-BASINGSTOKE

Train:	13.57 Brighton-Basingstoke	12.57 Brighton-Reading	13.46 Southampton-Edinburgh
Date:	May 23, 2007	May 30, 2006	August 13, 2007
Formation:	1 x 158 (2 vehicles)	1 x 170 (2)	1 x 221 (5 vehicles)
Load:	77/85 tonnes	91/95 tonnes	281/290 tonnes
Nominal output:	700hp	884hp	3,500hp
Recorder/pos'n:	K S Farr	K S Farr (2/2)	K S Farr (1/5)

Miles	Timing point	Actual m s	Speed mph	Actual m s	Speed mph	Actual m s	Speed mph
0.00	WINCHESTER	0 00	-	0 00	-	0 00	-
0.52	MP 66	1 00	44	1 11	-	0 47	-
1.52	" 65	2 05	-	2 20	-	1 42	-
2.53	" 64	2 58	72	3 18	66	2 25	-
3.53	" 63	3 46	79	4 09	71	3 04	-
4.53	" 62	4 31	81	4 59	76	3 41	-
5.54	" 61	5 15	85	5 45	80	4 17	100
6.54	" 60	5 56	87	6 28	83	4 53	99
7.55	" 59	6 37	88	7 11	84	5 29	-
8.55	" 58	7 17	88	7 54	86	6 05	99
9.55	" 57	7 58	-	8 35	-	n/r	-
10.56	" 56	8 40	87	9 17	-	7 18	-
11.57	" 55	9 22	88	9 58	90	7 54	-
12.57	" 54	10 03	-	10 37	94	8 30	97
13.57	" 53	10 44	84	n/r	-	9 07	-
14.57	" 52	11 32	-*	11 57	87/88	9 48	-
16.59	" 50	14 32	-*/0* sig	n/r	-* sigs	11 09	-
18.84	BASINGSTOKE	21 12	- stop 98sec	16 07	-	13 37	-

However, not all the mileposts are in precisely the correct position and in tables three and four I have adjusted the distances according to amendments issued by the RPS.

Table 3 demonstrates the expected superiority of the Siemens Class 444 over a 'Wessex' Class 442, the 'Desiro' making 92mph at Micheldever and passing milepost 56, near the summit, in 43 seconds less than the '442' – which, in fairness, had faltered at the start.

That the performance of the '450' in col 3, on one of the short-lived Brighton to Basingstoke workings, surpassed that of the '444' should come as no surprise, bearing in mind the four-coach outer-suburban 'Desiro' has the same rated horsepower as the five-coach longer-distance version, but less weight to move. After all, the '450' is primarily intended for stopping and semi-fast workings for which nifty acceleration is essential.

Their times over the first mile were identical, but the '450' gradually 'overtook' the '444' in col 2 until by Micheldever (MP 58) it was 13 seconds ahead and travelling at 94mph against 92. Speed remained higher beyond the summit, with the 'outer-suburban' set frisking along at 99mph and, despite a signal check, reaching Basingstoke in 10 seconds less than its unimpeded rival. Such a minor difference between the Siemens variants is almost meaningless, but experience suggests Class 450s normally have the edge.

The ruling factor is the 750-volt electricity supply, which varies according to the demands placed on it and may not always provide enough power for a 2,000kW Class 450 or 444 EMU to achieve its potential, particularly when they are running in multiple. Apparently, 100mph has been claimed for a '450' up the bank to Litchfield, but external constraints prevent this happening regularly. It is nevertheless indisputable that all three types, including the '442s', are smooth-running, quiet and a pleasure to ride in, although a crowded '450' can seem a little 'cosy' after half-an-hour or so!

The trains that regularly attain 100mph on the 1-in-252 are CrossCountry's 'Voyagers', operating hourly between Bournemouth and Manchester, and every two hours from Southampton to Newcastle. Obviously, being diesels, they are not constrained by the third-rail voltage supply, but they do emit fumes and are inclined to vibrate! Each vehicle is rated at ▶



Class 442 No. 2417 approaches Southampton Tunnel on March 17, 2003, with a Bournemouth to Waterloo service. The class is being refurbished for introduction on Portsmouth line services during 2018. CHRIS MILNER

700hp (originally 750hp), producing 3,500hp brake horsepower for a five-coach Class 221 and 2,800 for a four-vehicle ‘220’ – provided all engines are powering.

Before moving on to ‘Voyager’ performance, let us examine other, less puissant, diesel units up the bank. In Table 3 it was a Class 450 EMU that mastered the climb on one of the Brighton to Basingstoke workings, about half of which ran through to Reading, but those trains ran alternately through to Reading, and had to be diesel-powered, using two-coach Class 158s and a batch of eight ‘170/3s’ leased from Porterbrook. Both types were compatible not only with each other, but with the three-car ‘159s’, of which more later.

Table 4 gives some idea of ‘158’ and ‘170’ capabilities, although they pale beside that of the adjacent ‘Voyager’. The two-coach ‘158’

TABLE 5: AXMINSTER-HONITON									
Train:		10.12 Brighton-Exeter		8.37 Waterloo-Exeter		16.42 Waterloo-Exeter			
Date:		Feb 19, 1968		July 25, 1981		June 12, 1987			
Loco:		D810 <i>Cockade</i>		33032		50046			
Load:		9/ c325 tons gross		9/306/320 tons		8/259/275 tons			
Nominal output:		2,200hp		1,550hp		2,700hp			
Recorder/pos'n:		K S Farr		F Collins		S Emmett			
Timing point	Miles	Actual Speed		Actual Speed		Actual Speed			
		m s	mph	m s	mph	m s	mph		
Axminster (1)	0.00	0 00	-	0 00	-	0 00	-	MP	
146¼	1.74	n/r	61	2 40	60	2 17	69		
Seaton Junction	3.30	4 29	58	4 10	53	3 37	70		
MP 150	5.49	6 56½	47	6 51	45	5 33	-		
" 152	7.49	9 36	-/43	9 41	40	n/r	-/61		
Honiton Tunnel (W)	8.79	11 22	46/*	11 37	43	8 47	64		
Honiton	10.15	14 38	- sigs	13 32	-	10 41	-		
Av. speed Seaton Junction to Honiton Tunnel (west):		47.9mph		44.2mph		63.8mph			

proved flighty, attaining 88mph by the summit of the 1-in-252, on a par with best ‘Wessex’ performance, while the ‘Turbostar’ in col 2 was slower on the climb, but faster beyond.

Inevitably, with its much higher power/weight ratio, it was the Class 221 ‘Voyager’ in the third column that earned the kudos, reaching ‘even time’ in 2½ miles (upgrade!) and gaining the ‘100’ mark in five.

There is little doubt had it not been restricted by the 100mph maximum permissible line speed, the ‘Voyager’ could have reached a full 125mph on the ascent.

As it was, the average between mileposts 62 and 58, at Micheldever, was precisely 100, and that from post 63 to the point of easing for Worting Junction at MP 53 was 99.2mph. However, should one expect anything less from a train capable of maintaining even higher speeds on the 1-in-75 of Shap?

Space has prevented me from making more than a brief reference to the slam-door stalwarts – the 4-VEPs, CEPs and CIGs – which provided substantial back-up during the REP/‘442’ era and beyond, although I can refer readers to some excellent runs featured in



Class 33 No. 33111 gets the 12.10 to Gillingham away from London Waterloo on May 5, 1989, while a Class 50 waits with the 13.10 to Exeter St Davids. The photo was taken just over 18 months before the construction work on Waterloo International began. TRACKS NORTH



'Desiro' No. 444001 is seen passing Worting Jct with the 1W56 10.20 Weymouth-London Waterloo, passing No. 450074 with the 2B39 11.39 London Waterloo-Poole stopping service on December 4, 2012. MARK V PIKE

'Practice & Performance' for November 2005.

Nor have I mentioned the Class 74 electro-diesels, rebuilt from the Class 71 'straight' electric locos of the early '60s in 1977, but insufficiently reliable to last in their new guise beyond 1987.

In contrast are those most reliable DMUs of Class 159, maintained with military precision by former employees of HM Forces and their colleagues at Salisbury depot. These three-car units are relatively rare now on the Bournemouth line, but are very much at home on the sharp gradients of the Exeter road, culminating in the 1-in-80 of Honiton bank (Table 5).

This brings me to the unfortunate situation at Axminster, where double track has been restored through and on either side of the station, trains using either of the reversible platform lines. As my colleague John Heaton has already pointed out in a previous Practice and Performance feature (Dec 2015), Down trains leaving the Up platform have to slow to 50mph at the convergence of the two tracks 1½ miles west of the station, thwarting their

attack on the Honiton climb.

Starting from the Down platform, on the other hand, they are making 70mph or more, enabling them to rush the bank and giving them an advantage of 30-60 seconds between the Axminster start and the summit. Ideally, the convergence – Axminster Junction – should have been situated about ¾-mile west of the station, enabling trains on either track to accelerate without interruption. The present layout also requires eastbound trains to put on power between slowing for the turnout and stopping at the Up platform.

Fast rewind to 1968 and we find a run from Axminster to Honiton recorded from the cab of 'Warship' diesel-hydraulic No. D810 *Cockade* on the Brighton to Exeter train (Table 5, col 1). In the words of the driver, *Cockade* was "not a strong loco", although it made a faster ascent than the Class 33 in the next column, timed by RPS chairman Frank Collins.

Column three brings us to the Class 50 revolution, a revolution in terms of climbing ability, but not reliability, as the 2,700hp

English Electric diesels were complicated machines not designed for repeated starting and stopping. Even the 61mph minimum at the top of the 1-in-80 by No. 50046 *Ajax* on 'eight', recorded by RPS member Sean Emmett (col 3), does not quite match the established standard of the Class 159 three-car units. For the 159/0s are rated at 1,200hp, providing a higher power/weight ratio than the 1,050hp 158s and the Class 159/1 units rebuilt from them by Wabtec at Doncaster during 2006/7.

My own fastest westbound climb of Honiton to date took place on September 15, 2007, when the minimum speed was as high as 72mph (P&P, January 2008).

A more typical run appears in Table 6, showing an average speed of 65.4mph from Seaton Junction to the west portal of Honiton Tunnel. Remember that the climb is almost entirely at 1-in-80, apart from the final mile through the tunnel itself, which is 1-in-132.

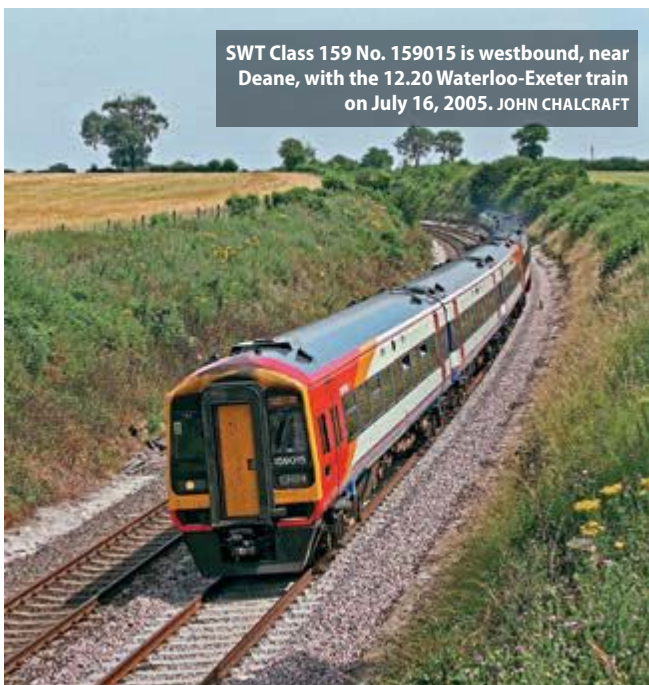
Having almost reached the western extremity of the South Western's domain, it is time to conclude. From Sir Herbert Walker's Southern Railway, through BR (Southern Region) and Network South East to South West Trains, the main lines from Waterloo have been managed efficiently and without fuss.

Schedules may not have been spectacular compared with those of northern routes but, with all except one of the many junctions from Battledown to Hampton Court grade-separated, an intensive service has been operated reliably and, in the main, punctually.

From 2008 to 2012 inclusive, I used 92 SWT trains, every one of which reached my destination within three minutes of schedule. Admittedly, my journeys were chiefly off-peak and on main rather than suburban routes, but my impression is South West Trains was one of the leading train operating companies until it was disbanded in August.

Let us hope the new franchise holder is able to maintain, and even exceed, the standards of its predecessors.

■ Many thanks to David Mathew, RPS member David Sage, of Christchurch, and Alan Wild, of Bournemouth, for assistance.



SWT Class 159 No. 159015 is westbound, near Deane, with the 12.20 Waterloo-Exeter train on July 16, 2005. JOHN CHALCRAFT

TABLE 6: AXMINSTER-HONITON (CONT'D)

Train:		14.20 Waterloo-Exeter		
Date:		June 14, 2017		
DMU		159004 (3)		
Load:		3/115½/120 tonnes		
Nominal output:		1,200hp		
Recorder		K S Farr (third vehicle)		
Miles	Timing point	Actual m s	Speed mph	Gradient 1-in
0.00	Axminster	0 00	– (down)	240F
1.21	River Axe bri	1 52	62½/70	240F
2.24	MP 146¾	2 45½	69½	100R
3.30	Seaton Jct	3 40	71½/72	100R/300R
4.49	MP 149	4 42	69	80R
4.99	" 149½	5 07½	68	80R
5.49	" 150	5 34½	66½	80R
5.99	" 150½	6 01½	65	80R
6.49	" 151	6 29½	64½	70R
6.99	" 151½	6 57½	64	80R
7.24	" 151¾	7 11½	63	80R
7.74	" 152¼	7 40	62½	80R
8.02	Honiton T'l (E)	7 58	63	80R
8.79	(W)	8 42	64/-	132R/90F
10.15	Honiton	10 49	–	150F
Av. speed Seaton Junction to Honiton Tunnel (west):		65.4mph		

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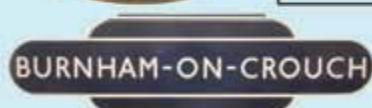
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train describers token/tablet instruments, others)
Signalbox Diagrams (framed/unframed)
Signal Lever Description Plates
(naming locations or with unusual wordings)
Description Plates from block shelves or
instruments with locations
Staffs (brass, steel, wooden)
Platform Ticket Machines
Clocks and Watches
Carriage Prints (landscapes & advertising)

Railway Office Equipment
(inc. brass handstamps, paperweights)
Signalbox Nameboards (cast iron/wood/enamel)
Loco Headboards from Named Trains and
Carriageboards
Signal Post Finials
Platform Seats with Company Name
(inc. FR Squirrel Pattern)
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Handlamps
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Days 7-10. The Grand Canyon & US railroads. We travel on the Grand Canyon Railway today, which carries us along the South Rim of this world-famous sight. Formed over 6 million years ago, the canyon is 277 miles long and 18 miles wide. On Day 8 we drive through Navajo country and Monument Valley to Durango. Day 9 sees us board the Durango & Silverton Railroad for a journey through the National Forest to Silverton. We continue by coach to Grand Junction. On Day 10 we travel on the California Zephyr. Our journey takes us into the Rocky Mountains to Denver, where we spend two nights.

Days 11-14. Denver to Chicago. You have a free day to explore Denver. On Day 12 we leave the city by

coach to explore the Rocky Mountain National Park and Estes Park, with mountain vistas and a wide array of wildlife. This evening we join the California Zephyr's overnight service, arriving in Chicago mid-afternoon on Day 13, with the rest of the day at leisure on arrival. On Day 14, we enjoy a city tour before boarding the Lake Shore Limited service this evening for an overnight journey to Buffalo.

Days 15-16. Niagara Falls. On arrival in Buffalo we transfer to Niagara Falls where you have the opportunity to explore on a river tour. On Day 16 we travel to New York City for a three-night stay.

Days 17-19. New York, New York. We begin our time in the Big Apple with a sightseeing tour including Central Park and Fifth Avenue, before enjoying a harbour cruise around Manhattan. We transfer to the airport on Day 18, arriving in London on Day 19.



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Whitehead Railway Museum



KEEPING THE STEAM ALIVE!

The Railway Preservation Society of Ireland's new multi-million pound Whitehead Railway Museum was formally opened amid great celebration on October 25. It marks the beginning of a new era for the RPSI as the group develops its role as not only a steam custodian and operator but also an educator. **Gary Boyd-Hope** takes a look at what the new facility has to offer.

THE quaint Northern Ireland seaside town of Whitehead owes much to tourism. In fact, you can go as far as saying this County Antrim resort would simply not exist if it wasn't for the Belfast & Northern Counties Railway (BNCR) and its visionary manager, Edward John Cotton.

Cotton had begun his railway career with the Great Western Railway in 1845, later moving to the North Eastern, before heading across the Irish Sea in 1853 to take up the post of manager with the Waterford & Kilkenny Railway. He was just 24.

Four years later he accepted the position of traffic manager with the Belfast & Ballymena Railway; it was later renamed the BNCR in May 1860.

Under Cotton's reign the BNCR underwent a period of huge expansion, acquiring eight other railway companies over the next 40 years. He was quick to recognise the potential of tourism in the north of Ireland, launching the first Larne to Stranraer steamer service in 1862 following the construction of the Carrickfergus & Larne Railway, which was operated and later absorbed by the BNCR.

The steamer venture ultimately failed as a BNCR initiative. However, it was successfully

relaunched 10 years later under private ownership, but under Cotton's leadership.

The running of cheap excursion trains from Belfast was another idea promoted by Cotton. As a result the BNCR opened up the picturesque valley of Glenariff to city dwellers, promoted the health benefits of the resort town of Portrush, and set about creating a new destination at the mouth of Belfast Lough – Whitehead.

Situated about 15 miles from the city itself, Whitehead was just a small settlement when the BNCR started encouraging people to build houses there to a plan approved by the railway. The BNCR developed the town for day-trippers, building a promenade, a bandstand, and even creating a beach using sand brought in by train from Portrush.

Through the railway's promotion Whitehead grew in both size and popularity, with the railway's civil engineer Berkeley Deane Wise even creating the dramatic Gobbins cliff path at the turn of the 20th century.

The original Whitehead station opened in 1863, but was relocated to the northern side of Whitehead Tunnel in 1877. This resulted in a marked increase in excursion traffic,

to the degree that the BNCR's successor, the Midland Railway Northern Counties Committee (NCC), built another station in 1907.

The new Whitehead Excursion station lay at the end of a short spur off the main line, and was provided with a loco shed, turntable, water tower, stables and sidings to accommodate and service the tourist trains. The stables were home to five horses and three 'jaunting cars' that would convey visitors from the station to the Gobbins path.

At the Grouping the NCC became part of the LMS, but the excursion traffic continued to be popular; Sunday School outings added to the railway operated traffic. However, its popularity eventually waned and the shed was closed in 1933. It was reopened during the Second World War when the LMS-NCC moved some of its offices to Whitehead to escape the bombing of Belfast, and based two substantial trains here for the people who had moved from the city. The shed closed again in 1946.

The death knell came after the Second World War and the coming of the road-biased Ulster Transport Authority (UTA).

Thus, by the time the embryonic Railway Preservation Society of Ireland (RPSI) was



GNR(I) 'V' 4-4-0 Compound No. 85 *Merlin* arrives at Whitehead Excursion station with the Steam Dreams 'Emerald Isle Explorer' on June 20. Main line tours to and from the museum are a regular feature of the RPSI's annual calendar. **ANTONY RAGG**



looking for a home in the mid-1960s, the site of Whitehead Excursion station was redundant and weed-strewn. The platform was overgrown and in a poor state of repair, and the roof of the loco shed in dire need of renewal, yet the RPSI could see its potential and they took over the site in 1966.

Over the years the RPSI's site had developed according to the society's needs; the loco shed extended (1971-9), the platform rebuilt and new siding space created (1976), a new carriage shed erected (1993), and a new loco works built (1997). Open days were a regular occurrence, and the new platform enabled the society to run main line trains directly into the site.

The birth of a museum

However, in spite of all this, Whitehead was first and foremost a living railway works – Northern Ireland's last 'traditional' railway works – where the RPSI restored and maintained its historic main line loco and carriage fleet.

It was not what you would call a railway museum in the manner of the Ulster Folk & Transport Museum, and nor was it a preservation centre like the Downpatrick &

County Down Railway.

That changed about 10 years ago when the RPSI started to develop plans for a major transformation of Whitehead in order to better display and interpret its collection. A phased approach was adopted, which would first see a new station building and visitor facilities erected, followed by a larger scheme to enlarge and enhance the sheds and workshops to become a new museum.

The building blocks were set in place incrementally. The museum project started to take shape in 2012 when GROW (Generating Rural Opportunities Within) South Antrim came on board with funding of £240,000 towards the construction of a period-style station building.

Then in 2013 GROW committed a further £1.8million towards extensions to locomotive and carriage sheds, the construction of a coal bunker, a loco inspection pit, a car park and restoration of a sleeping car. A later package funded the restoration of GNR(I) 4-4-0 Nos. 131.

However, the decisive breakthrough came in 2014 when the Heritage Lottery Fund (HLF) committed £1.6m to the scheme, with the European Regional Development Fund,

administered by Tourism NI, providing a further £1.3m. Additional financial support also came from Mid & East Antrim Borough Council and Ulster Garden Villages.

The construction phase was completed in late-summer 2016 when the buildings were handed over to the RPSI. The following November the society appointed Ruth Harper as its general manager, along with an events and marketing co-ordinator and a learning and interpretation officer, with all three posts being partly funded for three years by HLF.

Contractors finished the fitting-out work on site in March of this year, after which the RPSI provided the finishing touches to the displays. The project has involved the construction of portal frame extensions to the locomotive workshop, running sheds and carriage shed (including the construction of a dedicated carriage workshop), and has enabled the society to re-organise the six-acre site and display much of its core collection with appropriate interpretation.

Taking the tour

One of the first things visitors to the museum will notice is the strong Whitehead Railway Museum branding, which features

NEW RPSI MUSEUM



The first phase of Whitehead's transformation was completed in 2013 with the construction of the new Whitehead Excursion station building. 'J15' 0-6-0 No. 186 waits in the platform road on September 15 of that year. GARY BOYD-HOPE

on signage from the main access road, right through to the display interpretation and merchandise. For this the RPSI opted for something distinctive and instantly recognisable, while at the same time unique to them, a front view of its flagship GNR(I) 'S' class 4-4-0 No. 171 *Slieve Gullion*.

From the car park the museum is accessed via the 'new' Whitehead Excursion station building, built to the same design as the original, but now demolished station building at Whiteabbey, and which incorporates a period-style refreshment room and souvenir shop.

At present the museum can only be viewed through conducted hour-long tours, and it is here visitors will pick up their guide. Heading out onto the platform, one cannot fail to notice the impressive replica BNCR signal cabin, built to the design of the aforementioned Berkeley Deane Wise, with its distinctive overhanging roof. A wheelchair lift has been incorporated into the build, enabling all visitors to access the structure.

At the other end of the platform, back past the station building, sit the main buildings of the museum. At first glance they seem somewhat unassuming, having the appearance of a railway works (which they are), rather than a glass-fronted warehouse or retail store. The original two-road engine shed and its three-road extension face the end of the platform, but a marked green footpath leads the visitor around to the old stable block.

This original 1907 stables building (officially known as the Stables) has been transformed into an interpretation centre featuring new displays that tell the story of the railway's role in the growth of Whitehead, the railways and the people who worked them, and a magnificent display about the famous Belfast to Dublin 'Enterprise'. This includes an



The BNCR-style signal cabin, with its distinctive overhanging roof, was completed in late-2016 and incorporates full disabled access. GARY BOYD-HOPE

impressive model of a GNR(I) 'VS' class 4-4-0 with complete train of mahogany-bodied stock. A children's activity area and public conveniences are also provided.

Moving past the Stables you get a feel of just how much the site has been expanded.

A huge area of wasteland and banking have been excavated to create space for the newly installed 60ft turntable, which came from the former Belfast Central Services Depot.

The fully operational 'table can be seen in use on occasions, especially when RPSI trains are working into the Excursion station by the tender locomotives.

Next, the tour encounters one of the new extensions, the Loco Building, which is effectively the heart of the new museum.

Upon entering the visitor is presented with high-quality interpretive and audio-visual (AV) displays, explaining much about the locomotives, how they work and the activities of the workshop. The content of the displays is written in such a way they can easily be understood by the layman, with no prior railway or engineering knowledge being required.

There is a large viewing area that opens into the back of the original running shed, where operational locos, including GNR(I) 'V' class 4-4-0 No. 85 *Merlin*, are housed when not out on railtour duty, together with ex-Guinness Hudswell, Clarke 0-4-0ST No. 3BG. Also housed in the shed is No. 171 *Slieve Gullion* which, while currently



One of the new displays in the Stables that puts Whitehead and its railway into context for the visitor. GARY BOYD-HOPE



Looking down from the viewing gallery in the Dunleath Workshop as GM Class 141 No. 142 receives attention over the wheeldrop. The gallery runs through almost 180° and is complete with interpretive displays. GARY BOYD-HOPE

non-operational, deserves to be on prominent display. Etched aluminium panels provide a description and history for each locomotive.

A 'one-way' system is promoted around the building, enabling visitors to flow from one area to the next. A flight of stairs, or a lift, then leads up into the next area – the Dunleath Workshops – where the role of the traditional railway works is explained on a 180° mezzanine viewing gallery.

Wall-to-wall displays explain the process of locomotive construction and maintenance, with large dramatic images and artefacts helping the reader to capture the atmosphere of what Inchicore and Dundalk were like in their heyday. Below the gallery is the society's wheeldrop, while a picture window provides a grandstand view into the workshops of the RPSI's engineering subsidiary, Heritage Engineering Ireland. Also available on this level is a view over what is now the only operational jobbing foundry in all-Ireland, which is accompanied by an AV presentation that explains the history, processes and role of the facility.

Not just locomotives

The tour leads back downstairs and outside to another new extension, this time on the back of the Carriage Shed. Over the years the RPSI has amassed Ireland's largest collection of heritage carriage and wagons, totalling some 90 vehicles in all. Several of the historic coaches were used on society tours until the ban on wooden-bodied coaches in 2003.

As in the Loco Building, further touch screen displays are provided here; visitors are able to click on a thumbnail image of a particular vehicle and call up its history.

A ground-level viewing area is also provided over the carriage workshop, where the craftsmen of the RPSI can be seen at work.

Standing prominent in the building is the stalwart GSWR '101' ('J15') 0-6-0 No. 186, now taking a well-earned rest after many years in main line service. It last steamed in 2014, but unfortunately the 1879-built veteran is too small and slow for the modern RPSI operation, and is unlikely to be returned to service in the foreseeable future.

Behind No. 186 is an easily accessed platform-level walkway that sits between two roads of carriages and stock. Vehicles on display include the CIE Mk2D State



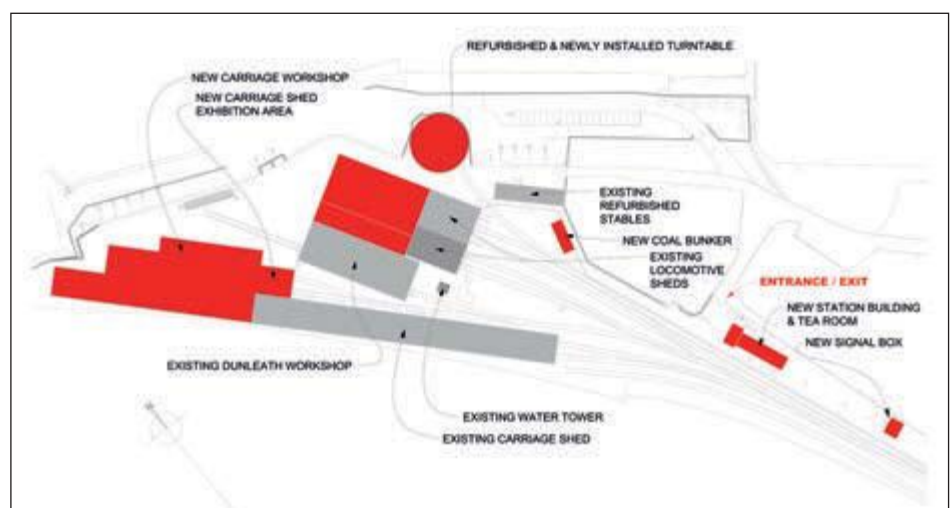
One of the major additions to the Whitehead site is the installation of a 60ft turntable from Belfast. No. 85 tries it out for size on June 20 having brought in the 'Emerald Isle Explorer'. ANTONY RAGG

Saloon No. 5408, UTA Dining Car No. 87, LMS-NCC No. 91 from the 'North Atlantic Express', and ex-Irish Shell Class B tank wagon No. 602, which is one of the few surviving private owner wagons in all-Ireland.

Visitors are encouraged to climb aboard the Dining Car, which itself contains additional interpretation, while each vehicle has its own aluminium history panel, similar to

those in the running shed and elsewhere.

In time, additional vehicles will be added to the displays, which in turn will be rotated so the exhibits change to increase variety and encourage repeat visits. Locomotives such as the SLNCR 0-6-4T *Lough Erne* and 'J15' No. 184, which have been out of the public eye for many years, may too get their turn in the limelight in the coming years as the



Plan of the Whitehead Railway Museum site showing the new construction (red) in relation to the earlier and original buildings (grey). RPSI



The new Carriage Shed extension incorporates a publically viewable workshop, where work is currently underway on the society's GSWR 12-wheel clerestory brake first/third No. 861. GARY BOYD-HOPE

WHITEHEAD RAILWAY MUSEUM

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BT38 9NA
Tel: +44 28 9337 3968
Web: www.steamtrainsireland.com



'J15' No. 186 is the oldest locomotive owned by the RPSI, dating back to 1879. Having reached the end of its working career in 2014, the popular locomotive takes pride of place at the head of the carriage shed display. GARY BOYD-HOPE

museum continues to grow and evolve.

It is somewhat poetic that the tourism industry in Northern Ireland, and especially at Whitehead, has come full circle. Just the day before the official opening of the railway museum, Belfast and the 'Causeway Coast' through Antrim (including Whitehead) was named as the best region in the world to visit in the coming year by Lonely Planet, and it is reported tourism has injected £417million into the Northern Ireland economy in the first six months of this year.

Fifty-one years on since the RPSI took over the Whitehead site, the town is once again a tourist destination of note, and largely thanks to its railway. After years of dereliction the Gobbins path has been restored to its former glory, and the RPSI has not only transformed its headquarters into a modern, user-friendly visitor attraction, but is also running steam-hauled excursions directly into the site.

Back in 1973 the society launched its popular 'Portrush Flyer' summer specials in homage to the classic day excursions to the resort. These have been an annual fixture of the RPSI calendar ever since, and together with its 'Steam & Jazz' specials, 'Broomstick Belles' and Christmas trains, ensure the railways of this corner of the Emerald Isle are playing a major role in local tourism.

Edward John Cotton would be impressed! ■



The Carriage Shed provides access to a number of the RPSI's heritage coaches and wagons, with touch-screen displays providing historical information (inset). Visible here are the CIÉ State Saloon No. 5408, UTA Dining Car No. 87, LMS-NCC 'North Atlantic' Brake Third No. 91, and GNR(I) Directors' Saloon No. 50. GARY BOYD-HOPE



The RPSI's flagship GNR(I) 'S' class 4-4-0 No. 171 *Slieve Gullion* is currently awaiting its turn in the overhaul queue. It is pictured in the running shed on October 25, as seen from the new public viewing area. Interpretation panels are provided for all key exhibits (inset). GARY BOYD-HOPE



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BLEA MOOR TUNNEL

This year's seasonal railway ghost story is told by Bob Lumb



Opening in 1875, the Settle to Carlisle railway is a feat of Victorian engineering built over some of England's most inhospitable land in the Yorkshire Dales and North Pennines. The line was mainly constructed by Irish Navvies, who were housed in large camps along the way as construction proceeded. These camps, some of which were almost townships, were provided with schools and other facilities for the builders' wives and children. Life was hard, particularly during the winter months, but the children, as children do everywhere, adapted quickly to their circumstances.

They had entered the tunnel after tea, it was during the summer of July 1871, when the evenings are still long; the day, like the days of the previous week, had been hot and dry with no hint of rain.

Their Ma had thought they were playing down by the stream, but Michael had had his sights set on the tunnel mouth, with its cool and mysterious interior, for some time. He had often watched the men leaving the unfinished portal at the end of the day, dirty with sweat marks through their grimy faces, noisy and boisterous, but always with a friendly greeting for the watching children.

Michael was with his younger sister Bridget, a six-year-old, who followed her big brother with that mixture of trust, curiosity and apprehension younger sisters reserve for older brothers.

The discarded candle was by the entrance, just as Michael had expected after watching the men leave at the end of their shift a little while earlier. Lighting this with the match he had taken from a box at the side of the kitchen stove, they were unseen as they cautiously entered the tunnel entrance. It was 15 minutes later they approached the spur to the left, which Michael knew from listening to the tales told around the workers' settlement in the evenings was the abandoned original route. A rock fall the previous winter had resulted in several men being killed and the course had had to be diverted, due to, they said, an unstable overhead formation.

It was then Bridget complained about the chill as the temperature fell as they proceeded along the neglected route, but she stayed close to her brother as her unspoken fears began to rise. It was a further 20 minutes later they heard the loud crack behind them, followed by the deafening roar and an approaching dust cloud that made them cough and gasp for air, as well as causing the candle flame to flicker and then abruptly extinguish.

That July night back in 1950 – I remember it well. How could I ever forget? I'd booked on at 9.20pm

that Tuesday evening for my second turn of the week on the nightly weekday Leeds parcels, scheduled to leave at 10.50pm from Carlisle, first stop Hellifield, to detach the east Lancashire vans and then on non-stop into Leeds. We were due to arrive into Leeds at 4.15am just as the dawn would be breaking and then, after leaving the engine on shed for the Holbeck staff to dispose of, off it would be into the hostel for food and a few hours sleep.

This train was always a heavy train, tonight being no exception, and we'd left Citadel 18 minutes late because of station delays. We were in the middle of a short summer heat wave with the evening still uncomfortably warm and sticky.

Peter, my young fireman, was however pleased we'd been given one of Kingmoor's recently rebuilt 'Royal Scots', a loco well on top of it's job, and this one being fresh out of the shops was a pleasure to work on.

He was working hard to build the fire for the climb ahead as we left Durranihill behind us with our speed increasing as we headed for open countryside. With clear signals in front of us I began to attempt to regain lost time, and with my arm on the open window frame I was beginning to enjoy the ride as I felt the cooler air of the night blowing through the cab. The run was pleasant, but uneventful, as we passed through the Eden Valley and on to Appleby, where a water stop was scheduled as our usual water pick up point on Garsdale troughs were out of use that week for cleaning and maintenance.

I took the opportunity while the tender was being replenished by Peter for an inspection of the locomotive running gear; the engine was after all fresh out of the shops following it's rebuild and hot bearings were not unknown, particularly of the axle boxes and coupling rods. Everything appeared to be in order. After Peter had closed the water valve on the platform column I assisted with the delivery bag, and we were soon away.

We were now climbing steadily. After passing

Kirkby Stephen we were through Birkett Tunnel before approaching the summit of the line at Ais Gill. Then it was down the gradient and into the tunnel at Moorcock before proceeding over the viaduct immediately prior to Garsdale station. I was pleased to note we'd regained some time; traffic was light during the night, and we'd had no signal checks. Peter was more relaxed now the gradient was downhill, and he too was taking advantage of the cool night air through the open window, while having a rest from using the shovel.

Coasting down to Blea Moor Tunnel, which is the longest tunnel on the line, I got the first indication of something amiss. My ears picked up an unfamiliar and unwelcome noise. At first I thought it was something a wheel had thrown up from the track side and had got caught on one of the motion rods, a regular click with a dull thud sounding on every revolution of the wheel. Then quickly the thuds became louder and vibration rocked the cab. With a sudden sense of urgency I began to reach for the brake valve while checking the regulator was shut as we entered the tunnel. While my hand was on the brake, turning it to a full application, I heard Peter, who had been half leaning out of his side window, shout across to me with a degree of panic in his voice.

"Sparks this side, something is coming loose, stop the train!"

"It's full brake," I replied, "there is nothing more I can do."

As I rushed across to his side of the cab to see for myself, there was a tremendous hair-raising screech of metal on metal echoing around in the confines of the tunnel. The next few moments appeared to last much longer, time seemed to slow as the locomotive began to roll and lurch alarmingly. Finally, with a large crack from behind us, something gave way and we were both hurled out of the cab, where I struck my head hard on the cab roof as the engine rolled over to the right.

South of the tunnel, in Blea Moor signalbox.



David Rolston, the duty signal man, was anxious and pre-occupied. His thoughts were with his wife, who had entered into labour, just as he was leaving for his shift. It was her second child and as there had been no problems with her first birth he was happy to leave her in the capable hands of the midwife, summoned by a friend and neighbour. Nevertheless, he had much on his mind as he accepted into his signal section the northbound Birmingham to Carlisle nightly goods, just rung through from the preceding 'box. It wasn't until the train had passed and entered the tunnel, when he was completing the train register, he remembered he had accepted, but not yet seen, the Leeds parcels.

Inside the tunnel, I had begun to come round.

I don't know how long I'd been unconscious, probably not long. I lay there not moving for some minutes on the cold stone ballast at the side of the track, as my senses gradually reawakened.

The hissing steam escaping from my loco sounded strangely subdued, but apart from that noise it was eerily quiet. My eyes couldn't penetrate the gloom and my head hurt terribly, but it was when I regained my feet, with some pain from both my legs, I detected the noise of an approaching train in the distance. I shouted for Peter and with a little light penetrating the darkness, from the still burning coals glowing in the firebox of the overturned locomotive, I looked around. Peter didn't answer my calling and as I sensed the approaching train would soon be in the tunnel... I felt a tug at my sleeve. A young voice with a distinctive Irish accent spoke softly at my side.

"Have you got a match Mister? We must light the candle. You need to help your friend."

The voice didn't startle me. I was still in a groggy condition and without considering who had uttered the words, I automatically reached into my pocket and withdrew my box of matches.

"Quickly please, we must be quick now," the voice added, as I passed the box across.

A match was struck and a candle held in a small hand was offered to the flame, which instantly gave out sufficient light for me to see my immediate surroundings. Peter was only a few yards from where I had lain. He was crumpled on his side by the track with his right leg at a strange angle to his body. As I stumbled towards him, I heard the whistle of the approaching locomotive as it entered the tunnel and then slip a little on the damp rails as it climbed the gradient. The exhaust beat from the chimney was now sounding loud within the confined space. Peter was moaning softly as I turned him onto his back, and

grasping him firmly under his arms from the back, I dragged him towards the tunnel side, but with a sickening feeling, I knew that we would still be in the path of the approaching train.

"This way Mister. You must follow us this way," the voice said.

I looked towards the candle light, but it was not clear who was speaking, just a moving shadow as the light retracted backwards.

"Please. You've got to move quickly and follow us," the voice urged me.

With a strength I didn't know I had, I dragged Peter towards the candle light. I was looking towards the approaching sound, but other than darkness, punctuated by a faint glow from the fire box of my stricken locomotive, there was nothing to see. The noise, however, was loud, and increasing, with the exhaust beat of the train now a staccato harsh rhythm, with the occasional roar as the driving wheels slipped on the damp rail. This was followed by a silent pause as she regained her feet before the sound began again, echoing off the side of the tunnel walls.

Ignoring this, I followed the candle light, walking backwards with Peter's feet dragging in the stone ballast, occasionally turning my head to get a bearing. Two small shadowy figures were apparent in the flickering light as we moved into a spur that forked off the main bore of the tunnel. It was not before time, as I could see the lamps of the approaching train, which was still slipping. The noise from the chimney was deafening, between longer pauses of silence, as the driver struggled to control his locomotive by opening and closing the regulator valve. I laid Peter carefully on the ground, well within the spur, turning to look at my companions.

They were children, a boy of about eight and a younger girl, both flimsily dressed in dirty smocks like my grandparents wore as children. The girl gave me a sad and curious look with large eyes, as the boy, grasping the girl's hand, simply said. "We have to go now Mister. You must stay here."

Raising the other hand holding the candle, he swiftly blew it out and we were plunged into darkness. I stood still for a moment, confused by his words, but the noise from the tunnel bore made me look apprehensively in that direction.

The approaching engine was still slipping furiously, but when the driver regained control, it was obvious her speed had now decreased markedly, the train load and gradient together with the lack of adhesion taking its toll.

Miraculously, the collision, when it occurred was

relatively minor. The train had slowed almost to a walking pace, as it struck a heavy blow to the front of my overturned locomotive, screeching noisily to a halt, as metal grated on metal.

Peter had regained full consciousness shortly after the collision, but he was unable to stand on his right leg, which was obviously broken. Fortunately, we were rescued quite quickly by a permanent way team, hastily assembled after the duty man in Blea Moor signalbox had raised the alarm.

There was an inquiry of course, which I had to attend. After pulling the rolling stock of our train back out of the tunnel, the engineers had been challenged in finding a way to extract our damaged locomotive laid upon its side. In the end, it had taken a couple of days work using skates and hawsers before it finally saw daylight again at the northern end of the tunnel.

The locomotive of the Carlisle-bound goods, a sturdy but ungainly looking Hughes/Fowler 'Crab,' had remained upright and on the track after the collision. Upon later inspection it was noticed the forward sanding boxes of this engine were completely empty. The driver admitted he had neglected to fill these prior to leaving the depot.

Our locomotive, once re-wheeled after being extracted from the tunnel, looked to be in a sorry state. It was placed in a track side siding for several days before they moved it back to the works for inspection and repairs.

The Crewe Works Inspection Report revealed the left-hand gudgeon pin, holding the connecting rod to the cross head, fitted as a new forging as part of the loco's rebuild, was flawed. This in turn had resulted in this component fracturing, allowing the long and heavy connecting rod to fall away, levering us onto our side, where we were restrained by the tunnel walls.

As for the children, nobody had an explanation. Most people thought I had dreamt of them, or concussion had affected my senses. However, it was on a visit to the library in Carlisle where I read of the loss of human life and the numerous tragedies that had occurred along the line in its construction.

Maybe it was concussion or a dream, but when I got out of that tunnel, desperate for a smoke, the strange thing was I couldn't find my matches, which I always kept safe with my cigarettes.

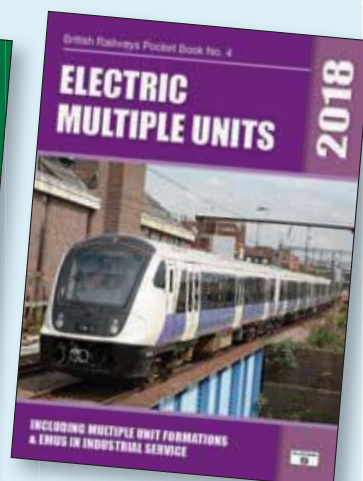
Either way, fact or fiction, I feel thankful for the help I had been given by those two young lost souls, who somehow had become trapped within Blea Moor Tunnel.

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Closing the GENDER GAP

Originally a male only domain, the face of the rail industry has changed drastically in recent decades and continues to take steps to promote equality and inclusivity. In a follow-up to an earlier feature, **Nicola Fox** looks at women in senior management roles.

Previously *The RM* (Feb 2017) looked at what it was like to be a female frontline rail operative in an historically male dominated industry; now the focus is on women in management roles.

Interestingly – and in complete opposition to roles such as guard and driver, where the first female in those jobs is well documented – a Google search for the first female managing director turns up links to department store John Lewis' first female MD, but nothing comparable for rail.

However, this is not a barrier waiting to be broken; women are already working in management roles in the rail industry.

Among others, Karen Boswell OBE is the current managing director (MD) of Hitachi Rail Europe (HRE); Margaret Kay, formerly the MD of Sheffield Supertram; Maggie Simpson is the executive director of Rail Freight Group; Louise Cheeseman is the director of service delivery at Hull Trains, as well as being deputy MD, while Natasha Grice is general manager on the Virgin Trains West Midlands to London route.

These women are in a minority, but why is that? Is the rail industry the wrong place for women looking for managerial roles? And why isn't there more information in the media relating to this subject? Let's look at the background of each of these ladies and how they reached senior positions. ▶

Karen Boswell

Karen Boswell didn't start her career in the rail industry. Describing her transition into rail as her 'second career', she started her working life in hospitality, before being approached for the position as head of on-board services at First Great Western.

Although the two industries appear very different on the surface, Boswell notes how easily her skills were transferred to her new role: "I've always led big teams of people who have had a direct impact on their customers' day-to-day to living; the term 'customers' was just exchanged for passengers."

"It felt really interesting to take my leadership skills, and move those to such an exciting industry. In rail, you have to stand and fall by the job you do day in, day out, and I have a demanding public, so that's why I got into it."

As well as First Great Western, Boswell also worked for First Capital Connect before taking on the managing director's role at East Coast, a subsidiary of Directly Operated Railways, formed by the Department for Transport as an operator of last resort after National Express lost the franchise in 2009. It is a position she held for more than five years. Her work there was recognised with the award of an OBE. Prior to working at FGW, Boswell confesses she hadn't considered working in rail at all: "I wasn't a rail

user, I often say that I was a company car girl really! I swapped my company car keys for a train pass."

Despite not choosing rail from the outset of her career Boswell does not now intend to leave: "Never say never," she laughs, "but I don't think you ever have to leave the rail industry. That doesn't mean you don't move to different organisations or move within organisations into different roles. That's the brilliant thing about the rail industry: the potential. There are so many different and interesting careers that you can think about in the rail industry."

The rail industry certainly seems to be one that gets into your blood: "I think when you're in the industry what you very often see is when it gets you hooked, it really does get you hooked."

When asked why she felt the industry was so attractive Boswell stresses the dynamism of rail and its far reaching impact: "I'm really delighted to have come into such a vibrant and exciting part of what actually makes the UK very successful."

"We're part of the infrastructure – both socially and financially – of this country and that's massive. You're working for an industry that has a huge impact on day-to-day living on all levels."



Four new Hitachi Class 385 EMUs to be delivered to ScotRail stand outside the test hall at Newton Aycliffe. BEN JONES



Sheffield Supertram tram-train No. 399202 runs through the city centre on a test run. BEN JONES

What else can be improved?

As discussed in the first feature, the way the rail industry recruits needs to be addressed in order to combat the gender imbalance. Part of the issue here is what's called 'unconscious bias', where people unconsciously assess other people and situations based on cultural and social preconceptions that have been subconsciously ingrained into the mind. Often people affected by unconscious bias aren't even aware of these views and opinions, or of their full impact and implications.

Karen Boswell told *The RM*: "The challenge is actually spending more time with men, thinking about their gender bias views or recruiting in their likeness; we really need to make a change in that regard."

Louise Cheeseman

Featured in the previous article, where her time as a guard was examined, Louise Cheeseman is now the director of service delivery at Hull Trains, a position she previously held at Manchester Metrolink.

From her time as a guard at Northern Rail, Louise moved through various managerial roles within Northern Rail, working her way up the pipeline. Like Kay, she remarks how the railway industry promote on merit and capability, whether that involves taking someone from another industry with transferable skills, or seeing someone in an operational role (like she was) and promoting them to a managerial position.

"I haven't got any A levels or a degree because I never really got that chance, but the rail industry has given me all the training that I need and I've ended up as a director as a result. To think of the level I'm at and the opportunities I've got, without having a degree, there are not many other industries where you can do that."

This level of opportunity and potential surely makes the industry more attractive to women, so why aren't more women choosing rail careers?

Margaret Kay

Like Karen Boswell, former Supertram managing director Margaret Kay has had two careers, working in both retail and then rail. Last year named one of the top 20 influential women in the rail industry by Women in Rail, Kay has been with Stagecoach since 2000.

Including her previous stint with the London Underground, she has more than two decades' worth of experience in the rail industry. Initially working in the field of HR, Kay moved up the ranks to HR director, first at South West Trains and then East Midlands Trains.

Her role at Supertram began when she was asked "with my HR hat on" to look after the franchise on a short-term basis.

After impressing CEO Martin Griffiths, she was asked to take on the role of MD, which she held for five years. When asked if she had her sights set on a managing director's role at the start of her career, Kay laughs: "Absolutely not. I was human resources through and through, but Stagecoach takes the view that it's about

capability, regardless of background."

Initially drawn to the rail sector because she wanted to expand her knowledge of industrial relations, Kay found that once she was part of the rail industry doors were opened for her and support offered that she never would have expected. This included the opportunity to study for a law degree while working for London Underground. Unlike most railway employees, Kay took a break from the industry after being head hunted to work for a consultancy firm in Egypt. However, on termination of that contract, she found working in the rail industry had sapped her passion for retail and when the position of HR director at South West Trains became available she jumped at the chance. "I was very happy to get back into the rail industry. That was in 2000 and the rest, as they say, is history."

Like so many other women in the rail industry, despite her first perceptions, Kay has never experienced any



prejudice on account of her gender, stating both categorically and reassuringly: "I have never felt that being a woman has had any negative effect on my career whatsoever."

While she acknowledges there are roles, such as driver, where the flexibility of working could be improved, (for more information on this see the March edition of *RM*) on the whole Kay feels that often people's expectations of what the rail industry is like versus the reality are very different, a sentiment echoed by so many of the women interviewed.

When asked for her direct opinion on working in rail, Kay responds: "It's absolutely great. I think I've got one of the best jobs in the world."

One organisation that has been focusing on deconstructing unconscious bias is Women in Rail, headed up by Adeline Ginn.

Described by her contemporaries as a "force of nature", Ginn embodies the dynamism of the modern rail industry, and with Women in Rail is pushing for change, providing support for women working in rail at all levels through seminars, conferences, including workshops, on topics such as

unconscious bias. These workshops looked at understanding, recognising and combatting this problem. More of these workshops, if adopted by railway companies and targeted at their recruiters, would be a positive step in the right direction. However, in order to recruit extra women, more females need to apply for the roles in the first place, with the major barrier to this seeming to be the external perception the rail industry is male dominated and stuck in the past.

Perceptions as Misconceptions?

In a survey of non-railway women, only 7% of females described the railway as forward thinking and dynamic, with 30% describing it as backward and old fashioned.

In contrast, when interviewing female railway employees, time after time the interviewees noted the industry was more modern, dynamic, open to change, and welcoming to women than they had expected. This highlights the disparity between women's perception of the industry and the reality.

Nearly 40% of women outside of the rail industry also felt their gender would prevent them from progressing in a railway career, and a whopping 60% felt rail was an unattractive career choice for women.

Margaret Kay mentions a mentee of hers from East Midlands, who came into rail expecting to make the job a stop gap before moving onto something bigger and better, but since joining has no wish to leave. "She said to me again the other day, 'I can't believe how different it is to what I expected', and that is the same thing you hear so often, when you get the people in."



Louise believes peoples' misconceptions about the rail industry discourage women from applying for jobs in the industry. "People have a perception about the rail industry, which is just wrong. I was at a light rail conference and it was just full of men of a certain age and so few women, yet light rail is the next big thing."

"There are so many women that could have a marvellous career. It's getting women to see that and see those opportunities, and then strip away this image that the railway has of being stuck in the last century."

Dr Amy Pressland, who is currently employed by DB Cargo and led its 2016 Women in Management Project noted how welcoming everyone was to her during the scheme, observing the problem is more outside the industry than within. "I think societal perception is one of the real problems for us. A lot of perceptions are based on how the railway used to be run, but the railway has changed. Particularly with freight, there is also a real lack of awareness about what the industry actually does."

As a result of this Dr Pressland made this part of the problem one of her key areas of focus. She has said previously: "One of my primary goals is to try and advertise that we are changing as a company and an industry, and we would like to have the best talent regardless of gender."

"As a company we very much have our arms open to young women joining us."

Changing perceptions

So what can be done to change these misconceptions? Certainly the pre-social media tactic of posters will no longer fly, and as Margaret Kay suggests, it's time to think outside the box. "I think we have to do something radical and different rather than a normal poster. We've got to really go out there and convince people what we're saying is all true because there is that perception the industry is old fashioned, slow and not terribly flexible, yet nothing could be further from the truth."

In this fast moving, digital age, social media is a great form of communication and one Dr Pressland advocates, describing DB Cargo as having a strong social media presence, and emphasising the importance of making people aware of the work they are doing to change the gender imbalance.

Previously, *The RM* looked at how Network Rail used events such as the National Women in Engineering Day to promote jobs for women in rail, both physically at public

Maggie Simpson

As executive director for Rail Freight Group, Maggie Simpson has been working with the rail industry for more than two decades. Unlike the previous interviewees Simpson works for a trade association and not a TOC or supplier.

"I've never run a train, I've never done what some people might call 'real railway', but right from starting in consultancy we were doing railway assignments."

"Then I've been in Government in various guises and now in the trade association. So I've always been involved with the industry just never actually dispatching trains!"

Working first in consultancy and then for OPRAF (Office of Passenger Rail Franchising), Maggie then worked for the Strategic Rail Authority before finally moving onto Rail Freight Group, where she rose through the top ranks to her current position as executive director, which she has held

since 2012. In a familiar tale she tells how non-railway personnel have often struggled to understand her career choice. Working on the freight side of the industry she has found the reaction to be particularly strong; freight is not seen as terribly glamorous. "It's very difficult to portray yourself as a 'sexy industry', when actually the harsh reality is we still have people banging wagons full of stone together."

Maggie's concern is when people consider the freight industry they only see the jobs of engineer or driver, without considering the wealth of other opportunities available.

"People think it's all about engineers and train driving and forget there are hundreds of other jobs. Some of the best women I know in the rail industry are doing contract management, customer engagement, or people like Joanne Turner, who has become a director of Freightliner. "These people are doing



critical jobs yet these kinds of roles get forgotten about.

"There are engineering opportunities, of course there are, but if you're not interested in engineering people think there is nothing for you. That's not the case."

Like most jobs in the rail industry, Maggie observes the women who find themselves working in freight are pleasantly surprised by the environment. "I think there are lots of people in rail freight, who have come into it through falling into it, and found it really interesting once they've got there. The key is getting the word out that the jobs are there."

events and online through social media and online articles. Tactics such as these should be adopted by all rail companies with respect to both their frontline and managerial positions.

As well as focusing on the wider public, it is also important to target educational institutions. This approach will alert young women not only to the reality of work within the rail industry but also the wealth of jobs

available. Concentrating on those within the education system, as early as primary school level, could help prevent these potential employees from falling foul of historically influenced misconceptions.

Women In Rail's study showed there was a lot to be done, but as Adeline Ginn notes: "When you know you have a lot to do, you at least know where to start."



One of ten of the new breed of mixed traffic electro diesel locos operated by DRS, Class 88 No. 88004 Pandora passes through Rugby on July 27 with a Daventry-Mossend working for Tesco. CHRIS MILNER

WOMEN IN RAILWAYS (Part 2)

And the importance of changing perceptions outside of the industry is high on her agenda. "The jobs available for women in rail are often misunderstood by schools and parents. We are working to partner with like-minded organisations to work with schools to change that perception."

This approach is one also favoured by DB Cargo, who Dr Pressland says are

engaging with local schools to increase the visibility of women in rail. "We're looking at doing girls' days at DB, where dads can bring their daughters to work, and we'll open our doors and let young women from local areas come in and see what we do."

Another way of improving the perception of rail outside of the rail industry would be to work closely with the main stream media

outlets to visibly celebrate the success of women in management.

The very fact the historical milestones for women in rail management positions have not been publicised seems to be an error; when people see others succeeding they are more likely to follow suit.

The positive press this leads to can be seen in the story of John Lewis' first female MD, which was picked up by the *Guardian* and *Telegraph* newspapers, Sky and *Vogue*, to name but a few, while also being reported by the trade and regional presses. There will come a time when women in high flying management positions is the norm and not worth reporting but – remembering that 86% of rail employees are male and only 0.6% of the women working in rail are at director or executive level – that time has not come yet.

As Dr Pressland notes, there is no one single large change that needs to be made, but rather a series of initiatives that should be pushed through to help alter attitudes and the perception of a career in rail. "Loads of little things can be done to amount to a cultural shift, which is what the whole industry is doing at the moment. We're hoping that our strategies will drip feed a big change."

The reality is there are very few barriers to women working in rail and succeeding in management positions. Generally speaking in recent years the industry has embraced gender equality with open arms and continues to provide excellent opportunities for career progression and growth, regardless of gender. The key is in getting that message out to those outside the railway industry.

As Karen Boswell says: "I do think there's no better time for women to join the rail industry. That's the message we need to get out loud and strong."



Virgin 'Pendolino' No. 390112 *Virgin Star* slows for the station call at Lancaster on train 1M08, the 07.37 Glasgow Central-London Euston on July 27. CHRIS MILNER

Natasha Grice

Now general manager on the Euston-Birmingham-Wolverhampton route for Virgin Trains, another example of someone who has risen through the ranks is Natasha Grice.

She started her rail career in customer services at Birmingham New Street before moving from the front-line team into management, first as a duty manager then on-board manager, before in 2012 she took on the position as Olympic delivery manager.

Natasha then made the move to the marketing team, heading up various departments, until the start of her latest role as general manager in November last year. Like so many others, she has never felt disadvantaged by her gender. "To be honest [discrimination] is not something I've ever come across. Perhaps it is different in my line of work, more so than say the engineering side of the industry."

Her only suggestion for improvement would be to increase the number of women in executive positions, although she stresses the importance of promoting on merit rather than to tick boxes.

"It would be great to have more female role models in the industry, but I'm not a fan of having females in the boardroom just for the sake of a good gender mix."

The best approach would be to encourage and support women to apply for these roles, then promote based on skills and expertise rather than gender.

What are the remaining barriers to women working in rail?

When considering potential barriers for women in rail, particularly those in management, one of the first questions raised is usually that of maternity leave and the raising of children.

Former national chairman of Young Rail Professionals Sabrina Ikhaddaden asked: "How do we traverse the years when and if we want to have a family?"

According to Margaret Kay the answer is good news, as she describes the flexibility required for maternity leave and part-time working as "a given". In fact, she praises the rail industry for the way in which it has embraced the flexibility required for women who choose to have a family, often



going beyond the letter of the law to do so.

She said: "They see the value that it brings to the industry to allow women to be able to be in these really good, high-flying jobs. I'm always flabbergasted by the horror stories women have experienced at other [non-railway] companies."

She goes on to discuss a rail colleague of hers, currently working as a senior manager, who has described her whole experience of maternity leave, returning to work and balancing the two requirements as "really positive", words that Natasha would agree with.

As a mother of two, she also describes a similar "wholly positive" experience. "At one stage in my

career, after returning to work following the birth of my second child, I was supported with a flexible working agreement that allowed me to work full time, but over three days.

"This meant I could still be at home four days out of seven and not have to sacrifice my time with my kids or lose out financially.

"I've also been fortunate to work for some great leaders, who have really lived up to the Virgin ethos around the importance of family.

"So I've never missed out on a school sports day, Christmas play or those moments that matter just because I'm a full-time working mum. That kind of support means so much and inspires me to do the best I can for the company."



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EXCLUSIVE Hungary's hidden time capsule

Out of public view in Budapest's Istvántelek railway works is an extraordinary collection of historic steam locomotives and rolling stock. **Ben Jones** was given a rare opportunity to visit the depot for *The RM*.

IMAGINE for a moment Stratford Works, in east London, had not been demolished and redeveloped. Instead, it remained open as a works and depot serving the modern railway of the capital, maintaining 1970s electric locomotives and modern EMUs side-by-side. Now imagine the reaction of British enthusiasts if, deep within that works, out of public reach, there were dozens of unrestored steam locomotives and historic items of rolling stock.

It's difficult to believe such a remarkable place could exist in the UK in 2017, or indeed anywhere else in the world, but exist it does, and it's just a two-hour flight from London.

For decades, important artefacts ranging from an 1882-built double-frame Austro-Hungarian 0-6-0 to powerful postwar 4-8-0s and a fin de siècle Wagon-Lits 'Orient Express' saloon car, have waited silently inside an increasingly decrepit 19th century

building at Budapest's Istvántelek Works.

Even more remarkably, these forgotten survivors sit just a few metres from one of Hungarian Railways' (MÁV's) most up-to-date depots, maintaining modern Swiss-designed 'FLIRT' EMUs. However, the increasingly dangerous state of the building, with crumbling brickwork and falling glass roof panels, means safe access to the vehicles is increasingly difficult, and out of bounds to all but a few visitors.





2



3

National Collection

Hungary is rightly proud of its engineering and railway heritage and maintains a large national railway collection under the MÁV Nosztalgia division. Much of this is based at the Budapest Railway Museum Park (Füsti), which has housed a superb range of exhibits, both static and operational since 2000. However, MÁV Nosztalgia also has its own dedicated works facility at Istvántelek, repairing, maintaining and overhauling vehicles from the historic fleet.

Venturing into this 10,000sq m building, complete with traverser, the scale of the operation immediately becomes clear. Largely untouched since the 1940s, the building houses more than 20 historic steam, diesel and electric locomotives in various states of repair, many stored, but others, including well-known MÁV 4-6-0 No. 109.109, undergoing comprehensive overhauls.

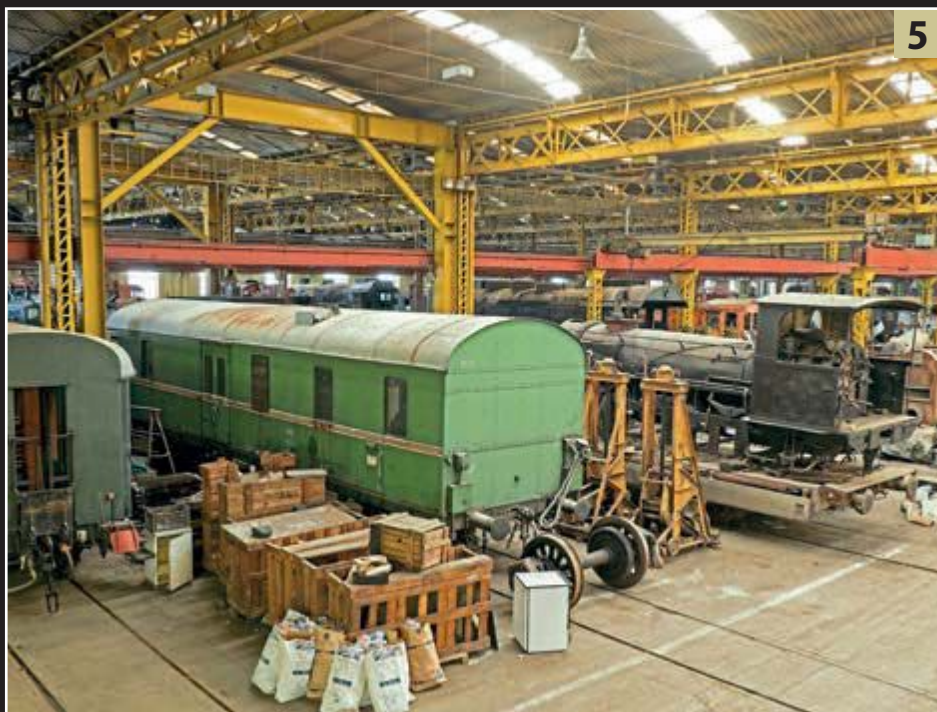
Just 11 full-time staff are now employed, compared to 950 in its heyday, but the works is still fully equipped for repairing steam locos, even being able to roll its own boiler plates. It also undertakes contract repairs for Hungary's growing number of private open access operators – a useful source of additional income.

During my visit, streamlined 4-4-4T No. 242.001 and 1900-vintage 4-4-0 No. 204 were present after recent main line outings. Also inside, being dismantled for overhaul, was Class III No. 269 (MÁV No. 333.095) of 1870 – one of the world's oldest operational steam locomotives. Istvántelek Works also repairs narrow gauge locomotives from Budapest's world-famous Children's Railway.

Further down the depot yard, gradually disappearing into the vigorous undergrowth, were more historic vehicles awaiting the call for restoration. For some, that day will come eventually, but others may not be as lucky. ▶



4



5

1. No. 424.005 and a Class 324 2-6-2 sit silently alongside a Wagon-Lits sleeping car, dating from the 1910s. They are among more than two dozen items stored for decades in this former works building.

ALL PICTURES: BEN JONES

2. A tenderless MÁV Class 324 2-6-2 and Class 424 4-8-0 in unrestored condition. Several hundred '324s' were built between 1909 and 1923 and used right across central and eastern Europe.

3. A heavily stripped Class 424 4-8-0 stored in the main works building. A total of 514 mixed traffic Class 424s were built between 1924 and 1958, with the last examples remaining in service until 1984.

4. Still wearing a Communist-era red star on its smokebox door, Class 424 4-8-0 No. 424.053 stands beneath the roof of the old works building, just a few yards from one of MÁV's most up-to-date EMU maintenance facilities.

5. An elevated view of the main works building, showing the scale of the site. Prominent to the right is Hungary's oldest working steam locomotive – MÁV No. 269 – a double-frame 0-6-0 dating from 1870, and currently stripped for overhaul.



Hidden gems

A second building, typical of late 19th century railway depots across Europe, houses the real hidden gems of Istvántelek. Peering through the shed doors, you're immediately confronted by the impressive face of a 137-tonne Class 424 4-8-0 – one of several on site – still wearing the red star of the communist era on its smokebox door.

Further back, through the broken glass and saplings growing between the tracks, it's possible to see numerous historic railcars, coaches and goods wagons, a tender from a US-built 'S160' (nobody knows where the loco is) all part of an extraordinary strategic reserve quite unlike anything else in Europe.

Some of the items are part of the National Collection that never made it to Füsti, while others are owned by the National Museum of Transportation. This includes the vintage double-frame 0-6-0s Nos. 326.267 and 326.160, survivors with unmistakable roots in the Austro-Hungarian Empire.

The remains of one of only two surviving Class 301 Pacifics – No. 301.006 – awaits removal to become the centrepiece of a new display at Budapest's opera house, but an uncertain future awaits its long-time companions.

Whatever eventually happens to this unique place, it's a rare privilege to see such historic railway vehicles surviving in 2017, thanks to the efforts of the Hungarian railwaymen and women who have protected them from disposal over the decades. ■

■ The author would like to thank Tim Littler of *Golden Eagle Trains*, Norbert Schvéd of *MÁV Nostalgia*, and Neil Howard for their assistance and hospitality, without which this feature would not have been possible.



6. A large collection of historic locomotives and vehicles is stored at Istvántelek, in various states of repair. MÁV No. M31 2035 (left) represents a class of 450hp 0-6-0 diesel-hydraulic shunter, similar in outline to a BR Class 08. Sandwiched between it and Bo-Bo electric No. V42 517 is a Budapest tramcar.

7. Outside the works, a number of historic and withdrawn vehicles are gradually being reclaimed by nature. In the background is one of the buildings containing stored locomotives and rolling stock.

8. Devoid of its varnished teak panelling, the Wagon-Lits sleeping car shows off its solid wooden-framed construction.



9. A study in decay as rust gradually eats away at the metalwork of a Class 324 2-6-2.



10. Its Austro-Hungarian origins clearly evident, No. 326.267 is a double-framed 0-6-0 goods locomotive dating from the late 19th century. It is one of several items owned by the National Museum of Transportation rather than MÁV Nosztalgia.

11. Many of the historic locomotives have been stored at Istvántelek for decades, awaiting restoration but protected from the scrapman. Many similar sites across Europe have been lost over the last 50 years, but Hungary still recognises the value of its railway heritage.

12. No. 326.160 is a second Austro-Hungarian double-frame 0-6-0 stored on site, albeit without its tender.



13. A remarkable sight in 2017 – a traditional railway works filled with historic steam, diesel and electric locomotives. Few, if any, places in the world can match the time capsule effect of Istvántelek Works.

14. Many of the locomotives have been stripped of reusable parts to keep others in steam, or had valuable materials such as brass and copper removed over the years.

15. A couple of pre-Second World War express passenger coaches, possibly of German origin, give some clue to the extraordinary contents of this attractive, but dilapidated 19th century works building.



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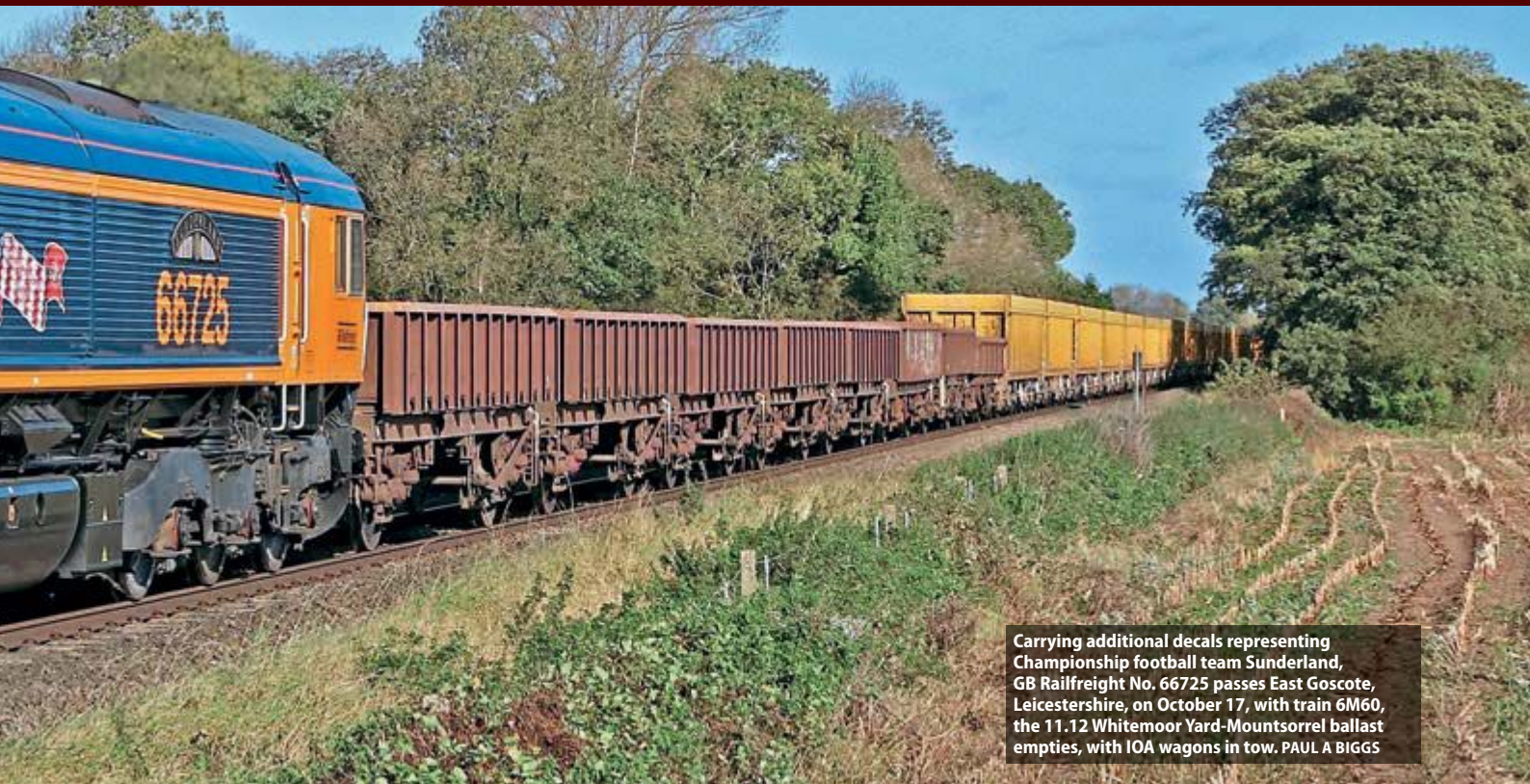
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Hunslet 0-4-0ST *Dolbadarn* whistles up as it heads towards Cei Llydan and Penllyn on July 6, 2013. A steam railway amid heather, rocks, a lake and the mountain slopes of Snowdon – it is not difficult to work out the appeal of this line!

Three million passengers and counting

Sitting in the shadow of Snowdon in North Wales, **Cliff Thomas** tells the story of Llanberis Lake Railway, whose foundations stem from a former slate quarry line.



The National Trust's ex-Penrhyn Hunslet 0-4-0ST *Hugh Napier* visited Llanberis in 2013. It is piloting LLR's Hunslet 0-4-0ST *Dolbadarn* on their way to Llanberis, with Vivian Quarry in the background. PICTURES: CLIFF THOMAS (UNLESS STATED)

A CHECK list of ingredients for a successful heritage railway might include: mountain landscapes (Snowdon, obviously!); running beside a lake; steam locomotives with local provenance; riding on an historic trackbed amid industrial archaeology; a long-established tourist location; and numerous supplementary attractions would score right up there.

The Llanberis Lake Railway ticks all those boxes – and with passenger numbers approaching the three million mark since opening in 1971 the formula plainly works.

These are big numbers for a small 1ft 11½ in-gauge railway. The one million passenger mark was passed during 1992/93 and the line sailed past two million in summer 1997.

Average annual traffic for the first 26 years of operation ran at 78,000, with a fall between 1997-2016 when the average reduced to just over 62,200 a year. However, in 2016 the railway was back to its historic figures, carrying 78,634 passengers – the highest annual total since 2008. The three million landmark is inexorably approaching!

Railway village

Llanberis has attracted tourists since Victorian times, inevitably leading to proposals to build a railway from the village to the top of the highest peak in Wales (and England) following arrival of the standard gauge branch from Caernarfon in 1869.

The rack-and-pinion mountain line was finally built between 1894 and 1896, the popularity of the village and Snowdon Mountain Railway continuing long after closure in 1964 of the London & North Western Railway branch to Llanberis; passenger services had ceased in 1932.

Contrasting with the tourist magnet village and its mountain railway on the southern shore of Llyn Padarn, the north shore of both this lake and Llyn Peris presented a scene of major industrial activity in the form of Dinorwic slate quarry.

Most of the workings of this significant operation, which are in the form of open galleries carved into the mountainside of Elidir Fach and Elidir Fawr, and the resulting tips of waste material, remain a highly visible feature of the landscape.

The quarry employed an extensive railway system (technically 1ft 10¾ in-gauge, although wagons had double-flange wheels allowing ‘flexibility’ of gauge in the more lightly laid areas), worked by steam locomotives, the majority of which were Hunslet-built 0-4-0STs. Varying in size and detail, these small locos (basically industrial plant in their original employment) and similar types from Penrhyn slate quarry and several smaller operations have become known under the affectionate generic ‘Quarry Hunslet’ tag in preservation.

The biggest issue for any North Wales slate quarry was transporting its production to market. Dinorwic finally solved this by building a railway from Gilfach Ddu (on the lake shore opposite Llanberis) to its own seaport on the Menai Straits, but not to the same gauge as the quarry network.

The Padarn Railway was a 4ft-gauge line with the narrower gauge slate wagons carried aboard transporter wagons to Penscoins at the coast above Y Felinheli, where the quarry wagons were offloaded and run down an incline into Port Dinorwic.



Closure and rebirth

With the slate trade in decline, the Padarn Railway closed in 1961 and its track was lifted by 1963, with Dinorwic quarry closing on July 10, 1969. A month later, Dinorwic Slate Quarries Co Ltd went into liquidation. By this time a number of locomotives – made redundant as the slate industry was contracting – had already been sold. The remaining equipment (including the last four steam locomotives) were to be sold at auction on December 12-13, 1969.

Although there was always tourism, the end of this major industry understandably caused concern in the area, leading a group of local people to set up Cymdeithas Rheilffordd Llyn Padarn (CRLP) to promote construction of the Llanberis Lake Railway (LLR).

CRLP was primarily aimed at creating local jobs and providing another tourist asset for Llanberis, and would utilise the trackbed of the Padarn Railway on the northern shore of the lake. At the auction of Dinorwic quarry assets, Alan Porter (on behalf of the trustees of the Cymdeithas) successfully bid for three of Dinorwic's Hunslet locomotives. Mr Porter



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became chairman of the Cymdeithas, which in 1976 was re-registered as Rheilffordd Llyn Padarn Cyf (Ltd), and later became honorary president of the company.

In simple terms, the three locomotives bought were *Red Damsel* (previously

Enid), *Wild Aster* and *Dolbadarn*, but the acquisitions – assembled or otherwise – were in reality quite a mixed bag. Vic Bradley, the railway's engineer, dismantled everything, arranged the components in three heaps, and started assembling the three locomotives

now operated by the railway. The resulting *Dolbadarn* (named after the nearby Dolbadarn Castle) was fairly straightforward, initially being given a red livery. It subsequently changed to yellow ochre, and a few years ago *Dolbadarn* was given a medium/light green livery.

The nameplates for *Red Damsel* had long-disappeared, and with concerns over its 'proper' identity and the propriety of its name it was called *Elidir* (after the mountain into which the Dinorwic quarries are carved) and given a red livery, which with periodical refreshing, has remained to the present day.

The third loco was named *Thomas Bach* (Little Thomas) after (so the railway insists) its driver in the quarries, and received a blue livery. This colour has always been retained, but the loco did run with *Wild Aster* nameplates for a while after they were fitted for the line's 40th anniversary gala in 2011, and then reverted to *Thomas Bach*. The railway has always presented its locos in different colours for commercial reasons.

New line opens

The two-mile line on the Padarn Railway trackbed, along the shore of Llyn Padarn, was opened in July 1971. The locomotive shed and workshops were (and still are) those used by the Dinorwic locomotives in quarry days,

located in one corner of the Gilfach Ddu works, now a slate industry museum. There is a rail link into the courtyard, enabling the museum's ex-Pen-yr-Orsedd Hunslet 0-4-0ST *Una* to occasionally steam on LLR.

The main station was developed where the Padarn Railway transporter wagon loading dock was located. The line passes the carriage sheds before running under the 'Vivian Arch' to assume its position on a lakeside ledge. There is a passing loop at Cei Llydan (where trains pause on the return journey and passengers can use a lakeside picnic area) and terminates at Penllyn, simply a run-round loop with no platform.

Gilfach Ddu has the merit of being located next to the slate museum, Vivian quarry (a somewhat self-contained, now partially flooded, section of the Dinorwic operation), craft shops and car parking; the downside is its location on the far side of the lake from Llanberis and Snowdon Mountain Railway.

This was addressed by construction of an 875-metre (about half a mile) extension from Gilfach Ddu, parallel to the side wall of the museum (almost on a section of long-closed quarry-related track), across the access road and over the 'river' linking Llyn Peris and Llyn Padarn on to a new station at Pont Victoria on the edge of Llanberis village.

The £500,000 project was initially planned

to open in 2000, but delayed by problems with the funding package, which included a European Regional Development Fund grant.

The scheme was supported by local tourist attractions, including Snowdon Mountain Railway, and was officially opened on June 6, 2003 by Welsh MP Dafydd Wigley, then leader of Plaid Cymru.

Public services started on June 9, providing a direct rail link from Llanberis into Padarn Country Park – some 700 acres of countryside, including the aforementioned attractions.

Other steam locomotives have worked on the LLR in past times, but the three Hunslet 0-4-0STs bought for the line in 1969 remain the core steam fleet, maintaining a two-train peak service (one loco spare or under overhaul), which reduces to a single train at quieter times. There are two rakes of carriages: one a set of fully enclosed vehicles with a set of summer carriages brought into use when the two-train service is operated.

The railway also has diesel locos for shunting and works trains.

Further expansion?

Llanberis Lake Railway could conceivably have expanded in a big way had things turned out differently. Around 1998, with Caernarfon's Victoria Dock a contender for

PADARN RAILWAY ('OFFICIALLY' DINORWIC QUARRY RAILWAY)

The 4ft-gauge Padarn Railway opened in 1843, running seven miles from Gilfach Ddu, along the lake shore to Penllyn and on to Penscoines. Here, slate wagons were unloaded from the transporter 'host' wagons (four wagons per host, or three plus a small enclosed brakeman van) and lowered down an incline to Port Dinorwic, where the slates were transferred into ships. Initially worked by horse, steam was introduced in 1848.

Although built to transport slate wagons, from around 1850 quarry workers were allowed to use their own vehicles (various forms of velocipede) over the railway to and from the quarry. These machines were effectively replaced by a quarry company-operated workmen's train, with 'proper'

four-wheel coaches, from 1895. The workmen's service ceased on November 8, 1947 and the railway closed on November 3, 1961.

Early steam was provided by two 0-4-0 tender locomotives, built by A Horlock and Co in 1848, remarkable in many ways, including not having frames, with such components as the wheels and fittings being mounted to the boiler.

Jenny Lind was withdrawn in the 1880s and scrapped. *Fire Queen* was withdrawn in 1886, but preserved in a dedicated shed at Gilfach Ddu.

Fire Queen is believed to be the earliest surviving narrow gauge steam locomotive, and is now part of the National Trust's industrial railway collection at Penrhyn Castle.

A transporter wagon, three 1ft 10¾ in-gauge slate wagons, and a brakeman's van (which was not brake-equipped, simply being a mobile shelter for the Padarn Railway train's brakeman) are displayed at the Narrow Gauge Railway Museum at Tywyn Wharf.

The Horlock locos were superseded by conventional 0-6-0Ts, built by Hunslet: *Dinorwic* (1882, scrapped 1963), *Pandora* (1886, *Amalthea* from 1909 and scrapped 1963) and *Velinheli* (1895, dismantled for overhaul 1953).

The majority of *Velinheli*'s components were scrapped in 1963, but the side tanks (one with nameplate) and chimney survived, and can be seen at today's slate museum.



Above: The remains of the Padarn Railway's 4ft-gauge, 1895-built Hunslet 0-6-0T *Velinheli*. It was dismantled in 1953 for an overhaul, which was never completed, with the side tanks (one with a nameplate) and chimney being stored in the slate museum at Gilfach Ddu.

Left: Quarry Hunslet *Una* (873/1905) shunts slate wagons at the museum and workshop at Gilfach Ddu on October 26, 2013. ROBIN STEWART-SMITH



October 26, 2013: *Una*, with a modest load of just two slate wagons, emerges from a bridge that spans the original four-foot gauge Padarn Railway, located a few hundred yards from Gilfach Ddu.

ROBIN STEWART-SMITH

the location of a new National Museums and Galleries of Wales Maritime Museum, ideas of extending LLR from Penllyn into Caernarfon emerged, part of promoting Llanberis as a 'green gateway' to Snowdonia.

The idea was to initially utilise parts of the old Padarn Railway trackbed before transferring to the old standard gauge Caernarfon to Llanberis branch trackbed, where the two closed lines ran close to each other, near Pontrhyallt.

This line would link with Rheilffordd Eryri as it then was, now simply the Welsh Highland Railway, at the latter's Caernarfon station, and continue through the old standard gauge tunnel under Castle Square, which had just been reopened as a road.

The Maritime Museum decision went in favour of Swansea and the expanded railway concept faded away – the question of funding such a project, let alone whether it could be operated profitably, never being addressed.

Current LLR general manager Emlyn Pritchard confirms there are no extension plans on the agenda, although projects to enhance the line are in the pipeline.

Promoting tourism and providing jobs

Llanberis Lake Railway was founded to promote tourism and provide local employment, and is run by 12 permanent staff, headed by Mr Pritchard, who joined the railway in April 2014, becoming general manager from November 1 that year.

He is backed by decades of experience. Drivers Hefyn Owen and Nigel Orritt have been with the railway for nearly 39 years and just over 30 years, respectively. Workshop supervisor Gareth Davies has clocked up 33 years, and two other staff have been employed by LLR for more than 20 years. The dozen-strong core team are supplemented by 15 seasonal staff (five full-time and 10 part-time) in the cafe, retail areas and as guards.



Henschel 0-4-0T *Helen Kathryn* (visiting from South Tynedale Railway) and LLR's own Hunslet 0-4-0ST *Thomas Bach* (at the time running with *Wild Aster* nameplates) cross the car park access road on the link line from the station (out of frame left) to the line's loco shed. The lifting barriers were installed when the extension (tracks visible right, just behind the wire fence) to Llanberis village was constructed. The edge of Vivian Quarry's galleries can be seen upper left.



There are no facilities at the Penllyn terminus other than the run round loop. Visiting De Winton 0-4-0VBT *Chaloner* is being uncoupled from LLR's Hunslet 0-4-0ST *Elidir* on July 2, 2011.



Not exactly a beach, but there is a location between Gilfach Ddu and Cei Llydan which is popular with local people, who know the path through the woods to reach the lakeside on a summer day. Whether sunbathing or fishing, they still pause to watch the train on July 6, 2003 as visiting Hunslet 0-4-0ST *Lilla* and LLR's Hunslet 0-4-0ST *Elidir* pass by.



Visiting Hunslet 0-4-0ST *Alice* (780/1902) works slate wagons in the sidings beside the carriage shed at Gilfach Ddu near to the incline, while *Dolbadarn* works past with the 14.25 Service Train on June 28, 2012. ROBIN STEWART-SMITH

There is no volunteer supporting society, and while gala events are not a major entry on the railway's calendar, they do periodically feature.

The railway pulled out all the stops in July 2011 to celebrate its 40th anniversary, all three resident steam locomotives (*Elidir*, *Dolbadarn* and *Thomas Bach*, running as *Wild Aster*) plus

the slate museum's *Una* were joined by a trio of guest locos, all of which had run on the LLR at some point in its past: Hunslet 0-4-0ST *Maid Marian* (from Bala Lake), Henschel 0-4-0T *Helen Kathryn* (South Tynedale Railway) and De Winton 0-4-0VBT *Chaloner* (Leighton Buzzard Railway).

It is unlikely there had previously been

seven locos in action on LLR during a weekend, with even more steam present in the form of Fairbourne Railway's 'scale' Darjeeling Himalayan Railway B-Class 0-4-0STT *Sherpa* – on a section of specially laid 12¼in-gauge track at Gilfach Ddu – and miniature locos running at Gilfach Ddu and Cei Llydan.

The last gala at Llanberis Lake was in 2014 and the next looks likely to be in spring 2018 to celebrate the return to steam of *Thomas Bach* – with a new boiler – after an absence of four years.

THE WELSH SLATE MUSEUM – GILFACH DDU

The works complex at Gilfach Ddu, comprising a courtyard, surrounded by workshops, an administration section, and engineer's house, is believed to have opened in 1870. It provided a virtually self-contained engineering and repair facility (it was not part of the slate production process) for Dinorwic quarry.

Equipment was auctioned off when the quarry closed in 1969, but the building and most of its contents were preserved, the site opening as a museum in May 1972, initially as the North Wales Quarrying Museum.

A £2.1million project between 1997-2000, supported by a £1.6m Heritage Lottery Fund grant, significantly enhanced the museum,

which encompasses the main Gilfach Ddu site (now also including a row of relocated cottages), the old quarry hospital on the nearby hillside, and restoration of the V2 plane of the 'tanc' incline above LLR's station, which served Vivian quarry.

The latter (the only working incline of its kind in Britain) is occasionally demonstrated, albeit now worked by an electric motor rather than gravity.

A collection of slate quarry rolling stock and ex-Pen-yr-Orsedd quarry Hunslet 0-4-0ST *Una*, which is sometimes steamed, is displayed in the Gilfach Ddu courtyard. Entry to the museum is free.

Part of a tourism package

LLR has always been clear about its core traffic – coach parties (often retired people) and young families. The coach party traffic is particularly important, gelling well with the requirements of such tours (scenery, interest and not too lengthy a stop to fit with the remainder of the trip itinerary) to the extent any extension could work against the railway in making the ride take too long. Moreover, Llanberis provides an interesting example of how a cluster of tourist attractions work in concert with each other.

Snowdon Mountain Railway transports some 130-140,000 people a year to the summit of Snowdon. Far from being rivals, LLR and SMR complement each other. In the high season, there can be a lengthy wait for SMR passengers before they can travel to the summit, so a trip over LLR can fill the time. Similarly, if a young family finds the Snowdon fare too high they can be advised of the alternative railway trip just across the road. Weather conditions can also affect Snowdon services, alleviated by re-directing potential passengers to the LLR.

Also in Llanberis is Electric Mountain, a visitor centre in the village, which offers guided tours into the man-made caverns created in *Elidir* to house an electricity generating complex. In the mid-to-late 1970s LLR derived 'freight' traffic in relation to the generating scheme resulting from the laying of underground cables buried beside its trackbed. There is a pumping station, which draws cold water from the lake to cool the underground cables part-way between Cei Llydan and Penllyn, and a siding runs into the building, allowing heavy equipment to be transported to the site by rail.

Llanberis Lake Railway is very successful at what it does, fulfils the ambitions of those who promoted it, and happily, if quietly, has carved out its own special place in the North Wales narrow gauge scene.



The restored V2 'tanc' incline provides an additional attraction above the throat of Llanberis Lake Railway's Gilfach Ddu station. Originally, the weight of the pair of descending loaded slate wagons would pull the pair of unloaded wagons back up, the speed being controlled by a brake on the winding drum at the top of the inclined plane. Demonstrations of how the incline worked are now handled by an electric motor (the loaded wagons have to go back up nowadays).

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For more information visit: www.watercressline.co.uk

To apply send a full CV and covering letter preferably by email in confidence to: The Chairman, Mid Hants Railway, The Railway Station, Alresford, Hants, SO24 9JG. Email mhr.safety@btconnect.com

Closing dates for application is: 22nd December 2017

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We still have a few places left on our early 2018 tours to India

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18 March to 4 April: Narrow Gauge

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LLANGOLLEN RAILWAY:

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The Chief Civil & Mechanical Engineer (CCME) of the Llangollen Railway plc is a full-time senior management position, directly accountable to the Board for all engineering aspects of the railway: Traction & Rolling-Stock; Permanent Way; Signalling; Civil Engineering.

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Ideally, but not necessarily, applicants will have worked in a heritage railway environment, as either

a volunteer or an employee; in any event, applicants will demonstrate a serious interest in railway engineering. The railway has a large volunteer force as well as paid employees: the person who fills the CCME post is expected to work effectively with both groups.

The CCME role is nominally a 37.5-hour per week salaried post but additional hours, within reason, can be anticipated. Some evening and weekend working will be required, particularly during the 7-day running season, prior to and at special events, and in the event of emergencies.

Closing Date 8th January 2018

For a full job description and an application form, please contact:
Liz McGuinness – Interim General Manager
manager@llangollen-railway.co.uk
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Readers' Platform

Send your letters to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR. email: railway@mortons.co.uk

NB. Publication of a letter does not imply that the Editor or staff of *The Railway Magazine* necessarily agree with its contents.

★ STAR LETTER

Southern Region slow to learn lessons of Hither Green

THE feature on the Hither Green accident by Fraser Pithie was very interesting, and while it was a terrible accident, it's no exaggeration to say that it gave us all pause.

As a civil engineer for BR (now retired), the outcome affected my work on the LM, and later SR, as well of hundreds of other permanent way engineers on BR. It was very much a case of "there but for the grace of God..."

The most important outcome of the accident was the use of ultrasonic equipment for rail examination. I'd not been aware of its use on the SR, but very soon after the accident there was a direction from the BRB to use such immediately.

Within a week or two, the LM received Krautkramer VDU equipment, and it was used at Roade, the predecessor to the high-speed junction at Hanslope. The Audigauge examiners had found two rail cracks there and so a useful comparison could be made.

The ultrasonic team found 17 further cracks, most of which required an immediate 20mph temporary speed restriction, and if I remember correctly, a 10mph slack was imposed at one location. The Audigauge became history overnight.

Phillips ultrasonic equipment replaced the Krautkramer, and was then used throughout the Divisions. As far as the London Division was concerned, rail cracks were now found in every case before they could develop into rail breaks.

The ultrasonic equipment, later incorporated into the High Speed Track Testing Coach (HSTTC) in the early 1980s, has saved thousands of lives over the years.

The enquiry identified the cause of the accident, but did not appear to question why a timber sleeper had been used to replace a concrete sleeper. The answer would have been that use of a timber sleeper was a manual task. Concrete sleepers weighed around a half-ton and needed a rail crane, engineering train and a possession.

Another problem was the SR was different from most of BR, with a far higher number of trains, concentration of routes



Track workers use Audigauge equipment to test rail for cracks in 1962. SCIENCE & SOCIETY LIBRARY

containing around a third of all the switches and crossings on BR. Unsprung axle-mounted traction motors and leaf sprung bogies, that hunted with increasing energy as speed rose, meant the track was taking a heavy pounding, for which the CCE had failed to impress on general management the need to provide a reasonable amount of maintenance time. As a result the track was poorly maintained in many places.

The SW Division had the best track west of Surbiton, helped by the then recently completed Bournemouth electrification. The advent of continuously welded rail (CWR), for which the SR was at the back of the queue, gradually improved things, but the lack of adequate maintenance remained.

The inner London area, where speed was not high and stopping frequency was closer, was not so bad, but the faster stretches were poor and weak spots were rapidly exposed. However, the introduction of the CEP stock in 1966 with B4 bogies was an enormous improvement.

In the early 1980s I saw a copy of a letter from the then BRB chief civil engineer Max Purbrick. The upshot of that letter was compared to the rest of the network, Southern routes were still substantially under maintained and far more faults had been recorded on the routes examined – yet this was 15 years or so after Hither Green. Plus ça change, ne change pas?

Peter J Coster
By email

Class 50 feature brings back many memories... good and bad!

I WAS the BR engineer (September 1971-March 1974) based at Crewe, responsible for negotiating payments from English Electric under the availability penalty clause of the leasing contract.

This involved establishing the reason why locomotives were 'stopped' each day, and if nine or more were attributable to EE, a penalty of £50 was due for the ninth and each additional loco. So I was closely involved with their day-to-day performance.

An early problem with piston seizures had led to EE engineers removing the bottom oil scraper ring. However, this created another problem, with the remaining scraper ring allowing too much oil to remain on the cylinder liner surface.

This led to 'glazing' of the liners, exacerbated by long periods of idling, with excessive oil being passed into the exhaust. This caused oil to collect on the roof and then run down the bodysides. While hard work would sometimes deglaze the liners, it often meant 'shopping' the loco at Crewe for the liners to be replaced.

In addition, the oily exhaust was drawn through the ineffective inertia filters into the main generator, causing the field windings to become impregnated with oil. This created additional problems, including flashovers.

Multiple working of locos on the accelerated Crewe to Glasgow workings meant the train loco ingested a double dose of oily exhaust.

My period at Crewe ranged from occasional despair with the problems the locos suffered, to some fond memories. When 'on song' the '50s' working in multiple north of Crewe were very impressive machines.

On a sunny day when riding on the second loco approaching the spectacular Howgill Fell, with both engines chattering away, I used to think: "I'm being paid for this!"

Simon Fountain
By email



ALLAN C Baker is quite correct regarding the occasional visit to Silverdale Colliery by a 'Hoover'.

I was fortunate to photograph D421 between Keele and Madeley Road on March 22, 1972, running light from Silverdale. This line actually closed on two occasions – December 4, 1993 and December 31, 1998 – with about four years mothballed.

Loco Nos. 60047 and 60087, respectively, hauled the final trains over the branch.

David Bott
Newcastle-under-Lyme.

TALKING POINTS

Recruitment office opening date needed

IN THE late 1950s, British Railways – London Midland Region opened a recruitment office in Birmingham New Street Station, which was situated on the Midland Division side of Queens Drive, which divided the station.

Does anyone know its opening date?

I had previously been on the footplate staff at Saltley (21A) and was eager to return there after army service at the Longmoor Military Railway and Deutsche Bundesbahn.

I was the first recruit, and was photographed outside the office for *The Birmingham Evening Despatch* – now long gone.

I mislaid both the photo and the newspaper and would like to obtain copies of these items again.

Keith Mackenzie
Birmingham

✉ If any reader can help, they can contact us at the editorial address – Ed.

✓ PUTTING THE RECORD STRAIGHT (RM JULY)

P7: The reference should have said *Flying Scotsman* was working an Up train from York.

P14: Our apologies if some readers were confused by the reference in the Hither Green feature that described the line as for "Ashford and Dover", but also serving Dartford and Gravesend. It should have been clearer: the line heading east at Hither Green station serves Dartford and Gravesend.

P22: The caption of No. 50007 contained the incorrect name of *Thunderer*, not *Hercules*.

P43 (subs issues only): unnamed 'A1' No. 60120 was backing onto a train at Leeds Central, not departing.

EDITOR'S NOTE

Publication of a letter does not imply the editor or staff of *The Railway Magazine* necessarily agree with its contents.



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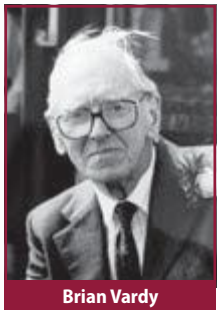
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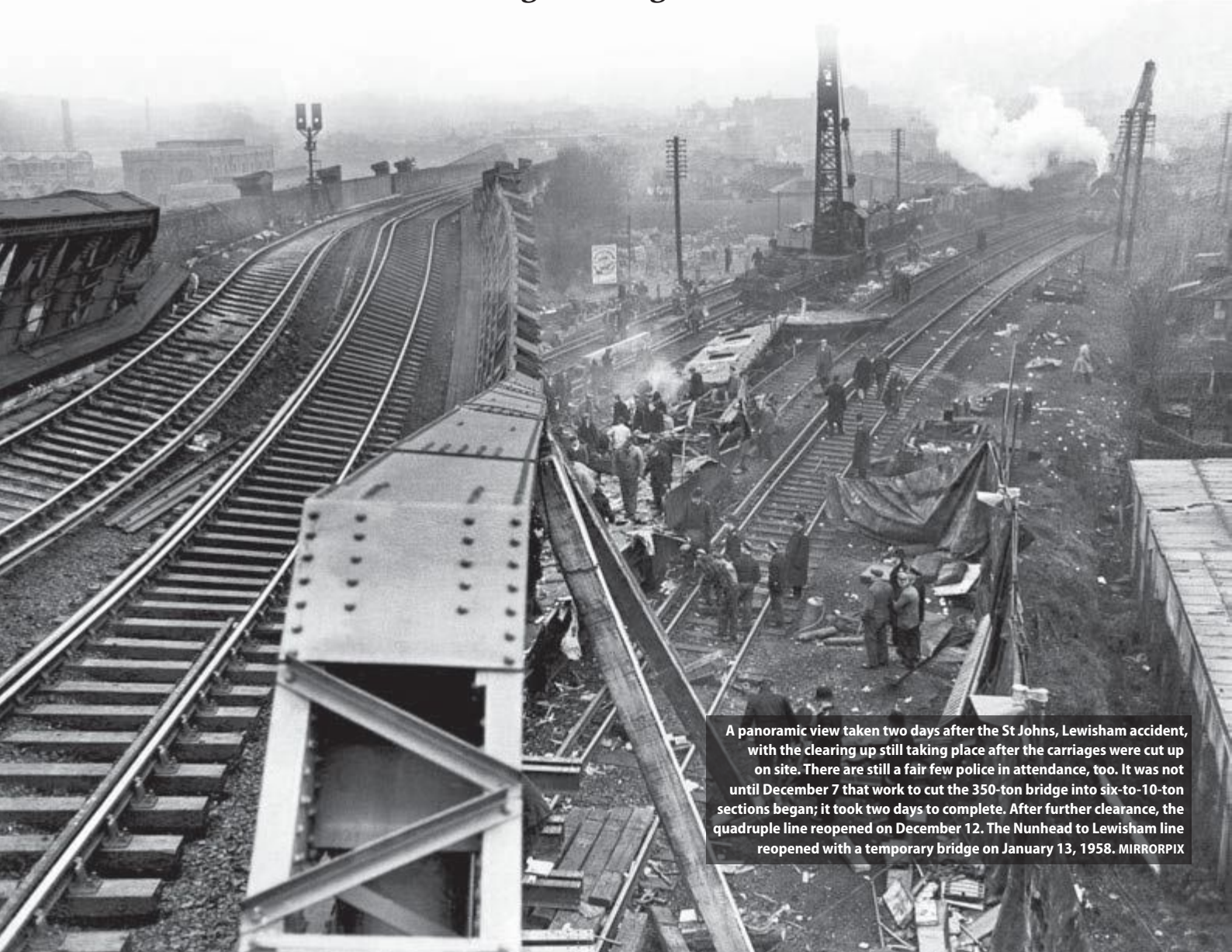
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Cruelty of ASSUMPTION



Brian Vardy

So far, our mini-series this year has looked back at major train accidents that took place 50 years ago. It was after one of these that an *RM* reader suggested to a friend (Richard Vardy) he should contact the magazine with a previously unpublished first-hand account from his late father, who was a passenger that survived what was then the worst railway accident to have ever taken place on British Railways Southern Region. Sixty years ago this month, that accident took place at St Johns, Lewisham, South London. **Brian Vardy's** testimony that he subsequently wrote after such a dreadful and traumatic experience precedes **Fraser Pithie's** summary of the events of that fateful December fogbound night.



A panoramic view taken two days after the St Johns, Lewisham accident, with the clearing up still taking place after the carriages were cut up on site. There are still a fair few police in attendance, too. It was not until December 7 that work to cut the 350-ton bridge into six-to-10-ton sections began; it took two days to complete. After further clearance, the quadruple line reopened on December 12. The Nunhead to Lewisham line reopened with a temporary bridge on January 13, 1958. MIRRORPIX

“The Lewisham train crash was one of the greatest rail disasters in British history. It became known in the family as the night Brian was killed. The reason was that I was involved in the accident and in the following days when lists of casualties started appearing in the press my name was included amongst those who died; the truth is they were so nearly right.

It happened on the evening of Wednesday, December 4, 1957 while I was travelling home from work. As we made our way out of London my train, a mainline steam train from Cannon Street station to Ramsgate, ran straight into the back of a stationary Charing Cross to Hayes suburban electric train. The results were horrendous.

On that fateful day, the South East of England had awoken to a dismal dreary day. The whole area was wrapped in dense fog. Early in the day it was just about clear enough for people to get to work. Trains were running, albeit late. However, as the day wore on the fog thickened. By midday, in London it was difficult to see a hand in front of you. Office lighting was on all day; at lunchtime it looked more like night time. Things got so bad that soon after lunch most of the staff were sent home – to try and make sure that they got there. Some of us had jobs to finish and it was just after 5 o'clock I left the office. It was more by luck than good judgement that I found my way to Cannon Street station.

I arrived at Cannon Street to find, not unexpectedly, that scarcely any trains were running. Any attempt to run to timetable had long since been abandoned. There were some suburban electric trains leaving, but of the many mainline steam trains timetabled down through Sevenoaks and Tonbridge (my station) to either Folkestone and Ramsgate or to Hastings, during the late afternoon and evening, only two were running. The others were all stranded in the depths of Kent or Sussex, mainly because crews were unable to get to them to bring them up to London. One train had left a little earlier with all of two normal loads of passengers on board.

TRAIN ACTUAL		DEPARTURE TIME		PASSING TIME – ST JOHNS SIGNALBOX		
		Actual	Minutes late	Booked	Actual	Minutes late
A	5.15pm (steam) Cannon St to Hastings	5.43pm	38	5.27pm	6.00pm	47
B	5.16pm (electric) Cannon St to Orpington	5.45pm	29	5.28pm	6.03pm	35
C	5.25pms (diesel-electric) Charing Cross to Hastings	5.45pm	20	5.37½pm	6.08pm	30½
D	5.18pm (electric) Charing Cross to Hayes	5.48pm	30	5.34pm	6.11pm	37
E	4.56pm (steam) Cannon St to Ramsgate	6.08pm	72	5.40pm	6.20pm	76

The diagram illustrates the railway track layout at Lewisham in 1957. It shows the North Kent Line and the Mid-Kent Line, with various tracks and signals. Key features include:

- Signals:** STJSB (St John's Signal Box) and PKBSB (Park Bridge Junction Signal Box) are shown. Signals are labeled with 'L' (Lewisham) and 'M' (Mid-Kent) prefixes.
- Distances:** Distances between signals and stations are marked in yards: 440, 423, 469, 363, and 478.
- Collision Site:** A red star marks the collision site where Train E (Holloway to Dartford) hit the rear of Train Q (Dartford to Holloway) near the collapsed bridge.
- Bridge 111:** An inset photograph shows the collapsed bridge structure.
- Driver's Stop:** A note indicates that the driver stopped Holloway to Dartford Train short of the collapsed bridge.
- Braking Distance:** A red box indicates that the braking distance was not used by Train E as signals L156 and L17 were not observed.
- Not to Scale:** A note at the bottom left states 'NOT TO SCALE'.

A FATEFUL FOGGY NIGHT



The Nine Elms breakdown crane, one of several used in the recovery process, lifts wreckage from the crash site. MIRRORPIX

this service, too. Apart from there being no seats available there was hardly any room to stand. Reaching the front I took a quick look at the engine. At that time trains on the mainline to Ramsgate were drawn by 'Battle of Britain' class engines; we had *Spitfire* on the front, and it had a good fire going, but there was no sign of a driver or fireman.

Passengers were rather cross that when I boarded I had to push past them. It was a Pullman-type coach – corridor down the middle with seats arranged in bays of four and a table in each bay. Janet Scott, who I knew as we both worked at the Bank of England, was sitting back to the engine on an inside seat nearest in the front of the coach. As I reached her she pointed to an empty seat opposite. With so many people standing she was at a loss to know why nobody had taken it. Perhaps people thought it was taken and the owner may just have gone back to get an evening paper. Nevertheless, Janet assured me the seat was free.

I settled down into the seat and we chatted a bit – mostly about the weather, how long it would be before we had a driver and fireman and, going at snail's pace, how long it may take us to get home. In the event, we only had to wait just a few minutes for a driver and firemen to arrive.

There was an audible sigh of relief all down the coach as passengers turned to their evening papers, which up till then had lain unopened on their laps. However, there was a further delay when the driver found that the crew which had brought the engine in from the depot had taken so long in the fog they had left the water tanks emptier than usual.

The driver doubted he had enough water to get to Tonbridge, where they would normally be refilled. Eventually, the driver decided he'd enough water to get to Sevenoaks, but then there was a further wait while it was established the Sevenoaks hydrant was working and would be available when we got there. We eventually got going a little before 6.10pm.

As we pulled out over the Thames for the sharp left-hand bend to go to London Bridge station it was at once clear it was not going to be snail-pace. In the dense fog, it was impossible to see much of London Bridge. The glow of the platform lights flashing past was enough to suggest we were already getting up to normal

speed; down the long straight stretch from London Bridge to New Cross we seemed to be rattling along at the usual pace of around 40 miles an hour. Evening papers were coming down onto people's laps again as they looked nervously out of the window and at each other.

I remember commenting to Janet that it seemed our driver was anxious to get home and I recall the little man sitting beside her looking nervously out of the window and murmuring 'I'm rather anxious myself'. Poor chap: I wonder if he ever got home? The signals operating on the Southern section were of the colour light system: green, all clear to at least the next signal; double yellow, the driver should get his train under control in case the next signal was a single yellow. If it was, slow down to walking pace ready to stop if the next one was red.

It seems that between London Bridge and New Cross we passed 14 green signals. But then we passed a double yellow and a yellow, for some reason without slackening of pace. It so happened the firemen saw the next signal and at once called out to the driver 'Bill you've got a red!'

When you have a fully laden mainline express train weighing several hundred tons travelling at something in the region of 40mph, it takes a few hundred yards to stop. Sadly, from the moment our driver applied the brakes, we had only about 100 yards. For standing stationary at the next signal, which was also at a red signal, was a fully laden suburban Hayes electric train. It was estimated we were still doing about 35mph when we ran straight into the back of it.

My recollections of the next few moments are very hazy. I was just aware of a sickening crunch as we came to an abrupt halt and the lights went out. There was also a brilliant flash of light, but whether this was the electric rail short-circuiting or whether it was me 'seeing stars' as I was pitched forward hitting the table squarely across my chest, I shall never know – for at that point I was knocked unconscious and stopped taking an active interest in the proceedings. It was estimated later I must have been 'out' for the best part of half an hour. And in that time quite a lot started happening.

Words can hardly express the devastation caused by the crash. The last three of the electric train's 10 carriages were destroyed almost entirely, as were the front three of the

11-coach steam train. Since both trains were so heavily overloaded the number of casualties was horrendous. However, there was worse to come. It so happened the accident occurred directly under a steel girder viaduct carrying a branch line of the railway.

On impact the steam engine's tender and front coach jack-knifed to the left and dislodged the column supporting the centre of the bridge, which at once collapsed, crushing what was left of the first, second and third coaches of the steam train. As a result, several people who had survived the initial crash were killed.

As it happens matters could have been even worse. Only two or three minutes after the crash a fully loaded electric train heading for Blackheath approached the viaduct at the higher level. Fortunately, it was going very slowly. The driver then suddenly felt the power fail and, at the same moment, saw the bridge girders at a strange angle and found his cab beginning to tilt. At once he brought his train to a halt. Unaware of the devastation below he initially thought it was just the bridge that had collapsed. Had he not been so quick one or two of his leading coaches would certainly have fallen onto the coaches below potentially causing even more casualties – including myself, for I was lying immediately below.

Alongside the track, immediately opposite the point of contact, was a block of flats. One or two residents heard the noise of the crash and looking out through the fog saw there had been an accident. Quickly they dialled 999 to call the ambulance service; but as the magnitude of the disaster became apparent, other services were called out – the fire brigade and the police – and the local Lewisham General Hospital was brought to full alert.

Not waiting for the emergency services to arrive, the residents themselves set about helping the injured, bringing ladders to help them down the embankment into their gardens and finding blankets and sheets to wrap them in against the cold. Even better, they made a big bonfire, gathering up anything that would burn and setting out a ring of chairs ready for the casualties. A coal merchant delivering coal to one of the flats tipped two sacks of coal onto the bonfire. Thus, by the time I came around quite a lot was happening.

As I regained consciousness my first feeling was of complete confusion. As I looked at the tangled wreckage around me it was difficult to know just what had happened to me, but from the amount of glass which was later picked out of my body it seems that either with or without the table that had knocked me out I must have been thrown through a window onto the track beside what was left of my coach. At that point, confusion was replaced by fright, for as I looked up there were remnants of a coach hanging over me looking like it was about to fall. And hanging over the other side were the steel girders of a bridge at a crazy angle, also looking as though it might fall.

In the crash, I was thrown onto the opposite side of the wreckage from the block of flats where things were happening. On my side, there was absolute quiet and stillness. I seemed to be quite alone. Then on the side where things were happening I heard what seemed to be someone pulling out wreckage and throwing it aside. For a moment, it sounded as though they were throwing it over towards me. This, too, was frightening and I shouted to say I was here. Nothing happened – my voice would not work. Twice more I tried shouting – and still no sound. I lay for a moment wondering what to do next. It

was then I realised how bitterly cold I was. I had seldom felt so cold. Not surprisingly really for I had been lying for half an hour or more in the freezing fog with very little on. Looking down I saw my nice City suit was in tatters, giving me little or no protection. Also, I noticed that my white shirt now looked blood red and that I only had one shoe.

It was later I learned this bitter cold feeling was largely due to shock. For some time, I tried to summon help, but could not understand why I was unable to speak; little did I know that I had a punctured lung with the other lung partially damaged, too. I was just deciding the only thing to do was to try and get up when suddenly through the fog I saw someone picking his way through the wreckage by the light of a hurricane lamp. Seeing me he hurried over saying 'Hello, mate, how are you feeling?' Kindly meant, I'm sure, but difficult to answer as I was feeling like death. In the event an answer wasn't needed for he then asked if I would like a cigarette. I gratefully accepted one thinking at the time it was a retrograde step because having been a 20-a-day-man for many years I had only recently given up smoking, and just reckoned I was cured. He then asked if I could stand up. I had just been toying with this idea and I quickly abandoned it.

However, it is strange that at times like this you seem to be given some extra strength and with his help I did stand up. Together we struggled through the debris and others came to help me down the embankment and sat me by the bonfire. Nothing was ever more comforting."

• Brian Vardy was a deputy principal at the Bank of England. He served in the British Army throughout the Second World War, seeing action in North Africa, Sicily and Italy, before joining the Army's Intelligence corps. Brian's mother and grandparents were informed on the night of the accident he was seriously injured, but was alive and in Lewisham hospital. However, the press obtained a list compiled by someone, who for some reason had Brian listed as a fatality. His colleague Janet Scott sustained two broken legs in the crash. Both made full recoveries.



The crash seen from the south side of the flyover, looking north. MIRRORPIX

Lewisham 1957

The accident at Lewisham occurred at St Johns, where the North Kent and Mid-Kent lines diverged, and was the worst railway accident in terms of loss of life for five years since Harrow and Wealdstone in 1952, when 112 people lost their lives as three trains ploughed into one another.

As Brian Vardy's account vividly describes, the prevailing weather conditions on that fateful December day were dreadful, with thick fog and its consequential gloom adding to the darkness once evening fell. In some places, it was reported visibility was down to no more than 15 yards.

The Clean Air Act had been enacted by Parliament only a year before in 1956; the legislation had been conceived after the terrible London smog of 1952. In 1957, the Act had barely had time to make any impression on the conditions that prevailed in built-up areas, where coal fires were the primary means of heating homes. Added to which, industrialisation contributed to airborne pollution, and the bulk of motive power on the UK's railways was steam.

The fog was the primary element that led to

a series of consequences and actions that came together to create a situation that ultimately led to a major tragedy. Trains were running out of order, and as a result services were few and far between, causing heavy loading on those services that were running; people were anxious to get home. There was no automatic train protection system on the Southern Region, the traction used at that time was mixed and largely formed by electrical multiple units, with steam locomotives operating some of the longer-distance services.

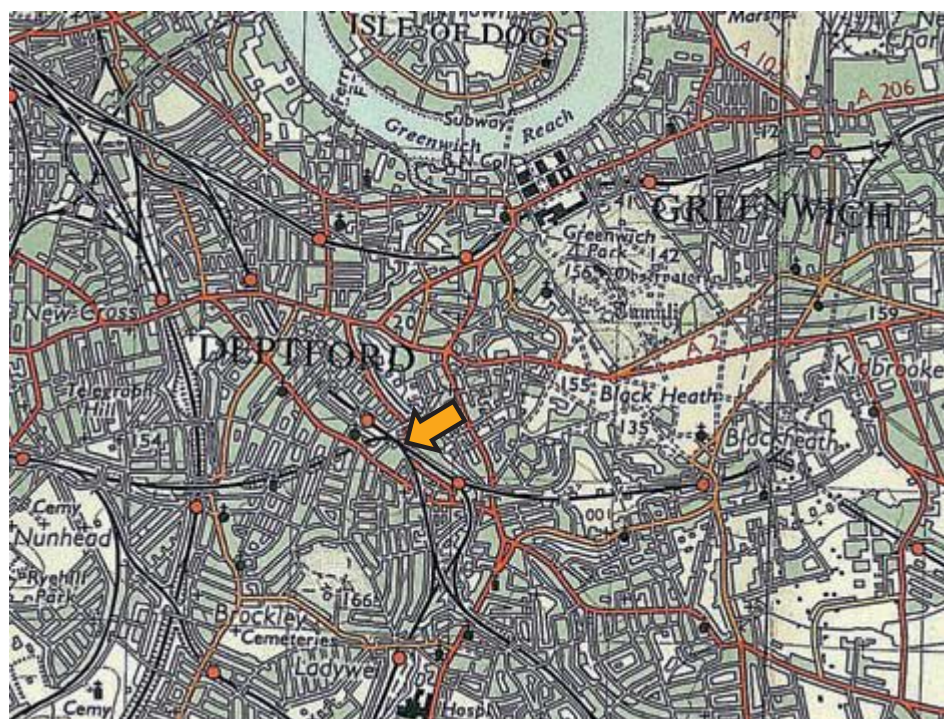
South eastwards from London Bridge a signalbox was situated at St Johns station. This was a busy box controlling the junctions for the diverging North and Mid-Kent lines. A signalbox at Parks Bridge Junction was the first 'box on the Mid-Kent Line after the line diverged at St Johns.

It fell to SR-built 4-6-2 'Battle of Britain' No. 34066 *Spitfire* to provide the motive power for the 4.56pm service to Ramsgate. The service had been heavily delayed and finally left Cannon Street more than an hour late at 6.08pm. Four trains (trains A-D) ran ahead of the Cannon Street to Hastings express on the Down through line at St Johns between 5.43 and 5.48pm.

The Down line signalman at Parks Bridge Junction signalbox stated he took note of the description of Train B, but said he did not receive, or could not remember receiving, from St Johns signalbox the description for Train C. The next train he saw on the 'Down Through' train receiving dial, after he saw Train B, was 'Mid-Kent Loop - Main electric', he said. This description, which had been sent from St Johns 'box for Train D, directly after Train C had cleared the relevant track circuit, was on the Parks Bridge train receiving dial at the same time as the track circuit diagram was indicating a train (C) was standing at a red signal M10/12.

This led the Down line signalman at Parks Bridge to be convinced the Hastings diesel-electric train (C), which he could not see because of the fog, was the Mid-Kent electric train (D) to Hayes. Unfortunately, the Down signalman's belief was an assumption, and a wrong one. As he had a train coming on the Up through line from Bromley North, and another heading down the Mid-Kent line from Lewisham station, he continued to hold Train C at signal M10/12. This action led to the Mid-Kent electric train to Hayes (Train D) being stopped and held at St Johns. This in turn determined the signal some 138 yards immediately to Train D's rear was red, ensuring protection of Train D.

The steam-hauled express to Ramsgate (Train ▶



A late 1950s Ordnance Survey map showing the accident location. ©CROWN COPYRIGHT 2017 ORDNANCE SURVEY.

MEDIA 008/17

A FATEFUL FOGGY NIGHT

E) was crewed by Ramsgate men, Driver W J Trew and Fireman C D Hoare. Trew had 13 years' experience on 'Battle of Britain' Pacifics, and a railway career spanning some 45 years. The express received 14 clear (green) signals after leaving Cannon Street, which took it as far as signal A42 at the country end of New Cross station. However, the next three signal aspects were of an increasing cautionary sequence: a double yellow, single yellow and red protecting the rear of Train D.

These signals were situated to the right of the express, and in normal weather conditions, despite being situated on the left of the footplate, Driver Trew would have seen the signals from a distance as the line was on a left-hand curve. Fireman Hoare had been keeping a lookout and had told Trew signal A42 was clear, however at that point Hoare concentrated on the express's fire, and the climb the locomotive had ahead of it over the North Downs. In this period, the double yellow and single yellow signals were passed; it was never determined if Trew saw them, but the lack of any brake application or change in driving would tend to suggest not.

As the station lights at St Johns became visible through thick fog Trew called to Hoare to lookout for the next signal. Hoare immediately saw a red glow in the fog coming from the signal. Hoare shouted "red light". Trew applied the brakes, but it was far too late. He was driving an express train of about 528 tons; this weight included the locomotive *Spitfire*, which was 128 tons on its own. There was just 128 yards between the red signal and the rear of the stationary train ahead (Train D), the electric multiple unit to Hayes.

The impact of the locomotive hitting the rear of Train D was estimated to have been around, or slightly above, 30mph; the damage and consequences were horrific. As the locomotive rammed the rear of Train D it caused the two rearmost coaches 11 and 10 to shunt forward, as they were of a stronger BR design. This led coach 9 to override coach 8 with catastrophic effects; coach 8 was destroyed.

The largest loss of life arising in the Hayes-bound electric train was believed to have occurred in coach 8. At this point it's appropriate and sobering to remember the heavily loaded nature of both these trains.

Ninety passengers were killed and 109 casualties were hospitalised, some with serious injuries, and a further 67 passengers suffered minor injuries or shock. Consequently, Lewisham was and remains the third worst UK railway accident in terms of fatalities with Quintinshill (1915) having the biggest loss of life, followed by Harrow & Wealdstone (1952).

The effect of the 'Battle of Britain' Pacific hitting the rear of Train D caused the first coach



St Johns station and the flyover today as a pair of Class 465 Networker units head towards the Capital. The flyover line from Nunhead has been singled, and just one of the girder sections remain. Temporary supports are still under a section of the bridge. BRIAN MORRISON

of the steam-hauled train to dissipate energy by veering out to the left of the curve. This had the effect of forcing the locomotive's tender upwards and out directly beneath a flyover that carried the Nunhead to Lewisham line. The tender hit and wrecked one of the main stanchions that supported the girdered flyover, the immediate effect being the first coach of the express, very shortly after its derailment and with those who may have initially survived still inside, now faced the cruelty of a 350-ton steel girder bridge coming down on top of them. Consequently, the first and second coaches were crushed with the third coach also wrecked.

Some two minutes or so later a Holborn Viaduct to Dartford train approached the flyover. It was travelling slowly under cautionary aspects, and thankfully, down to the vigilance of its driver D S Corke, the train was stopped short of the collapsed flyover Corke noticed the girders were all at the wrong angle. Only recently did *The RM* learn railway photographer Brian Morrison was on that Dartford train.

Of the 90 people that died 49 were passengers in the first three coaches of the steam-hauled express to Ramsgate. It was believed 37 people lost their lives in the electric train to Hayes with four other fatalities elsewhere on the Ramsgate train.

A major contributory factor of the tragedy at Lewisham is that it did not have the benefit of British Rail's Automatic Warning System (AWS), which was being rolled out on all main lines from late-1956 onwards. Only the Great Western had enjoyed the benefit of a safety system linked to its signals, with its similar Automatic Train Protection (ATC) that the GW had introduced from 1906. (ATC was subsequently replaced by AWS on BR's Western Region.)

In 1957, apart from the Western Region, which had ATC, large parts of the UK rail network, including the Southern Region, were yet to receive the protection afforded by AWS. The AWS system, still in use today, is linked to the lineside signals, and both an audible and visual warning presents itself to the driver. A green 'clear' aspect attracts a bell to ring and a circular display glass remains black.

A cautionary aspect, either yellow or red, sounds a horn on the footplate/cab until it is cancelled by the driver hitting a plunger. If the

driver fails to hit the plunger within around two seconds the brakes are automatically applied on the train.

When the plunger is hit by the driver within the two second period the horn stops and the display changes to a circular set of black and yellow spokes. The display remains, thus acting as reminder to the driver they have cancelled the AWS as a result of a cautionary aspect. The display only changes once the train reached the next signal and the AWS track magnet is activated again. There can be little doubt had AWS been in operation at Lewisham then the likelihood of the collision and subsequent tragic consequences would have been avoided.

The Ministry of Transport Inquiry concluded driver Trew was 'solely responsible' for the accident. The Inspector, Brigadier C A Langley, stated he felt Trew had probably assumed he would have a green at the signal that was in fact red.

He cited the fact this was probable because Trew had never been stopped there previously. Trew is believed to have never got over the accident, the Inquiry or indeed the criminal proceedings he subsequently faced, from which he was eventually acquitted. Signaller Beckett at Parks Bridge Junction, also contributed to the event by assuming Train C was Train D. However, this the Inspector pointed out, did not amount to any blame on his part for the accident.

In his accident report Brigadier Langley reinforced BR's intention to install AWS across its network. He had sought and gained a commitment from BR that AWS installation would be accelerated in the light of the events at Lewisham.

The Pathé News footage of Lewisham makes for grim viewing. It's narrative sobering: "Cameramen say it is one of the most gruesome tragedies they have ever seen".

It was all the more poignant for rescue workers who found themselves picking their way through Christmas presents and parcels that were strewn amongst wreckage.

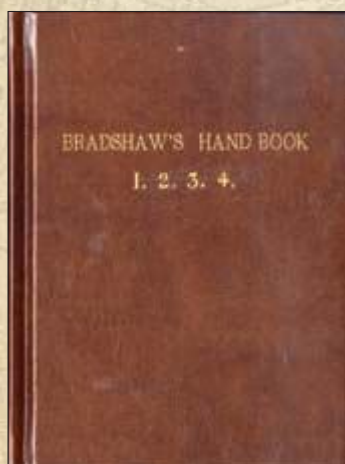
Two missed cautionary aspects, two assumptions, and the cruelty of circumstance – represented by a bridge stanchion – was all it took to lead to one of the worst railway accidents in the UK in terms of fatalities and injuries on that grim December night in 1957. ■

IN MEMORY OF THOSE
WHO LOST THEIR LIVES
LEWISHAM TRAIN DISASTER
4th DECEMBER 1957

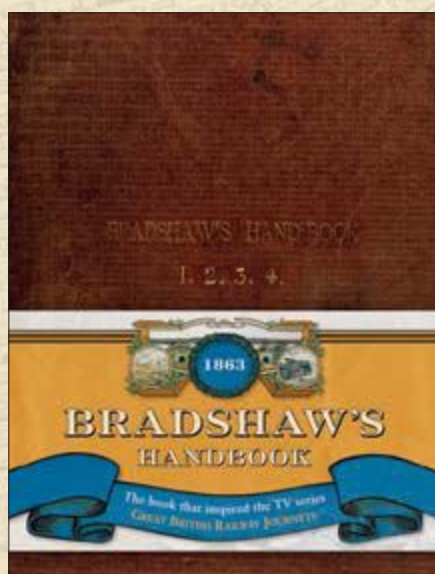
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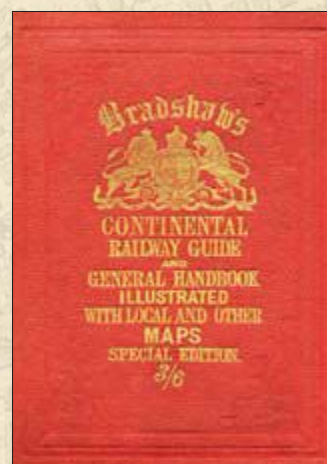
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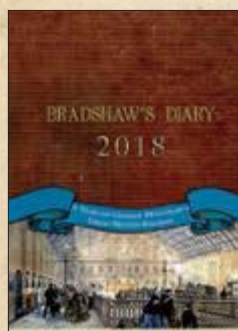
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Made famous by Michael Portillo's hit BBC series *Great British Railway Journeys* and *Great Continental Railway Journeys*, George Bradshaw's railway guides were the essential companions for any Victorian or Edwardian traveller. Timetables and maps rub shoulders with recommendations about where to eat, sleep and socialise making these books the perfect gift for any railway enthusiast.

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Christmas Gifts and reviews

Railway-themed cushions by We Love Cushions

A REALLY unusual gift for anyone interested in railways are these cushions that contain classic or distinctive images on the cushion cover.

Working in association with the



National Railway Museum, many are based on art deco posters that were commissioned by the 'Big Four' railway companies in the 1920s and 1930s. However, there is a selection from the immediate post-Nationalisation era under British Railways.

The cushions are comfortable, practical and attractive in any room setting.

We Love Cushions also produce a range based on London Underground posters in a similar art deco style. The company has also started producing deckchairs with the railway poster design.

If you prefer cushions with covers based on film or music icons, flowers, famous paintings or modern art,



including Banksy, they are available, too. The UK-made cushions start from £24.99.

We Love Cushions will also produce products from a customer's own artwork or design. CM

Welovecushions, Unit 26 Lake Business Centre, Tarriff Road, London N17 0YX, tel 0208 801 5491 or website welovecushions.co.uk

Tornado team goody bag

IT'S hard to believe the first components for the Tornado project were completed 23 years ago.

However, the A1 Steam Locomotive Trust is working hard to encourage the next generation of enthusiasts to become interested in Tornado, and to foster a care for and understanding of the loco, ensuring the continuation of the work of the trust for many years to come.

Aimed at children aged 5-15, joining the Tornado team costs £25 a year, with new members receiving a Tornado goody bag when they join.

Other benefits include newsletters and Tornado team events, where members will have exclusive access to the engine and the people who look after it.

Download an application form online at www.a1steam.com/tornado-team, or write to The Tornado team, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ, or email tornadoteam@a1steam.com DJM

Flying Scotsman t-shirts/sweatshirts

A NEW range of t-shirts and a sweatshirts featuring 'A3' Flying Scotsman has been licensed by the NRM and marketed by Spike Leisurewear.

The range has a choice of three t-shirts available in blue, white or black, each with a different logo in either cotton or poly-cotton.

There is also a sumptuous poly-cotton, long-sleeved sweatshirt in blue.

From our samples, the clothing is of high quality and will make an ideal gift for the enthusiast in the family.

Prices range from £15 to £30, depending on the item. CM

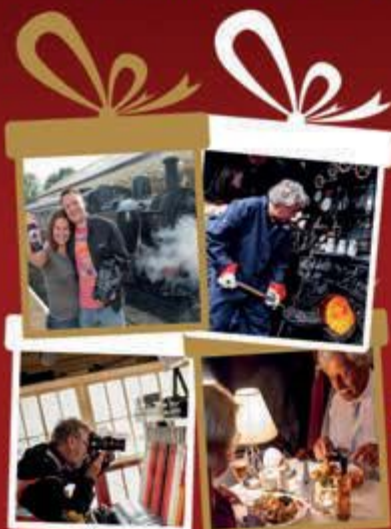
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BRITAIN'S 100 BEST RAILWAY STATIONS

By Simon Jenkins

DESPITE their classic design, passengers tend to overlook the beauty of railway stations that serve them.

They also might not appreciate the work of the architects, as well as the construction of these masterpieces, completed without mechanical and technical aids the industry relies on today.

Author, newspaper columnist, and editor Sir Simon Jenkins has served on both the BR and London Transport boards, and was a founder of the Railway Heritage Trust, so is well placed to select 100 best stations – a pretty difficult task your reviewer expects it was, too.

The author travelled the length and breadth of the country's rail network, and his top 100 are split regionally, with seven London termini featured, as well as regional classics such as Bristol Temple Meads, Huddersfield, Nottingham Midland, Cardiff Central, and outstanding Weymouth Bay.

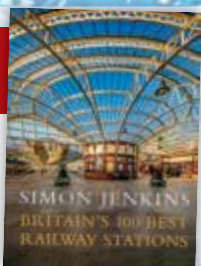
Jenkins has also included Underground stations (the modern, yet impressive Canary Wharf and Southgate, typical of 1930s style),

even though their architecture is worthy of a feature in their own right, but also closed and preserved stations (Wolferston), heritage stations (Sheffield Park, Goathland and Porthmadog Harbour), as well as a couple of surprises (Dolau and Workop).

Each station gets a historical annotation that is educational and informative. What makes this book work is the superb colour photography showing the character of the stations; it may well encourage you to travel to these places to admire some simply wonderful British architecture.

The book should also act as a reminder of the classic stations we have lost, allegedly in the name of progress. Can't recommend highly enough. **CM**

Published by Penguin Viking, 20 Vauxhall Bridge Road, London SW1V 2SA, illustrated, 336pp, 198mm x 253mm, hardback, ISBN 978-0241978986, £25 or less.



Industrial Locomotives & Railways of London & The Northern Home Counties

By Gordon Edgar

GORDON Edgar is a familiar name to readers of *The RM*, having had his photographs featured in the Panorama pages many times.

With this book he continues his series exploring the oft-forgotten industrial systems of England, Wales and Scotland, and in particular their locomotives.

The book is focused on Greater London and the counties of Middlesex, Berkshire, Buckinghamshire, Bedfordshire, Oxfordshire, and Hertfordshire, from the 1950s to the present.

As with the author's other books, he provides an introduction to the industries he photographed before looking at each industry in detail.

Cement is the first covered, including APCM sites at Dunstable and Sewell, followed by a long look at the sand and gravel systems around Leighton Buzzard.

Internal combustion locomotives of various gauges rule over these pages, but steam takes over for the chapters on the Oxfordshire Ironstone Company and the Slough Trading Estate.

Multiple forms of motive power are featured in the chapter that covers the electricity, gas, petrol and chemical industries – from fireless locos at Taylor's Lane Power Station to steeple-cab electrics at Croydon 'A' Power Station and the fascinating cables locos at Beckton.

Engineering, Docks & Wharves (Port of London Authority), and Ford at Dagenham follow, rounding off with military, food and drink, and the London Transport Panniers.

Not only do the images provide a fascinating record of these largely lost networks, but also show what a

sterling job preservationists have done in ensuring some of the locos have survived. Recommended. **GBH**

Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucestershire GL5 4EP; Softback; 128pp; 168x246mm; ISBN: 987-1-4456-4932-0; £19.99

Smoke Across The Fells

By Michael Welch

THIS is a superb photographic album from Rails Publishing.

Author Michael Welch has assembled a very fine collection of high-quality colour/black and white images to document the final years of steam action in north-west England up until 1968.

Furthermore, the standard of colour reproduction is very high, and the author has provided extremely informative captions that add much pleasure to the chosen photographs.

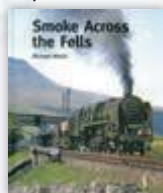
We journey north over Shap to Carlisle before tackling the spectacular Settle and Carlisle route. Other routes featured are Settle Junction to Carnforth, Tebay to Kirkby Stephen East, Penrith to Barnard Castle, the Middleton-in-Teesdale branch, Carnforth to Carlisle via Barrow-in-Furness, and Penrith to Workington.

These routes were arduous for steam and ran through magnificent scenery.

The scenery is well portrayed in the superb steam action images. In many of the photographs period railway infrastructure adds much to the interest of the images – indeed some photographs lack trains altogether!

Overall, a valuable addition to the rail enthusiast's library. **RSS**

Rails Publishing, Capital Transport Publishing Ltd, 117 Old Roar Road, St Leonards-on-Sea TN37 7HD, 112pp 22.5x25.5cm Hardback, ISBN 978-1-8541-44119, £19.95



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Flying Scotsman: A Pictorial History

By Fred Kerr & Keith Langston

THE public appetite for *Flying Scotsman* shows no signs of fading, and the National Railway Museum's Gresley 'A3' is selling out trains and packing platforms wherever its wheels turn.



Fears the locomotive would not have the same appeal in BR green as it did in LNER apple green have proven unfounded, and the locomotive continues to live up to its mantle as the world's most famous steam locomotive.

The *Flying Scotsman* story, together with that of its designer and classmates, has been told many times. So the authors have taken a different approach with this book and made it a potted pictorial history, chronicling the loco's rise to fame, its career, records, preservation, and globe-trotting adventures in pictures.

It begins with a short chapter titled *Made in Doncaster*, featuring rare images of the as-built 'A1' Pacific as No. 1472 in service and on display at Wembley in 1924.

Then follows a descriptive section covering shed allocations, liveries, numbers, works visits and technical specifications, all accompanied by large images of the 'A1' and later 'A3' in service.

No. 60103's purchase by Alan Pegler is covered next, followed by chapters on the two tenders era, the North American adventure, its subsequent repatriation, and the McAlpine ownership.

Australia comes next, before the Waterman and Marchington periods

(including the return to BR green), purchase for the National Collection, and the 11-year, multi-million pound overhaul.

Finally, the book brings us right up to date with scenes from *Flying Scotsman's* 2016 comeback and subsequent main line return.

Lavishly illustrated in both black and white and colour, each image is accompanied by informative captions and, throughout the book, QR codes. These can be scanned using a mobile phone, giving a direct link to film footage of the 'A3' at work.

Overall, a well-put together book which, while not for the 'hardcore' enthusiast, would make a good gift for those who appreciate this icon of British engineering.

Pen & Sword Transport, 47 Church Street, Barnsley, South Yorkshire S70 2AS; Hardback: 136pp; 280x222mm; ISBN: 978-1-47389-992-6; £19.99.

Here Be Dragons

By Phil Girdlestone

READERS who wish diesel and electric locomotives had never been invented will find much of interest in this book, which relates the author's extensive efforts to improve the efficiency of steam traction in the modern era.

Phil Girdlestone, who sadly passed away last year, shortly after completing this autobiography, was one of three high-profile engineers who devoted their careers to the advancement of steam technology in the late 20th century, the other two being Livio Dante Porta and David Wardale.

If Phil had been born in 1924 instead of 1954, he would almost certainly have had a stable career in his local railway works, but as his life coincided with the worldwide demise of steam, he was obliged to

become a globetrotter, living and working wherever 'dragons' clung on in their remote dens and lairs.

This lifestyle took him to such places as South Africa, Brazil, Argentina, Australia, Russia, China, and the Sudan.

However, it was on the Ffestiniog Railway in North Wales he cut his teeth, beginning as a 15-year-old trainee fireman in 1969 and rising to become the railway's full-time works superintendent in 1983.

His vivid description of life as a young volunteer in the early years of preservation will ring bells with many heritage line workers.

Involvement in the FR's steam loco modification programme led Phil to take an interest in pioneering work being undertaken in South Africa by the Argentinian engineer L D Porta and, in 1982, he wrote to him, triggering a fruitful working relationship over the next few years with both Porta and the like-minded Wardale.

Girdlestone left the FR in the 1980s to take a job with South Wales-based Hugh Phillips Engineering.

It saw him travel to Sudan to help rehabilitate and reintroduce locos in that impoverished nation, and after spending time in several other countries, he landed a demanding, but fulfilling role with the Alfred County Railway in South Africa, helping to keep its steam fleet operating against heavy odds until 1991.

A large section of the book is devoted to this scenic line.

The author concedes that tampering with the sacred designs of previous locomotive engineers is akin to sacrilege



in the eyes of many enthusiasts, but warns heritage lines running daily timetabled trains will almost certainly have to accept modifications to prolong life and improve efficiency.

On the whole, Phil Girdlestone's efforts produced extremely impressive results and savings, but where everyday main line steam was concerned, they were unable to provide more than a stay of execution.

NHP

Published by Camden Miniature Steam Services, Barrow Farm, Rode, Somerset BA11 6PS; Hardback: 136pp; 305 x 205mm; ISBN 978-1-909358-38-6; £33.95 + £3.95 UK p&p.

Western Steam Days Remembered

By Kevin Derrick

THIS entry in Amberley's *Steam Days Remembered* series not only provides a further look at the final years of BR steam on the Western Region, but also offers a nostalgic trip down memory lane for those who witnessed the days when copper caps were not quite so shiny, and Brunswick green was only seen through a patina of oil and grime.

Drawing on the photographic collections of the likes of Frank Hornby, Peter Simmonds and the Strathwood Library Collection, the author leads the reader on a visual journey through the 1950s and 1960s.

The photographs are primarily of Swindon-built products at locations including Swindon itself, Southall, Reading, Gloucester, the Cambrian Coast (including the Vale of Rheidol), Bristol, and the Severn Tunnel, but there is a glimpse to be had of ex-Southern motive power on the Somerset & Dorset route.

Similarly, a chapter on interlopers looks

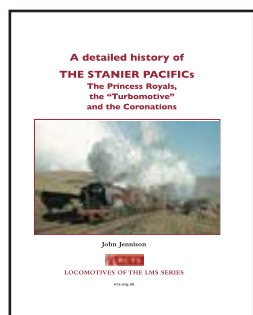


PUBLICATIONS

Reviewed in the November R M Gift Guide
Solve your Christmas present problem now

THE STANIER PACIFICS

The Princess Royals, The 'Turbomotive' and the Coronations



This book covers the detailed history of the Stanier Pacifics. The author, John Jennison, examines all aspects of their development beginning with the LMS desire to catch up with its rival, the LNER, in the race for speed and the Scottish business. The author describes the evolution of the Pacifics from the first Princess Royals through to the final Coronations and also includes a detailed account of the "Turbomotive" project. This book is a must for all those with an interest in the history of LMS locomotives and all devotees of these magnificent machines.

214 x 297 mm, casebound, 264 pages, 177 b+w and 48 colour illustrations.

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DVD

RAILWAYS AT WAR – THE FIRST WORLD WAR

The First World War Collection

THIS is a superb video that assembles nearly two and a half hours of excellent quality archive black and white film footage to tell the story of the essential key role played by railways in the First World War.

It documents the complex logistical challenges faced in supplying the different battlefronts, with the huge numbers of troops and vast quantities of varied munitions, supplies, stores and machinery.

In addition to the battlefield in Northern France there is coverage of Mesopotamia, Palestine and even Siberia.

Military historian Major Tonie Holt provides a valuable and lucid commentary on the various sequences, though the keen-eyed railway enthusiast will note much that receives no mention.

Tactical success depended on the railheads behind the battlefield and the narrow gauge lines that kept the front supplied. Here, the stores and munitions dumps, warehouses, locomotive depots, signal and control centres were located – together with the interchanges between standard to narrow gauge lines.

The film covers the construction, maintenance and running of the railways, and includes the pre-fabricated Decauville narrow

gauge system, found in the battlefield areas.

Steam power dominates, but there is much footage of diesel and petrol power as well as horse, donkey and manpower.

The programme covers the activities of the Royal Engineers Railway Operating Department (ROD), American Transportation Corps, and Australian and Canadian Engineers, as well as Indian Sappers.

A special focus centres on the enormous BEF Locomotive Works at St-Étienne-du-Rouvray, together with loco assembly, and the preparation and firing of large-calibre railway artillery at St-Nazaire. We see early tanks arriving on the roll-on, roll-off ferry at Dunkirk – all carefully shrouded from prying eyes.

The armistice and the mass exodus of troops and equipment is included, together with footage of the widespread devastation left after the fighting finished.

All in all a fascinating and very rewarding video – strongly recommended. **RSS**

Video Scene / Strike Force Entertainment, Lytham St Annes, England FY8 9DE, Tel & Fax 01253 738336, www.videoscene.co.uk, 144mins, £12.95



at some of the more unusual visitors to BR(W) metals, while some of the early preservation scenes are also captured for posterity.

The book is laid out in full colour, follows a four-images-per-spread format (with one or two exceptions), and nicely captures the atmosphere of the day.

Some of the images are not of the best quality, and reproduction – not helped by the matt paper – is variable in places; the cover is a prime example. However, that aside, the book still provides an enjoyable study of the last days of steam on 'God's Wonderful Railway'. **GBH**

Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucestershire GL5 4EP; Softback; 96pp; 235x165mm; ISBN: 978-1-4456-6981-6; £14.99

Seventies Diesel & Electric Days Remembered

By Kevin Derrick

AFTER several volumes of 1960s BR diesels and electrics, Strathwood has now moved on to the 1970s, a decade defined by the near-universal application of BR corporate blue.

Like its 1960s predecessors this is an A4 landscape format album with full colour throughout and a wide range of subjects, both in terms of traction and geographical spread.

The Western Region features heavily, including various diesel-hydraulics in typically dreadful external condition, but images range from the West Country to Scotland, and many points between.

One particularly interesting chapter

focuses on Southern Region suburban lines in south-west London, featuring a '4-COR', 'SUBS', 'EPBs', 'BILs' and 'HALs', as well as North London Line Class 501s working to Richmond.

Generally, the images are relevant, interesting and packed with period detail, and reproduced to a high standard.

However, several have been reproduced from deteriorating transparencies, which have taken on a distinct purple tint. In some cases these are interesting enough to justify their inclusion, but the book would not have suffered from the omission of others.

Stand out images for this reviewer included a wonderful portrait of 'Deltic' No. 55011 *The Royal Northumberland Fusiliers* on the stops at King's Cross in 1978, a '33' towing a Class 204 'Tadpole' DEMU through Reading, a rare view of a Class 74 electro-diesel working at Waterloo, and a Class 501 at a strangely deserted Willesden Junction High Level in 1972.

Beyond that there are visits to Stratford and Swindon Works to see the end of various non-standard diesel classes, 'Claytons' at work in Scotland, 'Peaks' on the Midland Main Line and in the West Country, and views of Class 50s on the WCML and Western Region.

A welcome interlude is a spread of London Transport views showing the final runs of District Line 'Q' Stock and the legendary LT Pannier tanks in 1971.

This is a volumewhich will certainly appeal to those who remember the 1970s with a growing fondness. **BJ**

Strathwood, 160pp hardback, full colour, £34.95, ISBN 978-1-905276-55-4.



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'Summer Saturday At Snow Hill'

The demise of Birmingham Snow Hill station was slow and undignified, main line services ceased in 1967 and local trains gradually disappeared until the last single railcar left for Wolverhampton in 1972. This painting beautifully portrays the station during the 1950's when Brummies and Black Country folk would travel in their thousands by train to enjoy their annual holidays by the seaside. 'The Cornishman' headed by a 'Castle' class 4-6-0 No.5070 'Sir Daniel Gooch' arrives at a packed platform 7. A 'Prairie' tank slides into platform 5 with a northbound local train.

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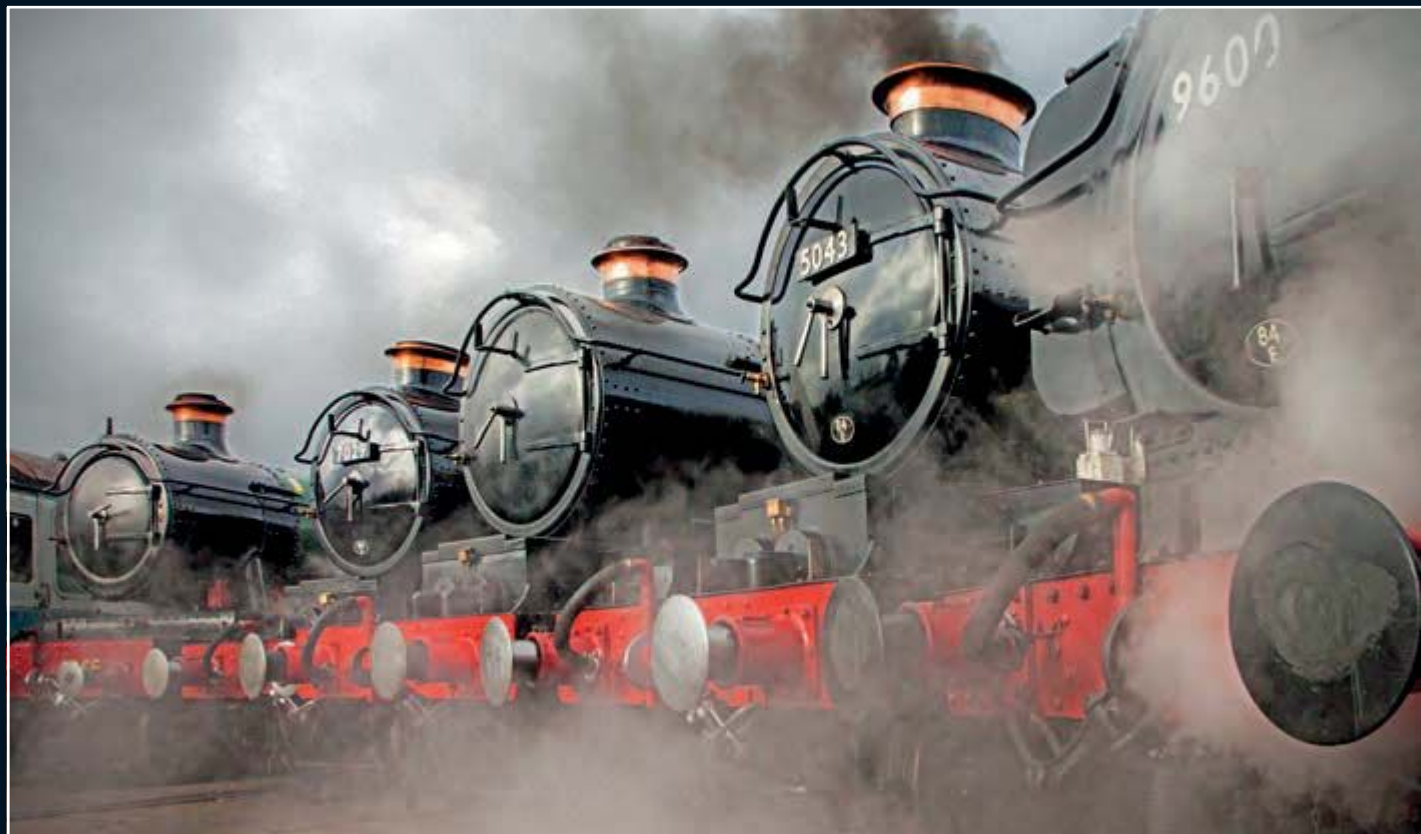


Panorama

The driver of Riddles '5MT' 4-6-0 No. 73053 takes advantage of a quiet moment to catch up with his newspaper before departing Manchester Victoria with a night-time Royal Mail train on October 28, 1967. **TERENCE DORRITY**

Newcastle's Tyne bridges are captured in silhouette as an unidentified Class 142 'Pacer' makes the crossing of the Robert Stephenson-designed High Level Bridge on October 27. **DAVE HEWITT**





Even modern additions such as billboard posters, benches and fluorescent lighting do little to ruin the period atmosphere of Leslie Green's Belsize Park station. The presence of London Transport Museum's four-car set of 1938 Stock simply enhances the moment, creating a scene that could so easily have been taken 70 years ago. PETER ZABEK

The public launch of No. 7029 *Clun Castle* on October 29 provided another opportunity for Tyeley to showcase much of its GWR steam collection around the surviving 84E turntable. From left: 'Hall' No. 4965 *Road Ashton Hall*, 'Castles' Nos. 7029, 5080 *Defiant* and 5043 *Earl of Mount Edgcumbe*, and '8750' 0-6-0PT No. 9600. ROBERT FALCONER





The calm tranquillity of Burrs Country Park is shattered as Gresley 'A4' No. 60009 *Union of South Africa* powers through, catching the glint in the process, during a 3P20 Parcels Group charter at the East Lancashire Railway on October 18. TOM ADAMS



FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
DECEMBER 1917

'BULLER' has succeeded 'Brum II' as collecting dog at Euston station, London, for the London and North Western Railway Benevolent Fund, and he promises to be a very worthy successor. 'Brum II's' friendly bark of thanks had become so familiar to his many patrons during the many years he had collected for the fund, but he has had to give way to a younger generation.

WORKING on the South Eastern and Chatham Railway's Reading branch are the following types of Great Western Railway engines: 0-6-0, 2-6-0 and 4-4-0 locomotives of both the 'Flower' and 'Earl of Devon' classes. No. 3255 *Excalibur* of the latter class was recently observed piloting SECR 0-6-0 No. 693 on a goods train of 12 wagons.

AT DERBY Carriage and Wagon Works the Midland Railway has recently completed another new ambulance train for service with the British forces overseas. The train (No. 40) is specially designed for service in hot climates, being provided with a double roof, insulated against heat by an asbestos mattress, with an air chamber between the two roofs. Each carriage is mosquito-proof, the windows throughout the train being double – one of the usual plate glass and the second consisting of a louvered frame covered on the inside with brass wire gauze. The complete train consists of 16 cars, each 54ft long, with a total length of 913ft and



100 YEARS AGO: A Napier 30cwt lorry, with flanged wheels, in use in German East Africa after occupation by British Forces.

unloaded weight of 430 tons.

50 YEARS AGO
DECEMBER 1967

BRAKE VANS will no longer be required on fully fitted freight trains. This is part of a seven-point productivity agreement between the National Union of Railwaymen and British Railways Board under which 14,600 guards will receive a bonus of 3s 7d a day. Dispensing with brake vans on these trains will, it is estimated, save BR approximately £250,000 a year in equipment and maintenance. The total saving a year to BRB under the agreement is estimated at £485,000.

WITH THE start of the 1968 timetable, British Railways Western Region 'Inter-City' diesel multiple-unit stock will work on the Henley-Paddington commuter services in place of locomotive-hauled trains. At the same time 'Hymek' diesel-hydraulic locomotives will take over from 'Inter-City' DMU trains on the Cardiff-Portsmouth service.

ALL PASSENGER services on the line between Birkenhead Woodside and Rock Ferry, London Midland Region, were discontinued after the last train had run on November 4, and Woodside station was then closed. Trains previously operating between Chester and Helsby and Woodside have, from Sunday, November 5, terminated at and started from Rock Ferry

station, which is also the terminus of the Mersey service from Liverpool Central Low Level.

20 YEARS AGO
DECEMBER 1997

AN INNOVATIVE deal in which Railtrack will receive a financial incentive from Virgin Trains in exchange for track and infrastructure improvements was revealed on October 28. The track authority will invest an extra £600million on the upgrade of the West Coast Main Line, making it a 140mph railway. The route will effectively become a segregated railway between Willesden and Rugby, with the fast and slow lines operated as separate railways.

THE long-awaited start of services on the 2¾-mile Caernarfon-Dinas section of the Welsh Highland Railway, funded by Millennium cash, and operated by the Ffestiniog Railway, took place on October 11. The LRO was received on October 8, and permission to operate it from the Railway Inspectorate came the following day.

EW'S Engineering Director Jim Fisk says he has identified a Bo-Bo diesel type currently operational in Europe which he would like to use as the basis for a new Type 3 to replace the "admirable but ageing" Class 37s. The design would be modified to fit the British loading gauge. It is not clear how many such locomotives, probably to be known as Class 38s, would be ordered, but it is unlikely all the Class 37s would be withdrawn for at least another decade.



The RCTS: then and now

POST-WAR modernist trends in railway architecture brought in its wake the destruction of a wealth of classic Victorian edifices in what was one of the worst examples of architectural vandalism since the dissolution of the monasteries.

The LNWR's New Street station in Birmingham was one such example.

Built between 1852 and 1854, and enlarged in the 1870s, 1880s and 1890s, the station required constant maintenance and was never without its critics. The 25kV overhead electrification of the London Midland Region's 'Western Lines' provided the excuse to 'rebuild' New Street between 1964 and 1967.

Contributors to the *Railway Observer* kept the RCTS membership abreast of developments, with the June 1964 issue noting work on the £2½ million scheme had started in April with the closure of Platform 10.

In July it was reported all that remained of the 1852 station was the circular roof over platforms 7 and 8 and the approach road between the Midland and Western sides had been severed. The January 1965 *RO* related the first stage of reconstruction had been completed on November 20, 1964 when the new platform 12 was brought

into use and platforms 8 and 9 were made redundant.

As work proceeded, periodic updates appeared and the June 1965 *RO* reported the second stage of the rebuilding had been completed on May 5, when the new platforms 10 and 11 were brought into use and platforms 6 and 7 were taken out of use, all achieved while the station was kept open, while in November it was stated the Queen's Drive bridge had been demolished, and work would soon commence on platforms 6 and 7.

The first report of the erection of catenaries came in the June 1966 alongside a note the demolition of the Queen's Hotel was to begin in earnest.

A month later and demolition of the hotel was under way with platforms 1 to 3 taking shape, while the Stephenson Tower, a residential tower block built alongside the station, was 'topped out' at a ceremony on May 6.

The rebuilt New Street opened on March 6, 1967 to coincide with the introduction of electric services on the West Coast Main Line. When work finished, more than £4½m had been spent, almost double the original estimate.

Regarded by some as an ugly monument to modernism and



The contrast between Birmingham's New Street and Moor Street stations could not be greater, with Moor Street being mainly structurally unaltered from Great Western times and restored accordingly as seen on September 9, 2017. P CHANCELLOR

unpopular with travellers, New Street was again redeveloped between April 2010 and September 2015, primarily to cope with a large increase in usage, with frequent progress reports again appearing in the *RO*. As with the 1960s redevelopment, construction was completed in phases to minimise disruption.

While many reports covered the


story of New Street, the fall and rise of Birmingham's other two main stations received less attention. Snow Hill was obliterated, then rose again in concrete form, but is a shadow of its former self.

Moor Street, on the other hand, the long time 'Cinderella' of the three, is now the vibrant hub of Chiltern line services.

For information on the society visit www.rcts.org.uk

TRACKRECORD

— *The Railway Magazine news digest* —



The Dartmouth Steam Railway's Churchward '42XX' 2-8-0T No. 4277, carrying its newly-applied British Railways livery, comes off shed with draincocks open during a 30742 Charters event at the Churnet Valley Railway on October 29. GARETH JONES

P66 STEAM P72 INDUSTRIAL P74 NARROW GAUGE P77 IRISH P78 NETWORK
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FUNDRAISING LAUNCH FOR DEFIANT'S TENDER

WITH two of its trio of 'Castles' now in steam, Tyseley is giving further consideration to the overhaul of the third – No. 5080 *Defiant*. In November 2016 The Defiant Club was launched as a means of helping to meet the predicted £1million cost of putting the single-chimney 'Castle' back on the main line. The aim is to attract 1,000 people to buy trustee shares in the loco at £1,001, which will go directly towards the 4-6-0's overhaul, or groups of up to 10 individuals, each donating £100.10.

Now Tyseley has followed this by launching a dedicated Tender Appeal to raise half of the £100,000 required to make No. 5080's tender fit for its future role. This will include the manufacture of an all-new Collett 4,000-gallon tender tank, and the overhaul and refurbishment of the running gear.

The other half of the £100,000 will come from money already raised through the sale of shares.

Donors who contribute £100 or more will receive an invitation to a future Tyseley Works Open Day, a behind the scenes tour of the works during 2018, and a certificate acknowledging their donation.

For further information visit www.vintage trains.co.uk/defiant or email defiant@vintage trains.co.uk

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Family affair as *Clun Castle* is recommissioned at Tyseley



Swindon superpower at the Tyseley Open Day on October 29 as a resplendent No. 7029 *Clun Castle* leads classmate No. 5045 *Earl of Mount Edgumbe* and 'Hall' No. 4965 *Road Ashton Hall* along the demonstration line. ROBERT FALCONER

THE formal rededication of BR(W) 'Castle' No. 7029 *Clun Castle* at Tyseley on October 28 was very much a family affair, as generations of both the Whitehouse and Meanley families gathered to welcome the Collett 4-6-0 back into traffic.

The term 'iconic' is often overused in preservation parlance, but No. 7029 is a locomotive worthy of such an accolade.

Proof, if it was needed, could be found around the surviving 84E turntable shortly after 11.00 as the immaculate loco was driven off shed. As it rolled onto the turntable, surrounded by the smell of fresh paint, the gathered crowd of VIPs and invited guests erupted into cheers and applause, with even a few tears of pure appreciation being seen rolling down some cheeks.

With a Union Flag covering the nameplate, Tyseley's chairman Michael Whitehouse took to the microphone to open the proceedings as No. 7029 simmered behind.

He opened by paying homage to his late father, Patrick (known to many simply as PBW), without whom 'Clun' would not have been preserved, and explained how the modern Tyseley set-up, and all of its accomplishments, would not exist were it not for No. 7029.

Staff praise

Mr Whitehouse then went on to praise the workshop staff at Tyseley for their achievements, in particular the father and son team of Bob and Alastair Meanley. It was Alastair who led the overhaul of *Clun Castle*, so it was therefore fitting his young daughters, Emily and Tilly, were invited to remove the flag from the

Right: Emily and Tilly Meanley, the daughters of Tyseley's works manager Alastair Meanley, unveil the *Clun Castle* nameplates on October 28. GARY BOYD-HOPE

'Castle's' nameplate to formally recommission it.

With the loco renamed it was time for it to be blessed, and that honour fell to PBW's daughter, and Michael's sister, Maggy Whitehouse.

The Whitehouse name is as closely entwined with the history of No. 7029 as that of its designer, and appropriately it was Michael's son Stuart, the third generation of the family to be linked with the 4-6-0, who broke the ceremonial bottle of champagne over the front buffer.

'Family' photos

Last to say a few words was Bob Meanley, whose name is almost as intrinsically linked to Tyseley as that of Whitehouse.

With that the formalities were concluded, and after the extended 'family' photographs No. 7029 paired up with sister engine No. 5043 *Earl of Mount Edgumbe* for a series of double-headed runs through the yard; the first time two double-chimney 'Castles' had been seen in steam together since the first half of the 1960s.

The following day saw both 'Castles' in action again, together with 'Hall' No. 4965 *Road Ashton Hall* and other members of the Tyseley fleet, for a public open day.

The day included the now-traditional turntable photographic line-ups, including static 'Castle' No. 5080 *Defiant*, as well as a Swindon superpower triple-header, featuring Nos. 7029, 5043 and 4965.



Above: The engineering team behind the return of *Clun Castle* pose for the obligatory photo in front of their handiwork on October 28. GARY BOYD-HOPE

Left: An emotional Maggy Whitehouse blesses No. 7029 in tribute to her late father. GARY BOYD-HOPE

Main line testing for Hosking 'Black Five'

POPULAR 'Black Five' No. 45231 *The Sherwood Forrester* returned to main line metals on November 15 following an intermediate overhaul at LNWR Heritage in Crewe.

The Stanier 4-6-0, which is part of Jeremy Hosking's Locomotive Services Ltd fleet, undertook main line loaded test runs around the Hellfield loop on November 15, conducted under the West Coast Railway Company safety case.

The 'Black Five' had travelled up to Carnforth from Crewe that morning as part of the test, with just its support coach and WCRC Class 37 No. 37516 in tow.

It subsequently left Carnforth with seven Mk1s and No. 37516 at 11.48, arriving at Settle Junction 17 minutes early.

After waiting for a southbound aggregate train to clear, No. 45231 proceeded via Hellfield, Langho and Blackburn as far as Preston, where it was detached for its run back to Crewe.



The late Bert Hitchen would have been pleased to see his old engine back on the main line, as No. 45231 works hard at Long Preston after a signal stop around the corner during its loaded test run on November 15. ROBERT FALCONER

GUEST LOCOMOTIVES EASE FESTIVE SEASON PRESSURES

Llangollen Standard tank joins Severn Valley fleet

THE Llangollen Railway's BR '4MT' 2-6-4T No. 80072 has been hired in by the Severn Valley Railway (SVR) to relieve some of the pressure from its resident loco fleet during the busy 'Santa Special' season.

The Christmas operation is certainly the busiest and most financially lucrative period in the SVR's calendar.

It requires a minimum of five steam locomotives of Class 4

or above to work 133 midweek and weekend trains, all of which have a festive theme, plus the seven days-worth of post-Christmas trains between Boxing Day and new year.

However, having 'lost' '28XX' 2-8-0 No. 2857 for its intermediate overhaul in September, and with 'Manor' 4-6-0 No. 7812 *Erlestone Manor* now just weeks from the end of its boiler certificate, the SVR

found itself a little light on 'big hitters'.

No. 80072 arrived in the SVR on November 20 and will join the Bulleid Pacific duo of Nos. 34027 *Taw Valley* and 34053 *Sir Keith Park*, Ivatt '4MT' Mogul No. 43106 and 'Manor' No. 7802 *Bradley Manor*.

No. 7812 will also be available for traffic, although largely in a reserve capacity as the railway is keen to ensure it is fit to work

on its final two days in traffic on December 30-31.

The festive services will also mark the final appearances of *Sir Keith Park* on the former Great Western branch, prior to its permanent transfer to the Swanage Railway.

The 'Battle of Britain' is heading to the Dorset line to take up a primary role with other members of the Southern Locomotives Ltd fleet.



'Modified Hall' No. 7903 *Foremarke Hall* waits for the road at Toddington on October 26. Together with Nos. 5526 and 7820 *Dinmore Manor*, the *Hawthornthwaite* 4-6-0 will make up a seasonal Western treble at the GWSR this Christmas. GARY BOYD-HOPE

No. 5526 provides Cotswold cover

CHURCHWARD '4575' 2-6-2T left its South Devon Railway home on November 17 to take up temporary residence at the Gloucestershire-Warwickshire Steam Railway (GWSR).

The Small Prairie returned to traffic in May following overhaul, and gives Swindon-built locomotives a monopoly on the GWSR's festive services following the return to the railway of 'Manor' No. 7820 *Dinmore Manor*.

The two locomotives were rostered to work the 'Santa Specials' on December 2-3, and are set to hold sway on all subsequent 'Santa' trains on December 9-10, 16-17, 20-24.

Both are also expected to be in action on Boxing Day, with 'Dinmore' continuing solo on December 27-28.

The tank engine's rest continues through the 'Christmas Cracker' operation on December 29-30 when 'Modified Hall' No. 7903 *Foremarke Hall* joins the 'Manor' in its place. No. 7820 again gets to work on its own on the last day of the year, but will be joined again by the Small Prairie for the New Year's Day specials, which will bring the curtain down on its visit.

Industrial at NYMR as '2MTs' help out Santa

THE North Yorkshire Moors Railway (NYMR) has taken a rather unusual approach to providing steam heating in its Pickering-based carriage sets by hiring in a locomotive specifically for this purpose.

Andrew Barclay 0-4-0ST *Henry Ellison* (2217/1947) arrived from the Ecclesbourne Valley Railway on November 20 in preparation for the line's 'Santa Special' season, which gets underway on December 2.

The loco will be used primarily to heat the carriage set at Pickering prior to the train engine taking over for the first departure.

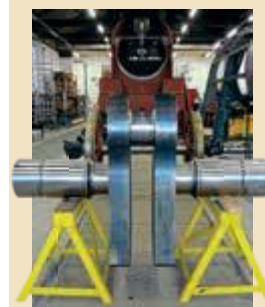
The Kent & East Sussex Railway, meanwhile, will play host to GWR 0-6-0ST No. 813 during December. The ex-Backworth Colliery Hudswell, Clarke was expected to reach the railway on November 27.

Elsewhere, Bodmin-based Bagnall 0-4-0ST *Judy* has taken up temporary residence at the Plym Valley Railway, Ivatt '2MT' 2-6-2T No. 41312 is staying on at Swanage for the festivities, and Loughborough-based '2MT' 2-6-0s Nos. 46521 and 78018 will spend Christmas as Ruddington and Wansford respectively.

Taff tank 'present' for Embsay

THE Keighley & Worth Valley Railway has extended some festive goodwill to its near neighbour at Embsay with the loan of a steam locomotive.

Taff Vale 0-6-2T No. 85 made the short journey to the Embsay & Bolton Abbey Railway on November 23, where it will stand in for '56XX' No. 5643, which now needs a boiler retube. No. 85 is expected to remain at Embsay until just after Christmas.



'P2' No. 2007 *Prince of Wales* looks on at its new crank axle following delivery to Darlington from Buckfastleigh. A1SLT

Crank axle delivered for 'P2'

A KEY component in the construction of new-build Gresley 'P2' No. 2007 *Prince of Wales* has been delivered to Darlington Locomotive Works in the form of the 2-8-2's crank axle.

The part has been assembled at the South Devon Railway, machined by Unilathe in Stoke-on-Trent, and its completion marks a significant milestone for the project.

Crank axle fractures were not unknown on the original LNER 'Mikados', and the P2 Locomotive Company (part of the A1 Steam Locomotive Trust) has been through a long and expensive process, including Finite Element Analysis, to eliminate the weakness in the original design.

The axle is complete but it still awaits the fitting of the driving wheels, which is expected to take place in March. It is hoped the locomotive will be wheeled shortly afterwards.

Success

The project's various fundraising initiatives continue to meet with considerable success.

The Mikado Club, set up to pay for the wheeling of No. 2007 and its tender, has already reached 90% of its revised target of £250,000 pledged, three months earlier than anticipated.

Additionally, the £100,000 appeal to manufacture the Monobloc cylinder had reached 50% of its target in early November, just over one month after its launch.

The Cylinder Club was made public at the A1SLT's annual general meeting on September 30, with the aim of attracting 100 supporters to each donate £1,000 (plus Gift Aid) to the project.

This was essential if the project is to remain on schedule to complete No. 2007 by 2021 as the cylinder block needed to be ordered this year.

NRM seeks help to finish 'Fallen Railwaymen' database

THE National Railway Museum is hoping readers of *The Railway Magazine* can help to complete its 'Fallen Railwaymen' database, which has been set up to honour the 20,000-plus railway workers who lost their lives during the First World War.

The project is now nearing completion after more than 10 years' dedicated research, but the NRM requires the public's help to add the final records.

It is appealing for readers to come forward with their family stories and photographs of relatives who were employed on the railways prior to enlisting, and who died during the 1914-18 conflict.

Youngest casualty

The free-to-access database has been created from a variety of sources, including the North Eastern Railway's roll of honour.

Entries include the story of the youngest casualty, George Frederick Sanderson, of Darlington, who had worked for just two months with the NER before enlisting, but subsequently died of fever aged just 15.

NRM archivist Alison Kay said: "Our volunteers have worked tirelessly on this project, uploading 4,000 photographs and collecting information on more than 5,000 men and women, but we need your help to finish the project to create a permanent and complete record."

"The searchable database is a vital part of our railway history and the website enables anyone worldwide to access it."

The 'Fallen Railwaymen' database is part of the National Railway Museum's Search Engine archive, and can be found at: www.firstworldwar.nrm.org.uk/fallen-railwaymen

NYMR launches £2.5million appeal to safeguard its future

THE North Yorkshire Moors Railway has launched a new appeal to raise £2.5million over the next five years, which in turn will help provide the railway with a long-term sustainable future.

The Yorkshire's Magnificent Journey (YMJ) appeal went 'live' with the autumn edition of the NYMR's society journal *Moors Line* at the end of October, featuring a special supplement guest edited by *The RM's* deputy editor.

It is part of an ambitious £9.2m project to develop, repair and safeguard the railway and its infrastructure through a portfolio of projects that reach out to all facets of the line's operation.

In August the NYMR announced it had achieved a stage one pass from the Heritage Lottery Fund (HLF), which if progressed to stage two has the potential to release £4.6m in grant aid, but only if the railway can match that figure through its own means.

Already the NYMR has received legacies worth more than £1m, and the hope is they can raise £2.5m of the £4.6m match funding requirement from other funding agencies, and from the NYMR's year-on-year funding by dedicating some of the capital reinvestment budget over the next few years. The new appeal sets out to meet the remaining £2.5m target.



A driver's eye view of Bridge 27 at Goathland, which is to be replaced as part of the YMJ project. Inset: The extent of corrosion beneath Bridge 27 is evident here, the structure now being beyond economic repair and requiring full replacement by 2021. BOTH: GARY BOYD-HOPE

The YMJ project is divided into eight distinct and separate portfolios.

These include the complete renewal of Bridge 27, immediately south of Goathland station, and the repair of Bridges 24 and 25, a short distance away, at a cost of £2.67million.

The project will also see a dedicated carriage shed built on land north of Pickering

(£4.16m), 'fuss-free' disabled access coaches provided for each carriage set (£770,000), a new learning and interpretation coach provided at Goathland (£330,000), new and much-needed volunteer accommodation built at Grosmont (£450,000), a dedicated volunteer development programme, set up to both encourage and retain new volunteers (£170,000),

a new apprenticeship scheme instigated (£470,000), and a programme of lineside conservation initiated (£170,000).

The NYMR hopes it can get stage two approval from the HLF next autumn, which would enable contracts to be awarded in 2019. However, this is entirely dependent on the HLF being satisfied the railway can match its £4.6m offer.

Winter's claws take hold in the Lakes

THE transition from autumn to winter could be felt and seen at the Lakeside & Haverthwaite Railway on November 19 for its end-of-season photo charter, organised by Peter Van Campenhout.

The remains of a thick frost still lie on the ground as Fairburn 2-6-4T No. 42073 reaches the end of Lake Windermere in the early morning, just as the mist had started to clear. Picture: BRIAN DOBBS



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'T3' leaves Swanage as overhaul appeal gets off the ground



No. 563 took part in a special Timeline Events photo charter on November 12, organised to raise funds towards the 4-4-0's restoration. This atmospheric scene was captured at Corfe Castle station. JACK HAYNES

LSWR 'T3' 4-4-0 No. 563 left the Swanage Railway on November 13 pending assessment for restoration at the Flour Mill Workshops in the Forest of Dean.

The 1893-built Nine Elms veteran will be stored under cover at Bream during the winter, but during the early part of 2018 work will begin on dismantling the locomotive in order to conduct a full survey of its condition. This will ultimately reveal whether

or not restoring the Adams 4-4-0 is mechanically feasible and financially viable, with the results expected by the end of the year.

The Swanage Railway Trust (SRT) has already started to raise funds towards the restoration should the examination provide a positive result. Additionally, a Crowd Funding appeal has been set up to raise an initial sum of £50,000, which must close on December 23.

When this issue of *The RM* went to press money raised on the

Crowd Funding site had passed £3,000.

With the 'T3' class having such strong associations with the Swanage branch, the railway is naturally hopeful the former National Collection loco will be deemed as being suitable for restoration. However, the SRT is keen to ensure restoring the loco, which has not steamed for more than 70 years, does not destroy the historic fabric of the 4-4-0.

If it is discovered that returning

No. 563 to steam would have a negative effect on its integrity, it would be cosmetically restored for long-term static display.

To make a donation to the appeals, visit the Crowd Funding page at: www.crowdfunder.co.uk/lswr-t3-no-563-return-to-steam-appeal.

Alternatively, send a cheque, payable to the Swanage Railway Trust, to the T3 Fund, Swanage Railway Trust, Station House Swanage Dorset BH19 1HB.

Brighton Atlantic group eye 2018 for boiler testing

THE Bluebell Railway's Brighton Atlantic Group has set its sights on 2018 for the boiler of new-build 'H2' 4-4-2 No. 32424 *Beachy Head* to receive its hydraulic test, and hopefully light steam tests.

The ex-Great Northern Railway 'C1' Atlantic boiler is the group's current priority, having completed much of the work on the rolling chassis.

The boiler survived as a steam-heating unit in Malden, before being rehomed at Brightlingsea, from where the Bluebell Railway acquired it. The boiler is one of the final pieces of the jigsaw to be tackled

before the Atlantic is finished, the target date being 2021.

In recent weeks the first row of rivets around the foundation ring have been removed and re-riveted by the group's two boilersmiths.

The second row above has also been removed, and the group plans to complete the foundation ring riveting soon.

Work has also started on the painting and installation of the tubes, each of which requires two coats of Apexior anti-corrosive coating prior to being fitted; the painting and drying of the tubes takes longer than the actual installation.

The 'J pipe' and main steam pipe have also been installed.

The new smokebox door and door ring arrangement have been finished and trial positioned.

The door hinges, door handles and door dart are the original GNR/LNER examples, but modified to closely resemble the Brighton versions.

The group estimates there is still around £300,000 of expenditure ahead if No. 32424 is to be completed by 2021.

For details on how to support the project visit: www.bluebell-railway.co.uk/bluebell/locos/atlantic/



Picture: FRED BAILEY

SIDELINES

Works starts on new Wirksworth station

THE Ecclesbourne Valley Railway has laid the concrete bed for its new £500,000 station building at Wirksworth.

The building, which is in the final design stages, will be built to a Midland Railway pattern, featuring a wooden building on a brick base.

When completed it will include a 64-seat cafe, booking hall, shop, toilets, museum, and model railway.

Loco shed appeal for Lampport line

THE Northampton & Lampport Railway has launched a £12,000 appeal to construct its first locomotive running shed.

The single-road shed will be 65ft long and provide covered accommodation for two locomotives.

The design will allow for future expansion, and may incorporate windows recovered from Bedford Midland shed.

For details visit the railway's website at: www.nlr.org.uk

Gresley Teak back in Severn Valley traffic

LNER Gresley-designed Teak carriage No. 24105 has re-entered service at the Severn Valley Railway (SVR) following an extensive restoration in Kidderminster Carriage & Wagon depot.

SVR staff and volunteers put in 3,487 recorded man-hours on the project, which does not include five weeks' worth of stripping out beforehand.

Didcot 'Saint' boiler undergoes testing

THE boiler belonging to the Great Western Society's re-created Churchward 'Saint' 4-6-0 No. 2999 *Lady of Legend* has undergone out-of-frames steam testing at Didcot Railway Centre.

The 'Standard No. 1' boiler, formerly carried by donor 'Hall' No. 4942 *Maindy Hall*, successfully reached its working pressure of 225psi during the second week of November.

BR '2MT' goes green

RIDDLES '2MT' 2-6-0 No. 78022 will be turned out in British Railways lined green once its overhaul is completed at the Keighley & Worth Valley Railway.

The loco's tender has already been completed, with the loco itself expected to steam next year.

It will be the first of the Riddles '2MTs' to carry green in preservation.

Severn Valley share offer hits £2.5million target after last day 'rush'

A LAST-minute rush of purchases on the final day of the Severn Valley's (SVR) Bridgnorth share offer enabled the railway to successfully reach its £2.5million target.

Budding shareholders queued at the SVR's Kidderminster offices throughout the day on October 31, which remained open right until 21.00, such was

the level of demand. At one point in excess of £33,000-worth of share sales were made in just four hours. It brought to an end a frenetic few weeks of trading that saw almost £750,000 received since the end of September, 60,000 shares being sold during the October half-term week alone.

"We always knew the £2.5million figure was an

extremely ambitious one – and we never dared hope that we would get anywhere near it, but we are truly humbled and grateful to all those who have so generously supported us," said SVR board member Tony Bending.

"This fundraising is the culmination of more than a decade of hard work and planning for many of the

people behind the Bridgnorth Development Project, and will enable them to see their dreams for this much-loved station finally become a reality."

On site at Bridgnorth, the station redevelopment is continuing apace with significant progress being made on the new refreshment room building. The roof trusses have been installed,

and at the time of writing all but one of the chimney stacks had been built. These have been copied closely to a GWR pattern, and now await their cap stones.

Work on the fourth chimney, which is the only working flue, will begin shortly, but because of demand, delivery of the Welsh roofing slates for the building will not take place until March.

'Duke' trust signs lease for unique BR '8P'

THE BR Class 8 Steam Locomotive Trust, custodian of the unique British Railways Pacific No. 71000 *Duke of Gloucester*, has agreed a renewable 50-year lease of the Caprotti 4-6-2 with the owning company, 71000 Steam Locomotive Ltd.

The trust was established in 2013 to try and provide a secure future for No. 71000 after its predecessor – the 71000 (Duke of Gloucester) Steam Locomotive Trust – found itself in financial difficulties and handed the loco back to the company.

Since then the new trust and company have been working on a way in which the two organisations can satisfy the requirements of the Charities Commission, and secure the long-term future of the loco.

The new lease places the 'Duke' in the control of the trust for a period of 50 years, with an option of renewal for a further 50 years on a rolling basis.

All money raised via such things as charitable donations and legacies can now be spent at the sole discretion of the trustees, without any benefit to the company shareholders.

Additionally, the trust is the holder of a fixed charge on the company, which will protect it in the event of the company's demise.

Work on the locomotive continues at Tyseley, where staff and members of the support crew team have completed the overhaul of both the leading bogie and trailing truck.

The cylinders have been re-bored and work is ongoing to clean and repaint the bottom end in preparation for the bogie and trailing truck being re-installed. This will enable the driving wheels to be returned to the frames, which can then be reprofiled on the Tyseley wheel lathe.

'B1' makes Eastern trio for Severn Valley March gala

NORTH Yorkshire Moors Railway-based Thompson 'B1' No. 61264 will appear at the Severn Valley Railway's Spring Steam Gala on March 16-18, an event that will have a strong Eastern Region feel.

The Thompson B1 Locomotive Trust's BR black 4-6-0 is the third loco with LNER/BR(E) links to be confirmed for the season-opening event, joining the Apple Green duo of 'B12' 4-6-0 No. 8572, courtesy of the M&GN Society and the North Norfolk Railway, and 'A1' Pacific No. 60163 *Tornado*.

Strong contingent

BR 'Standard' 4' 2-6-4T No. 80072 will remain on the Bridgnorth to Kidderminster line following its work over Christmas (see separate story), and will take its place alongside the Eastern trio at the March event.

With such a strong contingent of visiting engines, the railway is not looking to field many of the home fleet during the event.

Panniers Nos. 7714 and 1501



Thompson 'B1' No. 61264 departs Keighley with the 11.30 for Oxenhope during its visit to the Keighley & Worth Valley Railway on March 4. It will soon be seen on Severn Valley metals. LES NIXON

are expected to be in action during the weekend, along with the ever-popular '14XX' 0-4-2T No. 1450. All three will be used on local trip workings, leaving the visiting locos to work the full line turns.

However, at the time that this issue of *The RM* went to

press, there was a question mark hanging over the planned appearance of the Vintage Carriages Trust's Haydock Foundry 0-6-0WT *Bellerophon*, with the Foxfield Railway-based loco now unlikely to attend.

Also sitting this one out will be BR '4MT' No. 75069. The highly

anticipated return to steam of the double-chimney Riddles 4-6-0 has been delayed owing to a full work book in the railway's Bridgnorth boiler shop.

The bottom end is at the rolling chassis stage, and simply awaits the return of the boiler and piping up prior to testing.

Lydham Manor and '7F' heading to Churnet Valley

STAFFORDSHIRE'S Churnet Valley Railway has strengthened its links with the Dartmouth Steam Railway (DSR) following the successful visit of Paignton-based '42XX' 2-8-0 No. 4277 during the autumn/winter months.

Agreement has been reached between the two railways for the DSR's Great Western duo of '45XX' 2-6-2T No. 4555 and 'Manor' No. 7827 *Lydham Manor* during the next two years.

The recent visit of No. 7820 *Dinnmore Manor* to the CVR proved how well-suited the Collett 4-6-0s are to the line, and 'Lydham' will be spending all of February 2019 at Cheddleton.

No. 7827's visit will be its first medium-term hire to another preserved railway. It has made the occasional foray onto other heritage lines, but these have been short visits of just a few days.

The Small Prairie, meanwhile, will arrive in advance of its larger shedmate. It is booked to appear at the CVR's October gala next year, marking the 40th anniversary of the supporting charity – the North Staffordshire Railway Co (1978) Ltd.

Joining it in steam will be S&D '7F' 2-8-0 No. 53808 from the West Somerset Railway, and the Bahamas Locomotive Society's LNWR 'Coal Tank' No. 1054.

No. 4555 will then stay on in Staffordshire until February 2019, when it will join the 'Manor' for a Cambrian-themed event, before returning to Paignton for the summer. However, it will return again in the October, and remain on hire until February 2020.

■ The CVR has moved its 2018 Winter Steam Gala forward to February 3-4 so No. 4277 can be given a proper send-off before its boiler ticket expires on February 9.



Richboro provides first steam on Alnmouth branch in 50 years

HUDSWELL, Clarke 'PLA' 0-6-0T *Richboro* (1243/1917) became the first steam locomotive to travel on the Alnwick to Alnmouth branch in more than half a century on November 17. Following the Aln Valley Railway's track extension to

Bridge No. 5, which linked fields on both sides of the track, *Richboro* was used on a works train as far as the limit of completed track to deliver a bolster wagon laden with rails for the next phase of tracklaying. PAT MURPHY/AVR

South Wales lines ooze 'sheds appeal'

TWO South Wales heritage lines are seeking to provide covered accommodation for their rolling stock as more railways look to safeguard the future of their irreplaceable passenger fleet.

In early November, the Pontypool & Blaenavon Railway awarded the contract for the erection of a new three-road carriage shed at Furnace Sidings. The new shed will be built on the site of the former Down Exchange Sidings, with construction expected to start in January.

When completed, the building will be capable of housing up to 12 Mk1s, and will provide a new operations base for the railway's rolling stock. Roller shutter doors will be fitted at both ends of the building, with the sidings continuing to the buffer stops at the rear.

P&BR traffic manager Alex Hinshelwood said: "It's part of

our plan to ensure we have the best facilities available, and it has been made possible due to a bequest from a former volunteer and our good friend, Eric Edwards, who sadly passed away a couple of years ago. "Hopefully, it will be a building he would be proud of."

Storage shed appeal

Meanwhile, the Gwili Railway has launched an appeal to raise £150,000 towards the construction of a dedicated £300,000 storage facility at its new Abergwili Junction station.

The railway obtained planning permission for a 300ft, two-road carriage shed, capable of accommodating eight Mk1s, back in 2003.

With the opening of the Abergwili Junction extension this year, the railway has the opportunity to develop the site to include a carriage facility.

A concern for the Gwili has been the effects of the Welsh climate on the railway's collection of Victorian rolling stock. Therefore the new shed will provide cover for the Mk1s as well as 189-built Taff Vale Railway carriage No. 220, GWR No. 216 of 1888, and Taff Vale Railway 0-6-2T No. 28, which is on loan from the National Railway Museum.

A supporter of the railway has generously put up half of the £300,000 total, leaving the railway to find the remainder.

Already another supporter has promised £10,000, while the Gwili Railway Preservation Society has pledged £5,000.

The railway will pursue grant aid to help meet the target, but will welcome any additional financial support.

For information on how you can donate contact Matt Bowen on matt78204566@gmail.com

East Lancs bidding to buy *City of Wells*

BRIGHTON-BUILT 'West County' Light Pacific No. 34092 *City of Wells* could make the East Lancashire Railway (ELR) its permanent home if the Bury line's new fundraising appeal to buy the loco is successful.

The air-smoothed Bulleid is currently owned by Richard Greenwood, John Adams and Graham Bentley, but after 46 years of maintaining and operating the loco, they have decided to put No. 34092 on the market.

Negotiations between the owners and the ELR has resulted in the railway being given the option to buy the loco for an undisclosed sum, but only if it can raise £340,920 towards these costs before the end of next year.

Firm favourite

Since leaving Barry in 1971 the popular locomotive, one of the stars of main line steam in the 1980s, has called the Keighley & Worth Valley Railway 'home'. However, it has been based on the ELR since July 2015, and during its residency has become a firm favourite with both visitors and crews.

"Over the past two years we have been honoured to host *City of Wells*, who since her arrival has become a stalwart of the railway's locomotive line-up," said ELR chairman Mike Kelly.

"As a not-for-profit organisation



'West Country' 4-6-2 No. 34092 *City of Wells* departs Irwell Vale for Rawtenstall at the East Lancashire Railway on November 26, 2016. The railway is looking to make the locomotive a permanent resident. TOM NOBLE

we simply do not have the funds to secure the engine's future, which is why we are calling upon the support of our railway family to give 'Wells' the home she deserves."

A statement from the owners said: "After 46 of ownership, during which time we have enjoyed some wonderful years of main line and heritage railway operation, not to mention the challenges of restoration and renewal, we realise

that it's now time to hand on to new owners, given that we're not getting any younger and would be unable to fund the cost of the next major overhaul.

'Grateful' to KWVR

"We shall always be grateful to our friends and colleagues at the Keighley & Worth Valley Railway for having provided No. 34092 with a home for most of our years as owners."

For more information on how to donate to the 'Home for Wells' appeal, visit the ELR's website at: www.preservationforgenerations.co.uk

■ Another Pacific – 'A1' No. 60163 *Tornado* – will be visiting the ELR between March 29 and April 4 next year. It will be the Peppercorn re-creation's first visit since 2010, and tickets must be pre-booked to travel on any of the four daily trains it will haul during the visit.

'Austerity' steals the show at Great Central's last hurrah

IT IS not often that a humble industrial saddle tank steals the gala limelight from its main line brethren, but that was certainly the case at the Great Central Railway's Last Hurrah of the Season event on November 18-19.

Roger Hibbert's newly outshopped 'Austerity' 0-6-0ST No. 68067 made its public debut at the event in its pseudo-British Railways 'J94' guise (see *Industrial Steam*, p72), working both passenger and freight trains over the two days.

Naturally, the opportunity was taken to double-head the loco with Mr Hibbert's other GCR-based tank engine – 'Jinty' 0-6-0T No. 47406.

Also in steam during the weekend were 'Modified Hall' No. 6990 *Witherslack Hall*, BR '9F' No. 92214, and Stanier '8F' No. 48624, which like the two tank engines worked both passenger and goods, occasionally double-headed.

While the 'Austerity' was hogging the steam spotlight, Rail Vehicle Preservations' re-created Diesel Brake Tender No. B964122 was attracting admirers of its own, working with both English Electric Type 1 No. D8098 and 'Peak' No. D123 (see *Headline News*).



Above: Roger Hibbert's 0-6-0 pairing of 'J94' lookalike No. 68067 and 'Jinty' No. 47406 pass through Swithland, adorned with a 'Pines Express' headboard, on November 19. MALCOLM RANIERI

Right: 'Modified Hall' No. 6990 *Witherslack Hall* passes Rabbit Bridge with the 11.10 Loughborough-Rothley goods during Great Central's Last Hurrah event on November 19. PAUL BIGGS



SIDELINES

Cuneo: exhibition for 'greatest' in Hull

RENOWNED railway artist Terence Cuneo will be the subject of a special exhibition staged by the Science Museum Group as part of Hull UK City of Culture 2017.

The late artist, famed for including a mouse in his paintings, produced some of the most iconic transport posters and railway imagery ever put on canvas, and is often regarded as 'the greatest'.

The exhibition brings together Cuneo work from across the country, and will run at the University of Hull's Brynmor Jones Library from December 13.

Money in for first 'B17' driving wheel

THE B17 Steam Locomotive Trust has achieved enough funding to obtain the first 6ft 8in driving wheel for its new-build Gresley 4-6-0 No. 61673 *Spirit of Sandringham*.

The wheels will be cast using the pattern used in the manufacture of the wheels for 'A1' No. 60163 *Tornado*.

William Cook Cast Products Ltd of Sheffield has completed the casting of the five types of frame stays for the loco, which are now being machined.

More trackbed for KESR extension

A FURTHER portion of the old Kent & East Sussex Railway trackbed has been acquired to the west of Bodiam station as the project to reconnect with Robertsbridge continues.

The latest piece of land lies immediately to the West of Junction Road (B2244) and runs to Austen's Bridge, over the River Rother.

Its purchase leaves just two parcels of land to buy to complete the link.

Mid-Hants Railway acquires No. 73096

FORMER stalwart of Watercress Line operations, BR '5MT' No. 73096, made a surprise return to Hampshire on November 17 following its acquisition by the Mid-Hants Railway plc.

The 4-6-0 last ran in 2011, and left the MHR in 2015 for storage at Southall following the railway's split with owner, and the line's former loco superintendent, John Bunch.

No timescale has been given to when the loco will undergo overhaul.

'7F' for Keighley & Worth March gala

THE Keighley & Worth Valley Railway's 50th anniversary season will open in style on March 9-11 with a visit from West Somerset Railway-based '7F' 2-8-0 No. 53808. The event will also mark the last gala appearance of 'WD' 2-8-0 No. 90733, which comes to the end of its extended boiler certificate in April.

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Longbridge Bagnall on target for 2018 comeback

NORTH Tyneside Steam Railway-based Bagnall 0-6-OST No. 401 *Thomas Burt MP* (2994/1950), otherwise known as *Vulcan*, is on the road for a return to service late next year following the completion of its boiler at the North Norfolk Railway.

In early November the boiler passed both its hydraulic and steam tests, having received a new inner firebox at Weybourne.

The move heralds a return to the NTSR's Stephenson Railway Museum base, where it will be reunited with the newly painted and lined frames.

The news of the boiler's steam test came just days after the former Austin Motor Company loco's wheelsets returned from the South Devon Railway on October 27 following re-tying.

The wheelsets, which include a flangeless centre set, were sent to Devon in March after the railway discovered the flanges had worn very thin owing to the right curvature at the NTSR.

The intention is to have the frames re-wheeled as soon as possible so the chassis is mobile by the time the boiler arrives back from Norfolk. Assessment of the roller bearing axleboxes is currently ongoing.

It's 'Austerity' autumn as 0-6-OSTs return to steam



Bagnall-built 'Austerity' No. 75178 stands outside Bodmin General shed on October 14, prior to its run up the Boscarne branch. JIMMY JAMES

TESTING of the Cornish Steam Locomotive Preservation Society's Bagnall 'Austerity' 0-6-OST No. 75178 (2766/1944) got underway at the Bodmin & Wenford Railway on October 14.

The former Maesteg Colliery locomotive, carrying its newly applied War Department livery and number, notched up a total of three miles during the day, running light engine in the yard at Bodmin General then down the Boscarne branch towards Crabtree Lane.

It was the first time the loco had moved any distance under its own

power since 1976, although it did make a few short moves in the yard back in April.

Further test running was undertaken on November 15 when No. 75178 notched up another 10 miles, first with a light engine to Boscarne Junction and return, then with a 40-ton load half way down the Parkway branch and back. Restoration leader Phil Hawke described it as an "impressive performance".

A second 'Austerity' – Roger Hibbert's Hudswell, Clarke 0-6-OST No. 68067 (1752/1945 *Robert*) – made its public debut during the



After a complete overhaul at Loughborough, 'Austerity' No. 68067 passes Woodthorpe with the 14.10 Loughborough-Leicester North service on November 19. PAUL BIGGS

Great Central Railway's Last Hurrah event on November 18-19.

The loco spent its working life at the NCB's Holly Bank, Littleton and Bold collieries, and has been under restoration since arriving at the GCR in 2007. It has been turned out in the guise of long-scrapped 'J94' No. 68067, a one-time resident of the original GCR's Gorton shed.

Over at Yaxham, Norfolk Heritage Steam Railway Ltd's Hunslet 0-6-OST No. 3193 (built 1944) is gradually edging closer to its return to full working order.

The first warming fire since reassembly was lit back in August,

with subsequent static steamings taking the boiler pressure up to 45psi on September 14, 100psi on September 21, and full 180psi working pressure a week later.

A second working pressure test took place on October 12, after which minor fettling jobs were completed on the steam brake and injectors, together with the fitting of steam heating apparatus.

The success of these tests has enabled the group to make the first steps towards preparing the loco for the move from Mervyn Mayes' yard to the adjacent Mid-Norfolk Railway.

Quick turnaround for *Lady Nan*

EAST Somerset Railway-based Andrew Barclay 0-4-OST *Lady Nan* (1719/1920) underwent a successful in-house steam test on November 8, a little over five months after its overhaul began at Cranmore. The completed locomotive, resplendent in its familiar blue livery, was awaiting a visit from the boiler inspector as this issue of *The RM* closed for press.

Teddy bows out in Chasewater finale

NOVEMBER 12 brought the curtain down on both the Chasewater Railway's main operating season, and the current working career of resident Peckett 'Yorktown' 0-4-OST *Teddy* (2012/1941).

The ex-Ministry of Supply loco has reached the end of its 10-year boiler certificate, and for its final day the railway handed over all operations to the 7in-cylindere 'Pocket Peckett'.

The crew of Mitchell Fellows and Luke Tucker surpassed themselves in preparing the loco for its last day, the 11-year-old paintwork gleaming as though it had only just been applied.

After a run up the line with a short freight in the morning, *Teddy* was then paired with the

railway's Mk1 Brake to work the day's passenger services.

The load completely dwarfed the diminutive Peckett, but it handled the five four-mile round trips with ease.

With it being Remembrance Sunday a minute's silence was held at 11.00, the end of which was marked by a blast of *Teddy's* whistle. Many people had turned out to bid farewell to the loco, with each train running full, and one carrying 58 passengers in a coach with just 24 seats!

The day marked the end of a busy decade of operation for the former Cadeby Light Railway resident, which returned to steam in 2007 after spending more than 20 years on static display outside the iconic Cadeby Rectory.

Since then it has found employment at the Lavender Line, the National Railway Museum in York, the Bristol Harbour Railway, and at Locomotion in Shildon.

It has also visited the Mid-Hants Railway, Beamish, the Great Central and Mountsorrel Railways, and the Ribblesdale Steam Railway.

Chasewater became its official home in early 2015.

Teddy's overhaul is expected to get underway in the new year, with work being primarily centred on the boiler; bottom end work was carried out last year.

During the overhaul a number of cosmetic changes will be made, including the fitting of genuine Peckett buffers, re-fitting the cab sanding gear, and the application of a new livery.



Well tank double at Avon Valley gala

THE Avon Valley Railway's season-ending gala on November 4-5 featured four locomotives in steam, two of which were well tanks.

Visiting Haydock Foundry 0-6-0WT *Bellerophon* and Kerr, Stuart 0-4-0WT *Willie* flew the flag

for the underslung water carriers, while Hunslet 'Austerity' 0-6-OST No. 132 *Sapper* and 'Tkh' 0-6-OT No. 4015 *Karel* represented the side and saddle tank types.

Pictured on November 4, *Bellerophon* leads *Sapper* back towards Bitton. LAWRIE ROSE



Adorned with a poppy wreath on its smokebox door, Peckett 0-4-OST *Teddy* looks comparatively tiny against its Mk1 load as it rolls into Chasewater Heaths station on November 12, during its last day in traffic. ALISTAIR GRIEVE

Steam Portfolio Track Record



The Bluebell Railway's SECR 'H' class 0-4-4T No. 263 made an appearance at the Warley National Model Railway Exhibition in Birmingham on November 25-26 as the centrepiece of the Hornby stand. The locomotive had been specially repainted by the team from Heritage Painting prior to the event. ROBERT FALCONER

Drummond 'T9' 4-4-0 No. 30120 made a welcome return to steam on the afternoon of November 23 after cylinder repairs at the Swanage Railway. The 'Greyhound', which had not run since arriving in Dorset in July, works a loaded test train at Corfe Castle. ANDREW P M WRIGHT





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Scarborough NBR buys Steamplex

SCARBOROUGH North Bay Railway (SNBR) has bought John Boyes' Grouldle Glen Railway-based 2ft-gauge 0-4-0VBT *Steamplex*.

The loco was completed in 1913 by Alan Keef Ltd and is based on the chassis of 20/28hp Simplex MR5877/1937. It employs a steam donkey engine and vertical steam boiler.

Having failed while visiting the Ffestiniog Railway's April 28-May 1 Quirks & Curiosities II event it went to North Bay Railway Engineering works for repairs. From this a sale to SNBR emerged.

SNBR is 20in gauge, and was exclusively worked by 1930s vintage steam-outline diesels until new-build 0-4-0ST *Georgina*, based on a Bagnall 'Sipat' design, entered service at Easter 2016.

Final decisions have yet to be made concerning the *Steamplex*, but it will have to be re-gauged to work at Scarborough, with the possibility of being provided with interchangeable axles mooted. It has also yet to be clearance tested.

As-built *Steamplex* has limited power and will require a bigger steam engine unit to work SNBR trains. Work will be undertaken at North Bay Railway Engineering's new Darlington facility.

Douglas Horse Tramway reveals plans for 2018

DOUGLAS Bay Horse Tramway ended its season on November 5 with a five-tram cavalcade – tram Nos. 1, 18 (double-deck), 29 (saloon), 36 and 42 departing in numerical order.

Strathallan tram depot building remains out of use (other than storage) because of structural issues, but restoration of horse tramway vehicles has continued.

Rebuilding of 'Sunshade' No. 36 was completed at Manx Electric Tramway's Derby Castle workshops in time for it to return to service for the cavalcade. Work on 'Bulkhead' No. 45 has started at Derby Castle, while Saloon No. 27 has been sent to a joinery

contractor, with a mechanical overhaul expected to be undertaken in due course at Derby Castle.

The tramway will open its 2018 season on May 1, later than recent years, to allow time for provision of replacement stables (*RM* February). Planning permission to build a temporary tram shed and stabling facilities on the old Summerland site was granted in February, but the design proved too costly.

Reduced scheme

A new planning application was submitted in October for a reduced scheme on half an acre of land near the Terminus Tavern.

It comprises a 12m x 55m stable building for 19 horses, with supporting facilities, and covers accommodation needs for five years to keep the tramway operating, pending development of a long-term solution.

The original Summerhill stables site, put up for sale by Douglas Borough Council in August 2016, has remained in use. The site is understood to be 'under offer'.

Following Tynwald's January 2017 decision to retain the Douglas horse tramway over its full length (*RM* March), outline plans for the revised £20.7million redevelopment of the Douglas Promenades have been

approved, with an application for detailed planning permission imminent.

If approved work will start in September 2018 and take three years. The project includes reconstruction of the highway and drainage; installation of new water and gas mains; and laying more than 7,500m of tramway track.

■ The scheme retains the double-track route in the centre of the road between Derby Castle and the War Memorial, with the line then becoming single-track track along the seaward side of Harris and Loch Promenades, terminating with twin tracks at the Sea Terminal.

Diesel Delights at Apedale

MOSELEY Railway Trust's October 7-8 Diesel Delights weekend at Apedale Valley Light Railway (AVLR) featured 18 diesel and petrol locomotives appearing on passenger train services.

Three locomotives (a Lister, Hunslet and Motor Rail) visited from West Lancashire Light Railway, reciprocating an extended visit to Hesketh Bank by Kerr, Stuart 0-4-2ST *Stanhope*.

The event was conceived and planned by a small group of younger members, and was the first time AVLR had focused on non-steam locomotives in the Apedale collection; it looks set to become a firm future fixture.

Moseley Railway Trust's Kerr, Stuart 0-4-2ST *Stanhope* is nearing the end of its 10-year ticket, and is likely to work 'Santa Specials' at Apedale Valley Light Railway prior to the start of its overhaul.

The third, and final, First World War-themed Tracks to the Trenches event at AVLR will be held over July 13-15, 2018.

Moseley Railway Trust would welcome hearing from potential exhibitors of First World War-appropriate items, particularly road vehicles, and organisations interested in sponsorship opportunities.



AUTUMN sunshine catches Fletcher, Jennings 0-4-2ST No. 1 *Talylyn* as it draws *Talylyn* Railway's 10.30 train from Wharf into Rhydyronen station on October 9. BARBARA FULLER

Overhauled Green Dragon back at Alston – Slaggyford set to open in spring 2018

SOUTH Tynedale Railway's (STR) Hunslet 0-4-2T *Green Dragon* returned to Alston at the beginning of November.

Since going to Statfold in June almost every element of the loco has received extensive attention.

Following testing at Statfold it is expected to be ready to enter STR service for the first time.

Statfold Barn Railway's Peckett 0-6-0ST *Harrogate*, on loan at STR since *Green Dragon* went to Statfold, returned home as a back-load. STR's Lintley to Slaggyford extension will come into use for public services in the

coming spring, subject to official inspection.

Slaggyford officially opened on July 24 (*RM* Sep), but was not ready to be opened to public trains. Contracted track works by RMS Locotec are now completed and the run round loop is laid.

Volunteers will finish remaining work this winter, including the level crossing and signalling installation.

Heather Palmer, STR general manager since 2014, left the railway on November 4.

The staff structure required for the future is now being reviewed.

Finance for the replacement of the current loco running shed, an element of the Heritage Lottery Fund project, which had to be dropped on cost grounds, is now being raised.

To maintain momentum as the Slaggyford extension project reaches fruition, STR is looking to raise £250-300,000 to undertake urgently needed remedial works on Knar Burn viaduct.

This structure is about a mile from Slaggyford, in the Haltwhistle direction, and repairing it is the first significant element towards starting the next line extension.



THREE resident North Gloucestershire Railway locos lined up during a David Williams photographic evening at Toddington on October 21. Left to right are: Chrzanow LMS 3512/1957 *Tourska*, Hunslet 0-4-2T *Chakaskraal* No. 6, and Henschel & Sohn 0-8-0T 'Brigadelok' No. 1091 (14968/1917). DAVID WILLIAMS

Autumnal steam show at Bredgar

BREDGAR & Wormshill Light Railway (B&WLR) closed its season with seven locos in steam on October 29.

Fowler 0-6-0WT *Limpopo*, Fowler 0-4-2T *Zambesi*, O&K 0-4-0WT *Eigiau*, and Arn Jung 0-6-0WT *Katie* handled the bulk of all-line passenger operating.

Bagnall 0-4-0ST *Armistice* primarily worked a demonstration freight between Warren Wood and Stony Shaw stations, with limited appearances by Hunslet 0-4-0ST *Lady Joan*, O&K 0-4-0WT *Helga*, and diesel locos, to produce a superb late-season event amid sunlit autumnal colours.

B&WLR's remaining 2ft-gauge locos – Decauville 0-4-2ST *Victory* and Schwartzkopf 0-4-0WT *Bronhilde* – are both withdrawn pending heavy overhaul.

Victory will be the first to receive attention, with *Bronhilde* requiring significant work and unlikely to steam for some time.

B&WLR has considered re-gauging Henschel (29582/56) 0-6-0T No. 105 *Siam* from 2ft 6in



Bredgar & Wormshill Light Railway's Arn Jung 0-6-0WT No. 2 *Katie* with a passenger train on October 29. CLIFF THOMAS

to 2ft gauge (*RM*, July 2004), but the project will not proceed, being viewed as too big a task with the rest of the B&WLR fleet to maintain. *Siam* was fully

restored following acquisition by the B&WLR, but being unable to run at its 2ft-gauge home railway has seen very little use, probably last working during a 1995 visit

to Welshpool & Llanfair Light Railway.

Selling *Siam* if a suitable offer were received has been an option for some time.

DIARY

December

30 Southwold Railway Trust, track walk at Blythburgh (10.30)

2018

March

24 Statfold Barn Railway (SBR), invitation open day
30-April 2 Isle of Man Railway, Rush Hour event

April

14 FR/WHR, 'The Snowdonian'

June

9 FR/WHR, 'The Snowdonian Limited'
9 SBR, invitation open day
23-24 WLLR, Welshpool Festival of Transport

July

13-15 Apedale VLR, Tracks to the Trenches
7 SBR, family day
25-29 Manx Heritage Transport Festival

September

1-8 Manx Electric Railway, 125th anniversary
8 SBR, invitation open day

Unexpected boiler problems force *Sea Lion* withdrawal

THE Groudle Glen Railway (GGR) has withdrawn Bagnall 2-4-0T (1484/1896) *Sea Lion* from service after the need for significant boiler work was unexpectedly discovered during post-season maintenance.

Serious deterioration of the firebox and tubes since pre-season examination was revealed, meaning the boiler needs to be lifted for major repairs, including a new firebox.

Issues relating to water quality were suspected as the cause of a significant build-up of internal scale in the boiler of Richard Booth's replica Bagnall 0-4-2T *Annie*, which had to be sent away for attention while *Annie* was undergoing overhaul last year. The water issues are thought to be the cause of *Sea Lion*'s problems.

GGR is looking for sponsorship or support to meet the unexpected expense required to return *Sea Lion* to operation, hopefully during 2018.

Annie will be available to provide steam-hauled 'Santa' trains, supported by internal combustion. The latter is likely to include the return to operation of Baguley steam outline diesel Ba3232/1947 following restoration at North Bay Engineering Services, Scarborough.

It was bought for Groudle Glen use in 2007 and was previously the Lynbarn Railway's *Paracombe*. It is often tagged the 'Hi-De-Hi' loco having appeared in scenes of the TV comedy of that name while at Butlin's Clacton holiday camp.

A new livery (which seems likely to be a deep red) and name will be unveiled after the loco returns to Isle of Man.

The railway has taken delivery of 10 sets of ex-MoD Eastgrigs points. They will be used to relay the carriage shed fan, for a planned new engineering workshop at Lhen Coan, and to replace two life-expired turnouts at Sea Lion Rocks.

RHDR *Samson* makes October gala - but steam held for 2018

THE overhaul of the Romney, Hythe & Dymchurch Railway's Davey Paxman 4-8-2 No. 6 *Samson* was completed in time for it to be displayed during the line's October 28-29 End-of-Season Parade... but it was not in steam.

A new boiler ticket will not be sought until the beginning of 2018 rather than have the loco enter service amid winter weather.

The next steam loco into the works will be Davey Paxman 4-6-2 No. 1 *Green Goddess*, out of service since being damaged in an occupation crossing collision with a farm tractor in September 2016. A major overhaul of Bo-Bo diesel No. 14 *Captain Howey* has begun. The loco is to be completely stripped, reportedly to the last nut and bolt!



Volks Electric Railway cars Nos. 8 and 7 at Halfway station on October 14 when the line partially reopened with a shuttle service between Aquarium and Halfway stations. The maintenance and storage shed in the background is still substantially a building site, preventing operations beyond Halfway to Black Rock, near Brighton Marina. LES KENWARD

Volks Electric reopens – but trams not going all the way

VOLKS Electric Railway (VER) tram cars began running between Aquarium and Halfway station (aka Peter Pan's Playground) on October 14, the first operations over the 2ft 8½in-gauge line in 2017.

VER services ceased on September 4, 2016 (*RM* Oct 2016) for work to start on reconstruction funded by the £1.65million Heritage Lottery Fund (HLF) award to Brighton & Hove City Council (*RM* Jan 2016).

The line was originally projected to reopen around June 2017.

The HLF-supported project included construction of a new station and visitor centre at Aquarium station (completed), rebuilding the car sheds at Half Way Station, and restoration of three cars.

The running line from Half Way to Black Rock passes through

the maintenance and car shed, which is not yet finished, hence VER initially ran a shuttle service to Aquarium, with the line not yet fully reopening over its full length.

Restoration of Car No. 4 has been completed by Alan Keef Ltd, with Nos. 6 and 10 to follow imminently.

Electrical equipment to enable No. 4 to return to service will be fitted in Brighton this winter.

The cars are being completed in the burgundy & cream colours applied for the line's 125th anniversary in 2008, now adopted as a corporate livery.

The project was delayed by several months early on when an underground gas pipe at Halfway was discovered during initial demolition work.

This had to be disconnected to make the area safe before work could continue.



BLOWER on and sawdust in the firebox of De Winton 0-4-0VBT *Chaloner* provides a spectacle to liven up the night sky at Leighton Buzzard Railway's (LBR) October 28 Steam Glow event at Stonehenge Works.

The event centred on smaller locos, other participants being LBR's Baguley 0-4-0T *Rishra*, O&K 0-4-0WT *P C Allen*, and guest locos Phil Mason's Kerr, Stuart 0-4-0T *Diana* and the Gully family's 2005-built 0-4-0ST 'Wren' *Jennie*; the latter pair visited the railway's September 30-October 1 50th Anniversary Steam Gala.

The train conveying participants to the event was hauled by newly overhauled Andrew Barclay 0-6-0T *Doll*, which returned to service for the gala. *Diana*, *Chaloner* (double-heading), 0-4-0 WT *P C Allen*, *Jennie* (double-heading) and *Rishra* (demonstration freight) steamed the following day for LBR's Small Engines Festival. TAKAHIDE YAMAMOTO

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SIDELINES

Windhoff MPV joins Translink ranks

NORTHERN Ireland Railways has invested £4million in a 5ft 3in-gauge Windhoff multi-purpose vehicle (MPV) to enable leaf clearance to take place during the autumn months.

The German specialist train uses high-powered water jets to clear the rails of leaf residue before applying a sand-like coating to prevent further adhesion issues.

Industrial action suspended after talks

THREE out of five days' worth of strikes by Iarnród Éireann-Irish Rail staff were suspended in mid-November after the Republic of Ireland's Labour Court became involved in talks between the rail operator and trade unions.

Strikes had taken place on November 1 and 7, affecting both IE services and cross-border 'Enterprise' traffic, but the planned action on November 14, 23 and December 8 was called off.

Moirá 'emergency' crossover reinstated

THE former Great Northern Railway (Ireland) Belfast to Dublin mainline was closed from Lisburn to Dundalk on October 28 in order for various engineering tasks to be completed.

One of the main projects was to reinstate the 'emergency' crossover at Moirá, south west of Lisburn.

The crossover is classed as an emergency feature, seeing use only during engineering possessions or when emergency service alterations deem it necessary.

Successful first tests for No. 131 over NIR metals

MAIN line testing for the RPSI's Great Northern Railway (Ireland) 'Q' No. 131 got underway on November 5 when the 1901-built 4-4-0 made a series of light engine and loaded runs over Northern Ireland Railways metals.

The inside-cylinder locomotive, displaying the legend 'GREAT NORTHERN' on the new 'D1' type tender, began with a light engine run from Whitehead to Carrickfergus and back, then retraced the route with five Mk2s on the drawbar.

The society's engineers were happy with No. 131's performance, and subsequently took advantage of permission to take the train out on a round-trip to Belfast Central.

The loaded runs were delayed as the result of signalling problems, but the loco was able to complete its runs in good light, albeit between heavy showers.

The tests were deemed a great success, and apart from one or two teething issues, No. 131 performed superbly. Its return to action will put the RPSI in the rare position of having four main line steam locos available for service, following the extension given to 2-6-0 No. 461 and the re-tube of 'Jeep' No. 4 in Dublin.

For the time being Nos. 131 and 461, together with No. 85 *Merlin*, are based at Whitehead, but in due course one may head south to join No. 4.



'Q' class 4-4-0 No. 131 has everything well in hand as it crosses Belfast's Dargan Bridge with the return leg of the second loaded trial working from Whitehead to Belfast central on November 5. CHARLES FRIEL

RPSI formally opens Whitehead Railway Museum

THE Railway Preservation Society of Ireland's multi-million pound Whitehead Railway Museum was officially opened by HM Queen's Lord-Lieutenant for the County of Antrim, Joan Christie, during a VIP event on October 25.

Guests from both sides of the Irish Sea were present for the formalities, which were officiated by the RPSI's long-serving president, Lord O'Neill, against a backdrop of the society's veteran GSWR J15'0-6-0 No. 186.

Lord O'Neill, who has served as president since the formation of the RPSI in 1964, wore an original Midland Railway-

Northern Counties Committee stationmaster's uniform and hat for the occasion.

Speeches were provided by the society's recently incumbent chairman, Canon John McKegney, together with representatives of the various stakeholders that have supported the project. These included the Mayor of Mid & East Antrim Borough Council, Paul Reid; Anna Carragher, of the Heritage Lottery Fund NI; and Michele Shirlow, of Tourism NI.

Mrs Christie also spoke about her affection for steam, after which she unveiled a commemorative plaque.

During his opening speech, Canon McKegney made special mention of Coral Campbell, whose late husband, the Revd Lawrence Campbell, sold to the society the ex-Londonderry Port & Harbour Commissioner Avonside 0-6-0ST *RH Smyth* for the grand total of £1 back in 1972.

Mrs Campbell had travelled over from England for the event, her first visit to Whitehead.

Tribute was also paid to Canon McKegney's predecessor as chairman, Denis Grimshaw, who had been a driving force behind the Whitehead redevelopment.

Mr Grimshaw was invited onto the platform, where Lord O'Neill presented him with an honorary life membership of the society.

Once the formalities were completed, guests were invited to take part in conducted tours of the new facility, and take a short trip along the Excursion station platform behind DSER 2-6-0 No. 461.

The loco is back in traffic after receiving a 12-month extension to its boiler ticket.

■ A detailed look at the Whitehead Railway Museum project and what it offers can be found on page 22.



'Grand Hibernian' breaks new ground from Limerick-Dublin

BELMOND'S 'Grand Hibernian' luxury train ventured onto new metals on October 24 as part of a trial that took the train from Limerick to Dublin via Athenry.

In many respects the trial was inconclusive as the train engine was Class 071 No. 073, and not one of the Class 201s, which have yet to travel over the Limerick to Athenry line.

However, as well as being a Belmond 'first', the trial did mark the first visit of Mk3s since the Irish Railway Record Society's 'Farewell to Mk3s' railtour on April 24, 2010 (excluding the transfer of a few of the type to Ennis for the West Clare Railway). Here, the 'Grand Hibernian' is seen at Brickhill East, having passed Cratloe. HASSARD STACPOOLE

An Post TPO joins Downpatrick collection

IRELAND's last complete Travelling Post Office (TPO) coach – No. 2977 – has been placed on long-term loan to the Downpatrick & County Down Railway by its owner An Post, and Iarnród Éireann-Irish Rail.

The bogie vehicle was built at Inchicore in 1958 by Córas Iompair Éireann, seeing service right up until An Post transferred all mail movements to road in 1994.

In subsequent years the TPO was restored at Inchicore and even saw one or two outings for celebratory events, but has otherwise been in open-air storage, where the effects of the weather have started to take their toll.

Stephen Ferguson, assistant secretary museum curator for An Post, said: "Since we moved mail transport to the roads we have been trying to find a suitable place where our carriage might be publicly displayed and appreciated."

"Various ideas were explored over the years, but it was only when I got in touch with Neil Hamilton and his colleagues at the Downpatrick & County Down Railway (DCDR) that I felt we were on the right track."



Ex-CIE TPO No. 2977 stands inside the Downpatrick & County Down Railway workshops immediately following its arrival from Inchicore on October 13. DCDR

No. 2977 was transferred from Inchicore to Downpatrick on October 13, where remedial restoration work got underway immediately, ahead of it going on display in the railway's Carriage Gallery.

The arrival of No. 2977 means the DCDR is now home to the only two TPOs in all Ireland.

Sister coach No. 2978 was acquired by the railway in 1995, but unlike No. 2977 its interior is incomplete, having been modified to become a mobile Santa's grotto in the early days of the DCDR.

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SIDELINES

Scots consider Peterhead link

THE Scottish Government is investigating the viability of reopening the railway linking Aberdeen and Dyce with Peterhead. A report, produced by consultants AECOM for Aberdeen transport partnership Nestrans, has identified three options, costing between £270million and £381m, that could attract between 450,000 and 700,000 journeys per year over the former Great North of Scotland Railway route.

Economy Minister Keith Brown said: "We remain fully committed to funding high-quality, reliable rail services, and securing funding for sustainable development of railways to support communities and future projections for demand."

Lime Street reopens after 23-day blockade

LIVERPOOL Lime Street station reopened on October 23 after a 23-day blockade that saw almost 2,000m of track replaced, platforms redesigned and lengthened, and two new platforms (7 and 8) added.

Rebuilding work will continue through 2018 as part of the Great North Rail Project, enabling an extra three trains per hour in and out of Lime Street station by 2019.

Cambrian trestle lift

A TIMBER viaduct over the River Artro, near Harlech in Wales, is undergoing a £1.4million restoration that will pave the way for the forthcoming refurbishment of Barmouth Bridge.

The innovative work involves jacking up the tracks to enable repairs to the timber viaduct underneath, saving time and minimising disruption to passengers on the Cambrian Coast route. The work started in September and is scheduled to be finished by the end of the year.

Industry targets bridge strikes to reduce delays

BRIDGE strikes, where over-height road vehicles collide with railway bridges, are costing UK taxpayers more than £23million a year in damages and delays, according to new industry figures.

Network Rail reports the problem reaches its peak in October/November, with around 10 incidents per day, but around 2,000 strikes every year affect hundreds of thousands of passengers through delays and cancellations.

On average, each bridge strike costs the railway £13,500 and causes two hours of delays to train services. The financial cost of bridge bashes to Network Rail, train operators, local highways authorities, and haulage companies totalled £7.5m in the south-east of England alone last year.

The most bashed bridge in Britain is Stuntney Road bridge in Ely, Cambridgeshire, which has been hit 113 times since 2009. Kenworthy Road bridge in Homerton, east London, comes a close second with 99 strikes in the last eight years, and a bridge on Thurlow Park Road in Tulse Hill, south London, has also been struck 92 times since 2009.

Industry research has discovered 43% of lorry drivers admit to not knowing the height



Grantham is one of the worst affected locations in the country, with three height-restricted bridges carrying the East Coast Main Line through the town regularly falling victim to careless road users – despite prominent warning signs. BEN JONES

of their vehicle, while 52% do not take low bridges into account when planning their journeys.

Sir Peter Hendy, chairman of Network Rail and a former double-deck bus driver, said: "It's only a matter of time before road or rail users are killed as a

result of this carelessness.

"We need professional HGV drivers and their employers to support this campaign to eradicate bridge bashing, which reaches epidemic levels at this time of year."

NR is working with local authorities at the worst affected

sites to inform regular users, fit steel protection beams on rail bridges where there are a large number of strikes to reduce impacts, and improve signage.

However, it is also calling for stricter enforcement of penalties for drivers when strikes do happen.

£82million council masterplan unveiled for Coventry station

COVENTRY City Council has released images of the proposed new look for the city's station – which is reported to be the fastest growing outside London.

The £82million scheme will include the creation of a second footbridge to connect all four platforms and extend the platforms, a second entrance onto Warwick Road with step-free access to all platforms, and a multi-storey car-park for 644 vehicles.

An extra platform will allow a half-hourly service

to be introduced between Nuneaton and Coventry. A new bus interchange will also be built, connected to the station building via a new access tunnel under Warwick Road.

The project has received funding from the Government's Local Growth Fund, through the Coventry and Warwickshire Local Enterprise Partnership (CWLEP), and the Department for Transport.

Funding has also been requested from the West Midlands Combined Authority Devolution Deal.



An overview of the Coventry station masterplan.



The completed embankment at Bridge Farm on Chiltern's Marylebone to Aylesbury line. NETWORK RAIL

Japanese piling system stabilises Chiltern main line embankment

NETWORK Rail has permanently stabilised half a mile of subsiding embankment beneath the Chiltern main line in Buckinghamshire, using a novel Japanese system.

NR engineers used a Giken silent piling machine to drive 865 six-metre steel sheet piles deep into the earth and form solid barriers either side of the railway at Bridge Farm, near Aylesbury.

Behind them, around 27,000 tonnes of stone was packed into place, topped with soil seeded with grass for a neat green finish to the strengthened embankment.

The solution was cheaper

and quicker than traditional methods, which would have required lengthy line closures.

The £2.9m scheme was implemented between May and August, and ended the need for temporary repairs to shore up the track to maintain ride quality and safety.

Mark Evans, works delivery programme manager on Network Rail's London North Western route, said: "The Giken machine grips the neighbouring steel sheet pile and silently uses it to lever in the next one, and so on.

"It's simple, safe and saves taxpayers' cash – exactly how we like it."



NEW warning stencils are being applied to the platform surfaces of stations that have sloping platforms. Recent examples have appeared at St Columb Road in Cornwall and, as seen here on November 5, at Starcross in Devon, writes John Vaughan.



First OLE for Corby route

MID-November saw Network Rail install its first new overhead line masts on the Midland Main Line since the 'BedPan' electrification of the early-1980s.

Around 40 masts were erected between Kettering and Corby, bolted to cylindrical steel piles, which were installed earlier this year.

The installation follows preparatory work undertaken by NR in recent months, including the raising of several overbridges, 10,000 yards of new lineside fencing, and upgraded track and signalling.

Electric operation is expected to be extended north of Bedford by December 2018, although the rest of the Midland Main Line electrification scheme – extending wires north to Nottingham and Sheffield – was scrapped by the Government in favour of bi-mode trains earlier this year. NETWORK RAIL



Could London's railways provide a solution to the city's housing crisis? Engineering consultant WSP believes building new homes on decks above main routes could provide vital extra development land. NETWORK RAIL

London rail lines to be 'boxed in'?

ENGINEERING consultant WSP has suggested London's open-air rail routes could provide a solution to the capital's housing crisis. WSP believes 'boxing in' around 10% of the city's 1,142km of surface railways could create enough space to develop around 250,000 new homes – enough to satisfy demand for five years at current levels of growth.

Since 2000, London's population has grown by an average 95,000 people each year,

but in 2016/17 just 6,423 homes were completed.

Official figures suggest around 50,000 new homes are needed each year to keep up with demand.

WSP's report 'Out of Thin Air' concludes building over railway lines is less disruptive and complicated than building over stations, and requires very little new land to be found.

It says work to 'box in' railway lines is relatively straightforward,

but solutions will need to be found to limit noise and vibration from trains running beneath the developments.

WSP has already trialled this method of construction at the Principal Place office and residential development near Liverpool Street, which includes Amazon's UK headquarters.

Chelsea FC's new stadium will also sit over the District Line and London Overground line in west London.

More trains for East London Line?

THE Government has awarded Transport for London (TfL) £6million in development funding to investigate increased train frequencies on the East London Line (ELL) – from 16 to 20 trains per hour.

The funding comes from the Digital Railway initiative and will look at how new technology can help to increase capacity on the Dalston-Whitechapel-New Cross route.

The ELL is already suffering from overcrowding during peak times, and demand is forecast to grow by 50% over the next 15 years. A

decision on final funding of the scheme is not expected until next spring.

TfL has ordered eight additional Class 710 EMUs from Bombardier, which will be used elsewhere on the London Overground network, freeing Class 378s to augment services on the ELL in due course.

A separate bid for ELL infrastructure improvements has been made to the Department of Communities and Local Government as part of a wider package of enhancements, the result of which will be announced next summer.

NR nets £35m from property sale

NETWORK Rail has generated £35million for its West Midlands Pension Fund from the sale of the firm's National Logistics Centre in Ryton, Coventry.

Funds generated from the sale will be reinvested into the railway.

As part of the sale agreement, the National Logistics Centre will be leased back to Network Rail for 15 years. A new inventory and order system means the site will eventually no longer be needed by NR.

Abbey Wood rebuild complete

ABBEY Wood's striking new station building opened on schedule on October 22.

It was delivered by Network Rail as part of the Crossrail project. The new building and concourse are the first part of an important new interchange between Southeastern suburban routes and the Elizabeth Line, opening in December 2018.

Work continues to complete the station's full facilities,

including new lifts to the concourse and installation of Crossrail systems.

A temporary station, opened in 2014, will be removed and the car park reinstated.

From December 2019, when the full route opens, Crossrail trains will run every five minutes from Abbey Wood, creating new links through central London to Paddington, Heathrow or Reading in the west. CROSSRAIL

SIDELINES

Carillion wins £300m MML contracts

NETWORK Rail has chosen Carillion to deliver two major elements of the Midland Main Line improvement programme, with contracts worth £300million.

The engineering giant will upgrade track between St Pancras and Corby over the next two and a half years at a cost of £62m, as part of work to upgrade and electrify the route.

Carillion Powerlines, a 50/50 joint venture with Powerlines Group, will also complete the electrification of the route from London to Corby.

Over the next three years it is expected the contract will generate a revenue of around £260m for the partnership.

Lincoln High Street bridge closed

LINCOLN'S £12m footbridge, designed to alleviate congestion around the High Street level crossing, has been closed for 'essential improvement works'.

Local press reports suggest NR was not satisfied with the finish of the bridge, which opened in June, but closed again in October for two months of repairs.

A NR spokesman confirmed the bridge was affected by drainage problems caused by leaves and litter, leading to water pooling on the walkway – a potential hazard in cold conditions.

Settle & Carlisle rock armour protection

HUGE boulders are being used to protect the Settle to Carlisle line from the storm-swollen torrents of the River Eden in Cumbria. Network Rail has packed 20,000 tonnes of rock armour into the banks of the Eden to guard against erosion caused by future heavy rainfall.

The move is part of NR's final phase of the £23m Eden Brows repair project.

The railway runs 70m above the river, and was forced to close for more than a year in February 2016 after flood waters triggered a 500,000-tonne landslide, requiring the most complex and largest railway repair in Network Rail's history.

Aberdeen celebrates 150th birthday

NOVEMBER 4 marked the 150th anniversary of Aberdeen station. To celebrate the milestone, ScotRail Alliance named one of its newly acquired High Speed Trains Aberdeen Station 150th Anniversary.

The city centre station opened on November 4, 1867, serving North British, Caledonian and Great North of Scotland Railway trains to the south, north and west.

Kenilworth approaches December deadline



CONSTRUCTION work continues on Kenilworth's new £13.6million station, with Warwickshire County Council still expecting it to open in December, writes Fraser Pithie.

The single line was realigned towards the new platform at the end of October, but the second platform, stairs and lifts will be mothballed until the Milverton Junction to Kenilworth section of line is re-doubled. No date has yet been given for the completion of this work.

An hourly service between

Coventry and Leamington Spa is proposed, to be provided by West Midlands Trains.

Local demands for CrossCountry trains to also stop at Kenilworth, potentially providing a half-hourly service, are not understood to have been pursued by Warwickshire County Council or the Department for Transport.

A CrossCountry Class 221 'Super Voyager' from Bournemouth to Manchester passes the works at Kenilworth on November 6. FRASER PITHIE



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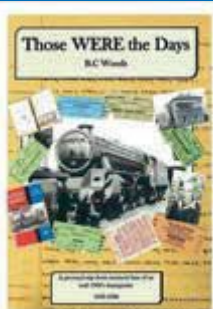
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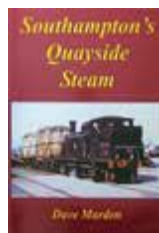


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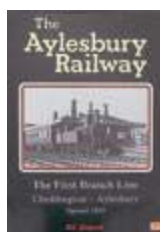
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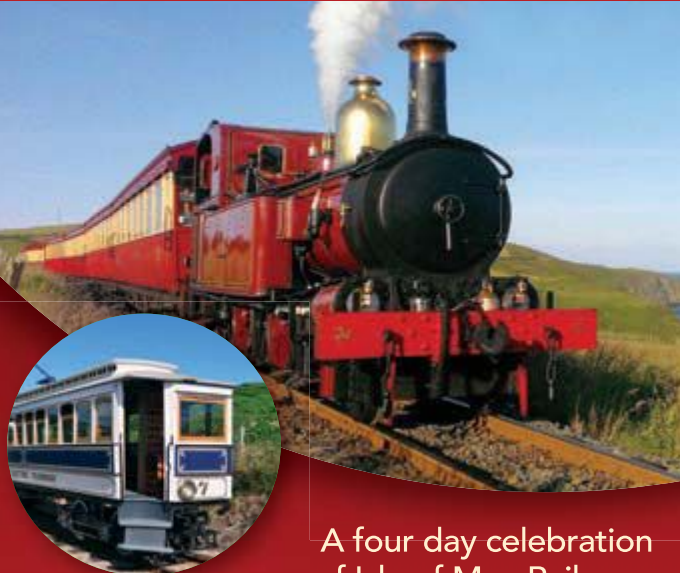
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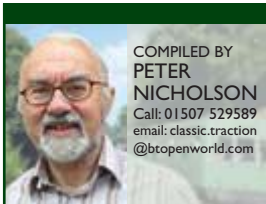


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SIDELINES

KWVR remembers diesels during 50th anniversary

A ONE-day diesel gala will be part of the Keighley & Worth Valley Railway's 50th anniversary celebrations, during an eight-day event from June 24 to July 1.

North Norfolk's visiting 'Peaks' depart

THE two 'Peaks' visiting the North Norfolk Railway (*RM* September, p98) left the line by rail on November 7. No. 45133 returned to its base at the MR-B, while No. D182 (46045) has gone to the Nene Valley Railway for an expected five-year stay.

East Lancs celebrates 60 years of 'Whistlers'

THE East Lancashire Railway is staging a major event on April 13-15 to mark the 60th anniversary of Class 40s entering service. It is hoped six of the seven surviving locos will be present.

Diesel brake tender completed

REPLICA diesel brake tender No. B964122, built by Railway Vehicle Preservations (*RM* June, p80) was due for official launch at the Great Central Railway on November 18.

NVR's Swedish railcar gains a trailer

THE Nene Valley Railway acquired railcar trailer No. 1987 from Swedish Railways (SJ) in September. It joins former SJ Y7-type diesel railcar No. 1212 *Helga*.

Howard's Brush Type 2 moved to Weardale

RAILWAY journalist Howard Johnston has moved his Class 31 No. 31106 (*RM* March, p85) from the MR-B to the Weardale Railway. It is now operational and available for hire to heritage railways.

■ Our thanks to contributors: Joshua Brinsford; Matt Cambourne (D&EPG); Stuart Chapman; Dave Forse; Alistair Grieve; Brian Hallett (RVP); David Hunt; Jimmy James (B&WR); Roger Jermy (AVR); Andy Morrison; Phil Marsh; John Neave and Martin Walker.

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Bodmin buys a 'Bubblecar'

THE Bodmin & Wenford Railway Trust has secured one of the two much sought after Class 121 'Bubblecar' single-unit DMUs used by Chiltern Railways until May 19.

They were the last first-generation DMUs in passenger use on the national network, having been modified to comply with present-day main line safety standards, and were used on weekday Aylesbury to Princes Risborough services.

Blue-liveried DMBS No. 55020 (121020) arrived by road at Bodmin General on October 20. It had travelled by rail under its own power with No. 55034, from

Aylesbury depot to Tyseley on October 13.

It will be a very useful addition to the Bodmin & Wenford stock, and will be fully integrated into the 2018 timetable. There are no immediate plans to change its livery.

This renders the railway's Class 108 Derby Lightweight two-car DMU (DMCL No. M52054 and DMBS No. M50980) surplus to requirements. Any parties interested in buying it should contact railway manager Chris Hatton on tel. 01208 73555, or email chris.hatton@bodminrailway.co.uk.



'Bubblecar' No. 55020 (121020) is seen at Bodmin General on October 28, waiting transfer to Parkway carriage shed behind Class 08 No. 08444. It will remain at Bodmin under cover until the spring. JIMMY JAMES

■ The other, green-liveried Chiltern Class 121 'bubblecar' – No. 55034 (121034) – has been acquired by Locomotive Services of Crewe for continued main line use as a route-learning car.

Previously, it had travelled under its own power to Old Oak Common for the GWR event on September 2, returning to Aylesbury via Paddington station that evening.

Nene Valley celebrates Class 31 60th anniversary

THE Nene Valley held a major event on October 13-15 to commemorate the entry into service of the first Brush Type 2 No. D5500 (31018), on October 13, 1957.

This loco is now part of the National Collection on static display at York, and the only surviving Class 31/0.

To mark the occasion, the gala fielded no fewer than eight members of Classes 31/1 and 31/4.

Three were from the A1A Locomotives collection: Railfreight-liveried No. 31108, BR blue No. 5580 (31162) from the MR-B, and NVR resident and two-tone grey Railfreight-liveried No. 31271 *Stratford 1840-2001*. The Dean Forest Diesel Association

sent along its EWS red and gold-liveried No. 31466.

BARS/Devon & Cornwall Railways supplied the only main-line operational Class 31 – No. 31452 – in green livery, and since put up for sale with the rest of the company's fleet of Class 31s and 56s.

HNRC contributed three locos from several owned, namely Nos. 31285 and 31465 in Network Rail yellow and 31459 BR blue, all of which went to the Weardale Railway after the event.

Avon Valley Railway-based No. 5518 (31101) was booked, but was unable to attend because of excessive transport costs as it would have required road transport.



Attending the NVR's Class 31 60th anniversary gala was No. 31466 from the Dean Forest Railway, to where it had recently returned following an extended visit to the East Lancashire Railway. It approaches Orton Mere with 2E46, the 10.42 Wansford-Peterborough on October 15. JAMIE SQUIBBBS

The event has been highly praised by Class 31 aficionados

and regarded as a worthy tribute to this long-lived class.

South Devon's 'Crompton' in Derbyshire night-shoot

SOUTH Devon Diesel Traction's Class 33 No. D6501 visited the Midland Railway-Butterley (MR-B) from its South Devon

Railway base for a few months at the end of the season.

During its stay, No. D6501 was the subject of a number of photo charters, including a night-shoot organised by the East Midlands Railway Photographic Society on the evening of October 28.

The BRCW Type 3, sporting

newly applied half-yellow warning panels, stands at Swanwick Junction with a freight train, including two LMS-type grain hopper wagons.

It returned to the SDR for the following weekend's diesel gala.

Picture: STEVE DONALD



Alston shunts at Mid-Suffolk

ALSTON (Ruston & Hornsby 304470 of 1951) is seen at the Mid-Suffolk Light Railway, Brockford station on October 26.

It was shunting newly restored ex-Great Eastern Railway van No. 12404, which has been re-roofed and repainted.

The 165DS class 0-4-0D is the only diesel on the MSLR, and has been fitted with vacuum brakes so it can work passenger trains if required. There is also a permanent way petrol railcar – No. 960220 (Wickham 1949 of 1935). This has a good Suffolk pedigree, being delivered new to the LNER at Ipswich.

Picture: LAWRIE ROSE

Classic Traction Track Record

'Deltic' owner clarifies situation regarding sale

THE widely publicised statement that Martin Walker has put his two Class 55 'Deltics' – Nos. D9016 *Gordon Highlander* and 55022 *Royal Scots Grey*, plus spares – up for sale has led the owner to clarify the situation.

Mr Walker says this has been the case for many years, and he would love to hear from anyone who may wish to take over the care of both locos. However, it is not true the locos and components are actively being offered for sale, but should anyone express serious interest in acquiring them he would consider his options.

There have been problems with both locos in recent months, but it is hoped the sheared quill shaft on No. 55022's No. 2 unit will soon be repaired at the NYMR.

No. D9016 was incurring storage charges at Boden Rail, Washwood Heath, but it was moved next door to BARS/Devon & Cornwall Railway's depot on August 31. This was for secure storage, prior to a move to a heritage railway for completion of bodywork repairs and future operation.

However, a change of situation has meant this would have to take place prior to November 28 as the BARS/DCR site was having to be vacated by all locos by that date. See separate news item page 97.

Mr Walker says the future best interests of both locos remains his priority.

Bodywork time for AVR 'Gronk'

THE Aln Valley Railway's Class 11 No. 12088 *Shirley* has been withdrawn for bodywork attention prior to being repainted in BR black with cycling lion crest.

Repairs are needed to the bonnet nose, roof sections and cab doors. A replacement exhaust will be fitted, engine coolant leaks need attending to, followed by a change of all oils. The work is expected to take 18-24 months.

The AVR's other two diesels – *Drewry Drax* and *Barclay 615* – are both fully operational, and the Wickham trolleys are in use by the track-laying team.

Remains of Class 47 saved

THE substantial remains, including the No. 2 end cab, of Class 47 No. 47738 were delivered to the rapidly expanding Cab Yard collection at Bridgend, South Wales on November 2.

This loco, originally No. D1766, was withdrawn at the end of 2000, and broken up in February 2003 by S Norton in Liverpool. This large section, comprising nearly a third of the loco's body, was installed in the Health and Safety Interactive Centre at Plymouth, where it was not readily accessible for viewing.

The centre has closed and the area is to become part of the rebuilt Plymouth station.



A classic Dart Valley scene: No. D8568 heads 2B07, the 10.45 Totnes Riverside-Buckfastleigh at Riverford on November 4. It is believed to be the first appearance of a 'Clayton' in the South West. PAUL BARLOW

Rare haulage at South Devon's diesel gala

THE star attraction at South Devon Railway's (SDR) November 3-5 diesel gala was the Diesel Traction Group's sole-surviving Class 17 'Clayton' No. D8568.

It is based on the Chinnor & Princes Risborough Railway, but came from its Gloucestershire debut at the Dean Forest

Railway's September 15-17 event (*RM* November, p83), making an equally welcome debut in Devon.

SDR residents due to be in operation were Class 09 No. D3721; Class 33 No. D6501, newly returned from a visit to the MR-B; Class 37 No. 6975; and Class 25 No. D7612, along with

'bubblecar' No. W55000.

However, when No. D7612 became unavailable with cylinder liner problems the services of Class 08 No. 08644 from GWR, Laira Depot were called on as a welcome substitute.

Everything went as planned except for late running on the

first day, and No. D3721 had to be released from its booked working on the 4th to haul the Class 122 single-unit, which was in need of repairs and the arrival of the necessary components.

No. D6501 worked the first return trip to Totnes Riverside as replacement for No. W55000 on the Sunday.



The South Devon Railway's second gala visitor was a popular choice – a Great Western Railway Class 08 shunter from Laira depot, No. 08644 *Laira Diesel Depot 50 Years 1962-2012*. Smartly turned out in BR Rail blue this was its first visit to a heritage railway and possibly its first passenger train workings. Double-heading 2T01, the 09.45 Buckfastleigh-Totnes Riverside, with resident Class 09 No. D3721, the TOC-owned 08 is seen at Caddaford Curve on November 3. DAVID HUNT

Great Central memories are rekindled at Fimmere station

BRIAN Stabler named his 88DS class 4wD No. 46 (Ruston & Hornsby 242868 of 1946) *Heather*, in honour of his wife, on October 15.

He bought the loco in 2015 and moved it from the Chinnor & Princes Risborough Railway to the private site at Fimmere station (ex-GCR), Oxfordshire, in 2016, following completion of restoration.

It now has a solar panel on the cab roof to keep the battery charged, and is dual-braked. It sees use shunting the growing amount of stock at the Fimmere site.

Previously, the loco had been based at the Northampton Ironstone Railway Trust, Hunsbury, and on the Isle of Wight Steam Railway. It was delivered new to the Gas Light &

Coke Co, Southall from Ruston's Boultham Works on November 1, 1946.

Brian wanted to base the loco at Fimmere because as a young lad he frequently travelled between Aylesbury and Nottingham via Fimmere, where he also train-spotted until 1965, when the line closed.

He said it was a "dream come true" when he first drove his engine on the platform lines at Fimmere, as he had always wanted to drive on the GCR.

Following the naming and a run along a newly laid siding, No. 46 was laid up and winterised until next spring.

Fimmere station is on the proposed route of HS2 and so all the stock will have to be moved, possibly to a site at a future date, to make way for faster trains.



Paul Spracklen's Class 50 No. 50026 *Indomitable* arrived at the MNR in late-October by road, fresh from its gala appearance at the Epping Ongar Railway. As well as gala appearances it is helping out with 'Polar Express' trains. The Type 4 was in use on the first day of the October 27-29 diesel gala, running 100 miles with a well-filled, three-coach vacuum-braked set. It is seen the following day, waiting to depart from Thuxton with the first train to Wymondham Abbey. ANDY MARRISON

'Hoover' visits Mid-Norfolk for major winter events

CONFIRMED locos for the Mid-Norfolk Railway's Winter Warmer diesel gala on December 29-30 include Class 50 No. 50026 *Indomitable*, on its last runs before leaving the railway following an extended stay.

Indomitable will be backed up by residents Class 37 No. 37688 and Class 47s Nos. 47367 and 47596 *Aldeburgh Festival*.

It is hoped a main line loco will also appear, possibly from DRS.

The first train departs Dereham from Wymondham Abbey each day at 08.50, followed by six further

departures, until the last at 15.50.

Adult rover is £16 in advance or £18 on the day, with return tickets also available at £14, and reductions for concessions, children and families.

The MNR has picked up Weardale and Dartmoor Railways' 'Polar Express' franchise, following the former's dispute with the copyright holder, and will be running many such trains throughout December.

All standard fare tickets have been sold, with just a few premium tickets available in mid-November.



Owner Brian Stabler reveals the name *Heather* on his Ruston & Hornsby at Fimmere station on October 15, but his wife was unable to be present as she was in a nursing home. Sadly, she passed away in early November. PHIL MARSH



First-time photo charter at Northampton & Lampport Railway

NORTH East Rail Photos staged its first photo charter at the Northampton & Lampport Railway on November 4. This featured resident Class 47 No. 47205 on a

short permanent-way train. It is seen at Pitsford sidings looking smart in Railfreight Distribution livery, complete with Tinsley depot plaques. Picture: SAM MIDDLETON

Mersey Docks Hudswell enters traffic at Middleton

FORMER Mersey Docks & Harbour Board No. 45 (Hudswell, Clarke D1373 of 1965), gifted to the Middleton Railway by the Sentinel Diesel Preservation Group (RM October, p93), arrived from Cranmore on September 12.

The dual-braked 0-6-0DH has

been restored to original livery and soon entered service.

It is seen on October 28, believed to be the first day in public operation, emerging from the M1 (M621) tunnel, heading the 14.40 from Moor Road to Park Hall.

Picture: JOHN PALMER



Somerset & Dorset Locos' 'Choppers' find new home at Chinnor

SOMERSET & Dorset Locomotives' much-travelled Class 20 No. D8059, previously based on the Severn Valley Railway, has found a new home at the Chinnor & Princes

Risborough Railway (C&PRR). Sister loco No. D8188 is currently at the Midland Railway-Butterley.

S&D Locos' third Type 2 – No. 20177 – which has been

in open-air storage alongside Kidderminster carriage shed for many years, and retained as a source of spares – left the SVR for Booth's scrapyards at Rotherham

on November 17. The bogies are being kept and have gone to the C&PRR, while the cab was destined to join the collection at the Cab Yard in South Wales.

SIDELINES

WSR 'Teddy Bear' progresses

THE D&EPG's Class 14 No. D9526 is receiving a major overhaul and replacement engine at the West Somerset Railway, Williton, and had the reconditioned Paxman 6YJ cranked over and started successfully on November 4. Some adjustments are required, but it is hoped test runs will be possible during the winter.

Gloucs-Warks last event of 2017

THE Gloucester-Warwickshire Railway's mixed traction event on December 29-30 includes diesel locos Class 37 No. D6948, Class 20 No. D8137 and Class 45 No. 45149, plus Class 117 DMU. Passengers are advised to park at Cheltenham Race Course rather than Toddington.

DIARY

December

10 Llanelli & Mynydd Mawr Railway, open day
16 Garw Valley Railway, Pontycymer, open day (tbc)
29 Bo'ness & Kinneil Railway, diesel event
29-30 Gloucs-Warks Railway, mixed traction event
29-30 Mid-Norfolk Railway, diesel gala

2018

January
13 East Lancashire Railway, Sulzer event

March

10-11 Spa Valley Railway, diesel gala

April

13-15 East Lancashire Railway, Class 40 60th anniversary gala
14-15 Avon Valley Railway, diesel gala
14-15 Ribble Steam Railway (RSR), diesel shunter gala
28-29 Epping Ongar Railway (EOR), diesel gala

May

10 Swanage Railway (SR), diesel gala preview
11-13 SR, diesel gala
17-19 Severn Valley Railway (SVR), diesel gala
20 SVR, mixed traction event

June

8-10 West Somerset Railway (WSR), diesel gala
27-29 Gloucs-Warks Railway, Broadway diesel gala

August

3-5 Spa Valley Railway, diesel gala
25-27 Cholsey & Wallingford Railway, diesel weekend

September

1-2 WSR, mixed traction event
15-16 EOR, diesel gala
28-30 Isle of Wight Steam Railway, diesel gala



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Tunnelling work completed for Northern Line extension

£200million for Midland Metro extension plan

THE Government announced on November 20 that £200 million from its 'Transporting Cities Fund' will be used to extend the Midland Metro network to Brierley Hill via Dudley.

The seven-mile (11km) route will leave the Birmingham Snow Hill to Wolverhampton route (which uses the trackbed of the former GWR main line) at Wednesbury and follow another former heavy rail route (the South Staffordshire Line), but with deviations to serve Dudley town centre, Merry Hill and the terminus at Brierley Hill. There will be 17 stops in all, although four are still provisional.

The project is due to get underway by May 2019, for completion in 2023.

West Midlands Combined Authority's transport lead Roger Lawrence said: "Extensions to the Metro are a cornerstone of our goal of ensuring this region has the right transport links in place for the arrival of HS2 in 2026."

■ Tram services are set to return to Wolverhampton in December after works to replace worn tracks and install a new junction on Bilston Road have been completed. The current terminus at Wolverhampton St George's has been closed since June, but testing of the newly laid section should begin on December 2 for passenger services to follow on December 10. The new junction has been created for an extension to Wolverhampton railway station.

THE extension of London Underground's Northern Line in South London took a major step forward on November 8 as tunnel boring machine (TBM) *Amy* broke through at Kennington to complete the job.

A pair of two-mile (3.2km), 17ft (5.2m) diameter tunnels have been bored from the former Battersea Power Station to Kennington via Nine Elms.

TBMs *Amy* and *Helen* have been at work since spring to create the north and southbound tunnels, which join up at Kennington with the Northern Line's Charing Cross branch.

Trains are due to start running to Battersea in 2020 to support regeneration of the area, including 20,000 new homes.

This will be the first major extension to the Tube network since the Jubilee Line reached Stratford in 1999.

The cutting heads of both TBMs will be lifted out of the shafts at Kennington, while the rest of the machines will travel back to Battersea to be dismantled and removed there.

Meanwhile, work on the new stations at Battersea and Nine Elms is said to be progressing well.

Tunnelling tradition dictates

Tunnel boring machine *Amy* breaks through at Kennington on November 8 to complete the new tunnels for the Northern Line extension to Battersea. TFL



that work cannot begin until the machines have been named, and this pair were named after British astronaut Helen Sharman and British aviation pioneer Amy Johnson. *Helen* began tunnelling in

April and *Amy* followed in May.

Working around the clock, they each bored up to 100 ft (30m) per day, operated by a team of 50 people.

TBM *Helen* finished its job at the end of October.



METROCAR'S POWER LEAFBUSTER: The Tyne & Wear Metro runs its own railhead treatment train, which is formed of a single truck carrying the power supply and tank. It is usually 'top-and-tailed' by two of the system's three Hunslet-built battery locos (Nos. BL1-3), but because of unavailability on November 9, Metrocars Nos. 4016 and 4083 were used instead. The formation is seen leaving the depot at Gosforth. FRANCIS TREBOR

Croydon memorials unveiled on first anniversary of crash

THE first anniversary of the Croydon tram crash, which killed seven people on November 9, 2016, has been marked by the unveiling of two memorials.

A stone plinth has been erected near where the crash happened at Sandilands Junction, while a commemorative communal area

has been built in New Addington.

The ceremony was attended by the Mayor of London Sadiq Khan, who said: "Our public transport system should be a place where people are always safe."

Seven people died and 50 were injured when tram No. 2551 overturned on a tight bend while approaching Sandilands too

fast from the New Addington direction.

An interim report by the Rail Accident Investigation Branch found it had been travelling at 44mph instead of the required maximum of 13mph.

RAIB's final report is expected before the end of 2017.

■ The Tramlink fleet has since

been installed with an infrared device that monitors drivers and sounds an alert should they fall asleep. Its use is currently the source of a dispute between trade union Aslef and Transport for London after some drivers complained of experiencing side effects, such as headaches and blurred vision.

City council invites bids for Edinburgh extension project

EDINBURGH City Council is seeking bids to build a three-mile (4.6km) extension of the tram line from York Place to Newhaven, which includes eight new stops.

The project will be split into two parts covering 'swept path' and 'infrastructure and system'.

Swept path includes utility diversions and any archaeological issues, while infrastructure and

systems includes the design, construction, testing and handover of the new line.

The contracts are valued at £25 and £90 million, respectively. Bidders are required to tender by mid-December. The council has already given outline approval for the project, but a final decision will be made in 2018.

Construction is expected to take three years.



CRUMPSALL TURNBACK: Work is underway to build a turnback siding at Crumpsall on Manchester Metrolink's Bury Line. The siding will be used by trams operating over the Trafford Park Line, which is due to open in 2020. The first stage of the project has involved cutting back the south ends of the former railway station platforms to create room for the new track. The newly constructed ramps are seen on November 14 as Metrolink tram No. 3046 departs for Piccadilly. The turnback siding will be built on the left of this view. MIKE HADDON

TRIANGLE PUBLISHING

A Lancashire Triangle Reviewed. By D.J.Sweeney

This is the long awaited sequel to *A Lancashire Triangle Part One* which contains much new material.

Covers the L&NW 1861 Wigan - Tyldesley - Eccles & Tyldesley - Leigh-Pennington Acts, plus a look at The 'Black Harry' line of 1850.

Contributions by the late Jim Carter and W.D.Cooper. 190pp, over 200 illustrations, many in colour, T.Ts, maps etc. ISBN 978-09550030-7-3.

Priced at £26.95 +£2.50 p&p.



What The Railway Magazine said in its review:-

"The book traces the route radiating from Wigan and looks at each key destination in detail, making good use of descriptive introductions and high quality mapping. Where the book really scores for this reviewer is in the lavish use and quality of the photographs, both colour and monochrome that take the story from the glory days of Webb D-6-0s through to 9 Fs, Black Fives and BR blue diesels. This book is a must for any enthusiast with connections to the North West and those with an interest in the coal industry."

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The Great Central Railway in Lancashire:



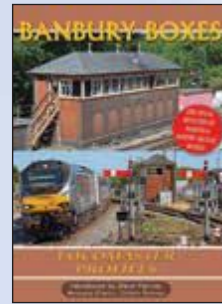
Two publications deal with the incursion by the Manchester, Sheffield & Lincolnshire Railway into areas which had been the preserve of the L&NWR for decades, tempted by the expanding coalfields of Wigan and St Helens.

The Wigan Junction Railways opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892. 127pp, 139 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. ISBN 9780955003059. Priced at £24.00.

The St. Helens & Wigan Junction Railway, first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open. The coal deposits east of St. Helens were the main attractions of this line. 120pp, 144 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. ISBN 9780955003066. Priced at £24.00.

Both these routes were fully absorbed by the Great Central in 1906.

Railway signalling history on DVD...

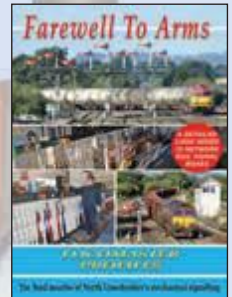


BANBURY BOXES

In 2016, Banbury was one of the busiest railway locations still using the Absolute Block method of signalling, with manually operated semaphore signals. Controlled by two signal boxes standing at either end of the station, they handled around 250 passenger and freight movements every 24 hours. This DVD was filmed inside both boxes shortly before their closure - the North box on an early shift and the South box on a late turn, which included the busy evening rush hour. Includes the historic moment when South box signalled its final train.

FAREWELL TO ARMS

This DVD features the workings of the ten signal boxes between Scunthorpe and Cleethorpes that are now history - Appleby, Elsham, Wrawby Junction, Barnetby East, Brocklesby Junction, Ulceby Junction, Roxton Sidings, Stallingborough, Marsh Junction and Pasture Street. Barnetby was one of the last strongholds of manual semaphore signalling and in this DVD you will see the Signallers working the levers and block instruments in much the same way as more than a century ago. Also includes Immingham Reception and the Grimsby Light Railway boxes.



These DVD are available priced at £19.95 (post free) from the address below, online from our website below, or you can call our **CREDIT CARD HOTLINE on 01753 545888.**

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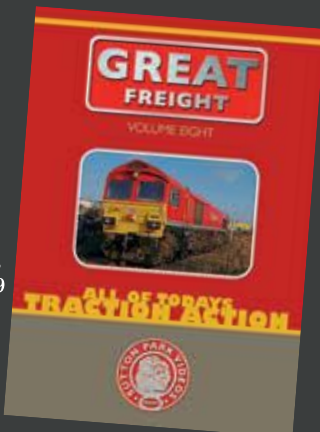
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TRAMLINES

Blackpool trust acquires 'Hovertram'

BLACKPOOL Heritage Trust has bought the converted illuminated 'Balloon' No. 735, known as the 'Hovertram', from the Sunderland-based North Eastern Electric Traction Trust (NEETT).

No. 735 left Blackpool in 2007 for Scotland and returned 'home' on loan in September 2016.

NEETT subsequently offered to sell the tram to the Heritage Trust, which has been paid for thanks to a public appeal.

Major refurbishment begins at Crich depot

NOVEMBER 5 was the day of Crich Tramway Village's 'Big Tram Shunt', which saw the depot buildings emptied ahead of their refurbishment.

Many trams ended up getting a rare glimpse of daylight, including ex-Grimsby & Immingham No. 14, which had been in store at the back of Road 4 for some time.

The refurbishment work will improve the insulation and internal conditions of the depots, thereby extending the life of the wooden-bodied vehicles.

Horse tram back at Birkenhead

THE oldest surviving Birkenhead horse tram has gone on display at the Wirral Transport Museum's Pacific Road depot after almost a decade in store.

It once worked on George Francis Train's famous tramway. Double-deck car No. 7 was built in 1874 by the Starbuck Car & Wagon Co of Birkenhead, and employed on the pioneering system until electrification in 1901.

It subsequently spent many years on display in Birkenhead's Woodside Ferry terminal building, but was removed nine years ago and put into store at Hooton.

However, a joint venture between the Merseyside Tramway Preservation Society and the tram's owner, Wirral Council, has seen the historic car recovered from storage, and it arrived back in Birkenhead on October 18.

No. 7 is back on public display, having received some minor attention, and will be transformed into a Santa's grotto during the festive season.

In due course it will form a centrepiece exhibit within a refurbishment museum.

Lottery bid for Summerlee's 'Coronation' car

THE Summerlee Transport Group (STG) is hopeful a Heritage Lottery Fund grant application will be successful, enabling it to complete the restoration of Glasgow Corporation 'Coronation' car No. 1245.

The group is based at the Summerlee Museum of Scottish Industrial Life, near Coatbridge.

The double-deck tram arrived in Coatbridge from Blackpool in 2003, but restoration work did not get underway until five years ago when a small group of retired mechanical and electrical engineers – George Drain, Charlie Mcaloon, Bob Davidson and Azeem Dim – took on the project.

Their first task was to complete a feasibility study covering the restoration of the motors, bogies and braking systems, after which the bogies and upper and lower decks of No. 1245 were transferred from the tram shed to the museum workshop.

Since then the chassis has been fully restored and strengthened, all seating and glass removed from both decks, and all exterior panelling removed; new aluminium panelling is being used for the restoration.

The four British Thomson-Houston 35hp motors have been fully restored and tested, the bogies rebuilt, and the whole lot painted in original colours. A bow collector and associated roof components have been remade, but not yet fitted, owing to space restrictions.

The intention is to complete No. 1245 in as close to the condition when it emerged from the Coplawhill Car Works in 1937. Therefore discussions are already underway with upholsterers to re-create the original moquette, while a supplier for the distinctive opaque glass has been sourced.

The group has around 90% of the parts it needs to complete the tram, with the exception of the control gear and a compressor.

It has been decided not to reuse the original main traction controller, which will now be prepared as an exhibit for the museum. Instead a modern traction controller will be installed, similar to those used on the Manx Electric Railway.

The driver's controllers will be integrated into the new traction control system, to ensure visual authenticity within the driver areas.



Glasgow Corporation 'Coronation' car No. 1245 is pictured inside the workshops at Summerlee on November 7. The restored bogies can be glimpsed in the foreground. CHARLIE MCALOON

To replace the missing compressor the team intends to install a modern air-braking system similar to that used for the conversion of the old Blackpool trams 30 years ago.

The suspension and braking systems on both bogies have been fully restored, complete with new brake shoes, and include new bearings and linkage pins manufactured in-house by Summerlee engineer Alan Taggart.

The final jobs will include

refurbishing the lighting units on both decks, including the art deco stained glass and destination board areas, and repainting into the original livery.

The team currently spends two days a week on No. 1245 and has spent in the region of £10,000 to date from the STG funds.

However, there is still some way to go, but the group is hopeful it can have the tram back in service in 2019 if the Heritage Lottery Fund looks favourably on the project.

Heaton Park gets ready for Stockport No. 5's comeback

SOLE-SURVIVING Stockport Corporation tram – No. 5 – is on the cusp of its post-overhaul return to service at the Heaton Park Tramway.

The 1901-built Dick, Kerr open-top four-wheeler is owned by the Stockport 5 Tramway Trust, but in the care of the Manchester Transport Museum Society (MTMS).

It was first restored in 1996, and initially saw service in Blackpool, before arriving at Heaton Park in 2011.

After further renovation work it joined the working fleet in early 2013, but had to be withdrawn the following year owing to a 'minor' leak in the upper deck floor/lower deck roof.

Further inspection revealed the leak was more severe than originally thought, resulting in rotten roof timbers and considerable water damage.

As the repair work began it was found one of the staircases was also water damaged, together with the saloon ceiling, both of which would require renewal.

No. 5 was subsequently disassembled so the repairs could be made, woodwork re-varnished, brass-work given a deep clean, and the car given a general refresh.

By late-October the MTMS team

entered what it called 'frenzied fortnight' as they endeavoured to complete the priming, undercoating and preparation ahead of the Heritage Painting team arriving to finish the paintwork in early November.

The repaint was completed by the end of the month.

■ Once No. 5 is back in service, the MTMS will take its replica Blackpool & Fleetwood 'Vanguard' tram No. 619 into the workshop in order to begin its overhaul.



Stockport Corporation No. 5 at Heaton Park following completion by Heritage Painting. IAN HEWITT



Another illuminations season over

THE months of September and October proved to be busy ones for Blackpool Heritage Tram Tours (BHTT), with thousands flocking to the famous resort for the 'Illuminations' season.

From September 1 until November 5 BHTT provided nightly tours of the illuminations, departing from the Pleasure Beach Loop at

regular intervals. Much of the working fleet was in service, together with the illuminated cars, including the 'Fisherman's Friend Trawler' and the 'Western Train'.

Here, 'Balloon' No. 723 heads away from Pleasant Street towards Bispham, as a 'Flexity-2' approaches the Tower on October 14. BEN BUCKI

Major work for Saltburn cliff lift

THE Saltburn Cliff Tramway will undergo a £400,000 renovation programme over the winter months following the final operating day on October 5.

The project will involve significant

mechanical overhaul and renewal, as well as improvement work to lighting and fences.

It is expected the 1884-built water-balanced attraction will reopen at Easter 2018.

RAILWAY HOLIDAYS

Inside Track Holidays all involve travelling as part of an accompanied group and suit people interested in nostalgic transport and particularly travel by rail. We stay in 3-4 star hotels and each day is organised to include visits to museums and scenic attractions linked by travel by coach, train, tram, boat and anything else that moves – it's all great fun!

HERE ARE A FEW OF THE PLACES WE ARE GOING IN 2018



Our Irish Craic

5th May – 11 days

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Highland Island Fling

9th May – 8 days

Join the most comprehensive Highlands adventure there is. From hotels in Inverness and Thurso we include the best rail lines, wildlife, scenery, cruises, the Jacobite Steam Train and the islands of Skye and Orkney.



A Steamy Affair

24th May – 6 days

Here is a truly inventive holiday to the Netherlands staying in Tilburg. Lots of steamy attractions to include and a literal overdose in store at the largest steam power event in Europe – Dordt in Steam.

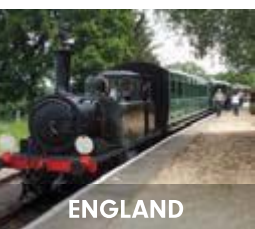


Snowdonia

4th June – 5 days

A Welsh narrow gauge bonanza amid the finest scenery in the land. From our lovely hotel in Porthmadog this is five days of transport nostalgia full of highlights – Snowdon summit for one!

Many more holidays to a wide variety of exciting destinations are featured in our 2018 catalogue.



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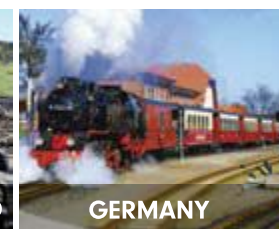
WALES



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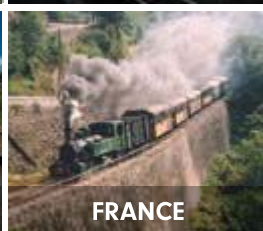
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Epic UK tour for *Tornado* and 'Royal Scotsman'

IF YOU have 12 days and at least £30,000 to spare, you could be one of the lucky few to enjoy a unique steam-hauled tour of the UK next October.

Golden Eagle Luxury Trains, best known for its railway tours in Russia and eastern Europe, is teaming up with the A1 Steam Locomotive Trust and Belmond's 'Royal Scotsman' luxury train to celebrate the 10th anniversary of the new-build 'A1'.

Starting in Edinburgh on October 15, No. 60163 *Tornado* will haul the 10-car 'Royal Scotsman', conveying 38 lucky passengers on a 2,000-mile trip over some of Britain's most scenic railways.

Days 1-3 are in Scotland, with the 'A1' working from Edinburgh to Inverness and Aviemore, before heading south overnight to Chester on Day 4.

Day 5 sees *Tornado* take a rest while a Class 66 and No. 46100 *Royal Scot* take the train to Blaenau Ffestiniog for a journey over the Welsh Highland and Ffestiniog railways, returning to Crewe with No. 46100.

Unusual

On October 20, the 'A1' resumes its duties, heading from Crewe to Minehead, and then on to Penzance in tandem with 'King' No. 6024 *King Edward I* the next day.

October 23 sees perhaps the most unusual itinerary, with No. 60163 and No. 6024 double-heading from Penzance to Lostwithiel, then top-and-tailing the train down the freight-only Fowey branch, before heading to Taunton and Yeovil Junction.

On October 24-26 the train then heads back north via Salisbury, Oxford, Kidderminster and Bridgnorth (joined by No. 34027 *Taw Valley* on the SVR), Bridgnorth-York-Darlington and Darlington to Edinburgh.

Ticket details: telephone 0161 9289410.

Armistice Day 'Javelin' tour raises £20,000

UK RAILTOURS' Passchendaele Javelin' tour on November 11 raised more than £20,000 for the Royal British Legion's Poppy Appeal.

The tour took specially decorated Southeastern Class 395 EMU No. 395017 to various locations away from its usual HS1 haunts. It ran from Ashford International (which it also visited several times during the day) to St Pancras International and back, before visiting Canterbury, Minster and Hitachi's Ashford depot.

The train then worked to London Victoria via Paddock Wood, Tonbridge Up loop, Bromley South, Brixton and Wandsworth Road.

The afternoon's entertainment consisted of a trip to Sidcup Siding via Brixton and Lewisham, the non-passenger Lee Spur link at Hither Green, and a tour of Kent main lines, running via Rochester, Faversham, Canterbury East, Dover and Folkestone to Ashford, before a high-speed run back to St Pancras, and a rare visit to the Stratford International West Junction/Temple Mills Eurostar depot access line.



Above: With the giant Battersea Power Station redevelopment dominating the background, Southeastern EMU No. 395017 makes a rare sight at London Victoria with UK Railtours' Passchendaele Javelin' on November 11. THOMAS NICKLIN

Right: No. 395017 at St Pancras International on November 11, proudly displaying the special decoration applied for its Armistice Day outing. DR IAIN C SCOTCHMAN



'Dynamic Duo' and nine-car set take a trip to Bridgnorth

MAIN line registered GWR Pannier tanks Nos. 9466 and No. 9600 joined forces to haul Vintage Trains' 'Valley Rambler' from Tyseley to Bridgnorth via Stratford-upon-Avon on November 11.

The nine-coach train, including Pullman Cars, was top-and-tailed on the Stratford to Kidderminster leg to permit easier access to the SVR, with No. 9466 leading and No. 9600 providing assistance. The two 0-6-0PTs double-headed the return trip, bunker first.

No further trains are currently scheduled for the 'Dynamic Duo', but more Pannier-hauled trains are expected to be announced in 2018.

Vintage Trains has confirmed the first two main line outings for its legendary 'Castle' No. 7029 *Clun Castle*.

The 'Shropshire Express' on March 31 will mark the recently

restored 4-6-0's return to action, taking in a fast run over the West Coast Main Line from Wolverhampton to Crewe, before heading to Chester and returning via Shrewsbury.

On April 21, 'Clun' will head south onto home ground, working the 'Cotswold Express' from Tyseley via Birmingham Snow Hill, Worcester and Cheltenham and the 'Golden Valley' route.

After conquering Sapperton Bank, the double-chimney 'Castle' will run via Swindon and Didcot to Oxford for an afternoon break. The return run will be via the North Cotswold Line to Worcester and the Old Hill route to Birmingham.

Tickets start at £99 per person in Second Class, rising to £192 in Premier Dining.

See www.vintagetrains.co.uk for tickets and information.

Western Region
'94XX' 0-6-0PT
No. 9466 leads the 'Valley Rambler' through an autumnal scene at Earlswood on the Stratford line on November 11.
No. 9600 is visible at the rear of the train.
DAVID DEW



Former Tinsley and Fragonset Class 47/3 No. 47375 is now working in Hungary, and is booked to work a railtour to the famous Semmering route in Austria next June. Its only previous passenger outing since moving abroad was a tour of Hungarian lines earlier this year.
GABOR TORMA/CRS



Former Tinsley Class 47 to tackle classic Alpine route

CONTINENTAL Railway Solution (CRS) of Hungary has announced a second, and possibly final, passenger outing for its ex-BR Class 47 diesel.

The former No. 47375, now named *Falcon*, will make its Austrian debut, working the two-day 'Semmering Falcon' tour from Budapest to Mürzzuschlag via the world famous Semmering Railway on June 9-10, 2018.

The Semmering was built over 25 miles of high mountains between 1848 and 1854, and is one of the greatest feats of civil engineering from the pioneering phase of railway building. It is now a UNESCO World Heritage Site.

No. 47375 will haul the train, which is limited to 65 passengers, from Budapest's Keleti station via Győr, Sopron, Wiener Neustadt, Semmering to Mürzzuschlag

on June 9. The outward journey will include an opportunity to photograph the train at some of the line's most famous locations.

On Day 2, the Brush Type 4 will participate in the International Heritage Railway Parade at the Südbahn Museum in Mürzzuschlag, at the south end of the mountain section, before retracing its steps to Budapest.

CRS has confirmed this is likely to be No. 47375's last passenger working before it becomes a dedicated freight machine. Tickets are priced at €590 per person in First Class or €750 in Continental Pullman Class, including selected meals, overnight hotel, soft drinks, a guaranteed window seat, and entry to the International Heritage Railway Parade.

See www.continentaltrain.com/en for more information.

Pathfinder teams up with DRS

TWO new charters in February will see Pathfinder Tours using DRS traction to visit northern England.

On February 10, the 'Blue Boys Ribble Rouser' will be a good old-fashioned 'spin-and-win' day out, starting with a pair of Class 37s for the Eastleigh to Nuneaton leg, a Class 88 from there to Stoke, and then a Class 57/66 combination for a tour of North West lines, including the new Ordsall Chord and Preston Dock.

Other rare lines will feature, including the Down Manchester and Up Liverpool Independent lines and Gresty Chord at Crewe, Blackburn Up and Down goods, and Dallam Royal Mail terminal.

The Crewe to Nuneaton leg will be handled by a powerful Class 68/88 combination, before the '37s' resume for the journey home.

Prices start at £105 in Second Class.

A week later, the 'Pennine Pathfinder' heads for the Settle to Carlisle line with a pair of DRS Class 37s.

Starting in Gloucester and picking up all the way to Crewe, the train will have a two-hour break in the border city before heading home.

See www.pathfindertours.co.uk for tickets and information.

'Northern Belle' sale confirmed

BELMOND'S disposal of the 'Northern Belle' luxury dining train was completed in November.

The new owners of the train are David Pitts, boss of marketing agency DP Publicity (DPP), and David Smith, owner of West Coast Railways (WCR).

Once the busy Christmas and new year programme is completed, the train will move from its current Kidderminster base to WCR at Carnforth, where winter maintenance work and kitchen car refurbishment will be carried out ready for the 2018 season.

David Pitts said: "The 'Northern Belle' is a perfect fit with the rest of West Coast Railways' business.

"We have a full complement of specialist engineers, so bringing maintenance in-house will reduce operating costs, strengthen the finances of the business, and allow



further investment in the carriages. We will also embrace a comprehensive marketing strategy that will fall under the remit of DPP."

'Northern Belle' was launched in 2000 and operates around 80 journeys a year to destinations across the country, including major sporting and social events.

It is formed of seven Mk2f parlour cars named after famous British stately homes, plus various Mk1 catering cars and Mk2/Mk3 support vehicles.

West Coast Railways operated an unusual private charter from Carnforth to Monk Bretton in West Yorkshire on November 11. No. 45699 *Galatea* visited the site of the former Royston shed (55D), which closed in 1967. Threading through wonderful autumn colours, the 'Jubilee' passes Halifax with just three vehicles in tow, including an inspection saloon. BOB GREEN

DECEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
4-8 and 11-15	Jacobite	Fort William-Mallaig	WCRC steam	WCRC
7	York Yuletide Express	Norwich-York	60009/46233/WCRC 47	RTC
9	Lindum Fayre	King's Cross-Lincoln	46233	RTC
9	Christmas White Rose	Tyseley-York	5043	VT
10	Cathedrals Express	Paddington-Stratford	45212	SD
10	Santa Special	Lancaster-Lancaster	WCRC steam	WCRC
12	Christmas Sussex Belle	Victoria-Hastings	70013/WCRC 33	RTC
14	Sherborne Christmas Carol	Victoria-Yeovil Junction	70013	RTC
15	Cathedrals Express	Ashford-Salisbury	45212/WCRC 47	SD
16	York Yuletide Express	Ealing Broadway-York	60009/46233	RTC
16	Christmas White Rose	Tyseley-York	5043	VT
17	Santa Special	Lancaster-Lancaster	WCRC steam	WCRC
19	British Pullman	Surrey Hills Circular	35028	BEL
19	Cathedrals Express	Victoria-Bath	70013	SD
20	Christmas White Rose	Cambridge-York	60009/46233	RTC
22	White Cliffs Circular	Victoria-Dover	45212	RTC

BOOKING CONTACTS

BEL - Belmond
0845 077 2222
PT - Pathfinder Tours
01453 835414
RTC - Railway Touring Company
01553 661500
SD - Steam Dreams
01483 209888
SRPS - Scottish Railway Preservation Society
0131 202 1033
UKR - UK Railtours
01438 715050
WCRC - West Coast Railways
01524 737751
VT - Vintage Trains
0121 708 4960
0140500121 708 4960

NOTES

- Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains.
- Note: Tours may start and finish elsewhere.

DECEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
6	British Pullman	Victoria-Bath	DBC 67	BEL
6	Northern Belle	Norwich-Norwich	DRS 57/68	BEL
6	Manchester Festive Express	Bedford-Manchester	WCRC 47/57	WCRC
7	British Pullman	Victoria-Victoria	DBC 67	BEL
7	Northern Belle	Derby-Derby	2xDRS 57	BEL
8	British Pullman	Victoria-Lincoln	DBC 67	BEL
8	Christmas Market	Linlithgow-Lincoln	WCRC 47/57	SRPS
9	Lincoln Shire Explorer	Taunton-Barnetby	DBC 67	PT
9	The Powerhouse	King's Cross-Kellingley	DBC 59/60	UKR
9	Canterbury Christmas Special	Lincoln-Canterbury	WCRC 47/57	WCRC
10	Northern Belle	Glasgow-Glasgow	2xDRS 68	BEL
12	British Pullman	Victoria-Salisbury	DBC 67	BEL
12	Northern Belle	Newcastle-Newcastle	2xDRS 57	BEL
13	British Pullman	Victoria-Victoria	DBC 67	BEL
13	Festive Bath Explorer	Carnforth-Bristol	WCRC 47/57	WCRC
14	British Pullman	Victoria-Canterbury	DBC 67	BEL
14	Northern Belle	York-York	2xDRS 57	BEL
15	British Pullman	Victoria-Victoria	DBC 67	BEL
15	Northern Belle	Doncaster-Sheffield	2xDRS 57	BEL
16	British Pullman	Victoria-Winchester	DBC 67	BEL
16	Jolly Grid	Westbury-Trafford Park	DBC 66/Colas 56/DBC 60	PT
16	Christmas Pullman II	Stevenage-Edinburgh	WCRC 47/57	WCRC
17	Northern Belle	Birmingham International circular	2xDRS 57	BEL
19	Northern Belle	Preston-Manchester Victoria	2xDRS 57	BEL
20	British Pullman	Victoria-Victoria	DBC 67	BEL
20	Northern Belle	Crewe-Chester	2xDRS 57	BEL
28	Pieman One	Euston-Edwalton	2xDBC 67	UKR
29	Pieman Two	Euston-Edwalton	2xDBC 67	UKR
30	Trans-Pennine Deltic Reprise	Willington-Liverpool	DRS 68/D9009	PT
31	British Pullman	Victoria-Victoria	DBC 67	BEL

UK RAILTOURS

Britain's favourite Rail Tour Operator

Ride the Old Dalby Test Track!

The Old Dalby Test Track (now known as RIDC Melton) is a busy place and visiting railtours are generally impossible. But after years of negotiation an opportunity has been found between Christmas and New Year. This chance may not come again, so make sure you're on board.

THE PIEMAN

Thursday 28 December 2017 and Friday 29 December 2017

The Old Dalby Test Track (now known as RIDC Melton) is a busy place and visiting railtours are generally impossible. But after years of negotiation an opportunity has been found between Christmas and New Year. This chance may not come again, so make sure you're on board.

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Watford Junction (for M25)	08.55	18.15
Bletchley	09.20	17.50
Bedford	09.50	17.20
Kettering	10.20	16.50

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Track Record



A perfect pairing of a blue Class 55 and Inter-City blue/grey Mk2s... but in an unorthodox location. The Deltic Preservation Society's D9009 *Alycidon* makes a smoky exit from Southampton Central with Pathfinder's 'Swanage Belle', from Burton to Swanage, on October 21. KEN BRUNT

A meeting of Pacifics at Chester as 'A1' No. 60163 *Tornado*, having worked the 'Chester Christmas Cracker' from Euston, prepares to move into the service siding to join 'Britannia' No. 70013 *Oliver Cromwell*, which had arrived with the 'Christmas Cheshireman' from Bristol on November 25. LES NIXON



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Infrastructure investments on Long Island

CAPACITY on the busy Long Island Railroad (LIRR), serving New York City and the 7.5million people who live on Long Island, will be increased by 80% once a recently announced \$5.6billion infrastructure improvement programme is completed.

In total, 100 separate projects are included, the main one being the addition of a third track to 9.8 miles of the system's Trunk Main Line (Floral Park to Hicksville), and combined with power supply improvements (to allow more trains to operate) and station improvements, it will cost \$2bn.

A smaller \$387.2m project to double 12.6 miles of the currently single Ronkonkoma branch will enable service frequencies to be doubled. Modern signalling, incorporating Positive Train Control, will be fitted across the entire system.

The separate \$10bn East Side Access project, which has been under construction since 2006, will create the first direct LIRR service to Grand Central station and the east side of Manhattan.

New underground lines from Jamaica, in Queens (where the station will be rebuilt at a cost of \$375m), to a new eight-track underground station alongside Grand Central are under construction.

The section of the new route under the East River has already been built; LIRR trains will use the purpose-built lower deck of the two level 63rd Street Tunnel, which opened in 2001.

The upper deck already carries New York Subway trains.

LIRR services to Grand Central are due to start using the new line in late-2023.



LIRR EMD-built DE30AC diesel loco No. 403 is seen at Greenport on June 16. This push-pull shuttle service connects at Ronkonkoma with the electrified line to Hicksville, which is being double tracked as part of the programme. KEITH FENDER

New Silk Road – Tbilisi to Kars line now open



Above: Stadler presented the first of the sleepers they are building for Azerbaijani operator ADY at the Innotrans trade fair in Berlin in September 2016. KEITH FENDER
Right: ADY Class AZ4A loco AZ4A 0001 outside the Alstom plant in Belfort on standard gauge transporter skates on October 9. ALSTOM/ ARNAUD FEVRIER



A NEW connection between Central Asia and Europe opened on October 30 when the 849km-long Baku-Tbilisi-Kars (BTK) railway opened.

The new 1435mm-gauge section of line comprises 76kms, connecting the Turkish network with Kartsakhi in Georgia via a 4.4km-long tunnel under the mountainous border itself, and a further 29km of 1,435mm-gauge line in Georgia to connect at Akhalkalaki (Georgia) with a previously built (mid-1980s), but out of use, 153km 1,520mm-gauge branch line to Marabda, 23km south of Tbilisi.

From there the 'new' line uses a route to Tbilisi, and the classic Baku to Tbilisi line, which opened originally in 1883 and has been modernised. An automatic gauge changer has been built at Akhalkalaki, near the Turkish border, to permit passenger

trains with modern gauge changeable axles to switch gauges without the need to swap bogies.

For freight, either containers will be transhipped or in some cases bogies changed on freight wagons.

1993 war

The new BTK route is expected to handle up to 6.5million tonnes of freight and a million passengers every year from 2018, increasing to 17m tonnes and three million passengers each year by 2034.

There used to be a direct rail route between Kars in Turkey and Tbilisi via Gyumri, in Armenia, but this has been closed since the 1993 Nagorno-Karabakh War – following the break up of the Soviet Union – between the former Soviet republics of Armenia and Azerbaijan; the

war left each holding part of the other's former territory and an uneasy ceasefire is in place to this day.

Complex regional politics led to a situation where Turkey, Georgia and Azerbaijan agreed to build a new route via Tbilisi, also starting from Kars in Turkey.

The Azerbaijan government has funded much of the construction costs in Georgia with low interest long-term loans.

The new line also improves rail connections from Turkey to Iran (via Georgia and Azerbaijan), and Russia to the north.

As well as investing in this route Turkish operator TCDD is also upgrading its train ferries across Lake Van, which are currently used by freight traffic between Turkey (and the EU) and Iran.

Azerbaijani operator ADY has invested heavily in new passenger rolling stock, with 30

sleeper and other coaches (which have bogies able to operate on standard gauge and 1,520 mm gauge track); 18 Second Class sleepers, three First Class sleepers, six mixed (First/Second), and accessible sleepers. These plus three restaurant cars are being built in Switzerland by Stadler.

'Prima' family

In addition, ADY is buying 10 new 160km/h Bo-Bo passenger electric locos from Alstom – the dual voltage (3kV DC/25kV AC) Class AZ4A passenger loco is part of Alstom's 'Prima' family ('Prima M4' model), with all 10 will be built in France at Alstom's Belfort plant.

ADY, in cooperation with Georgian Railways and TCDD, in Turkey, plan to introduce a new Baku to Ankara/Istanbul service (via Tbilisi and Kars) in the near future.

New locos in service to Machu Picchu with PeruRail

PERUVIAN operator PeruRail (owned by British luxury travel company Belmond) has now introduced four of the eight new diesel-electric locos it has ordered to operate services on the 914mm-gauge route from Cusco to Machu Picchu.

The locos were originally ordered in mid-2014 from American firm Sygnet Rail Technologies, based in Tenino, in Washington State, USA (south of Seattle). However, Sygnet went out of business in late-2014 before any locos (then designated M629) were delivered, having already taken down payments of around \$1.6million from PeruRail; the

contract was reportedly worth \$8m for four locos.

A new manufacturer for the order – Locomotoras San Luis, in San Luis Potosí, northern Mexico – took on a new contract from PeruRail.

The design changed in the process to a new model – LSL 1400-2, with an 1,400HP Caterpillar engine, which replaced the Cummins QSK diesel engine planned by Sygnet.

The quantity ordered was increased to eight locos.

Locomotoras San Luis has now delivered the first four locos (the entire class will be numbered 530-537), and they



are in use operating services.

When all eight locos are in service PeruRail will withdraw many of its older Alco- and EMD-built locos, many of which are 50-plus years old.

New PeruRail LSL 1400-2 loco No. 531 at Hidroelectrica on October 8, shortly before departure, with train EXP72 07.54 Hidroelectrica to Ollantaytambo. QUINTON BIDDLE

General Electric confirms locomotive building business unit is up for sale

LEADING US loco manufacturer GE (General Electric) has announced it is planning to sell its transportation business unit, which builds locomotives in the USA for both North American operators and export around the world.

GE also builds locos in partnership with other manufacturers/rail operators in many other countries, including Kazakhstan, Turkey, India and China. The company also intends to sell other business units in other

industrial sectors to improve its overall financial performance.

GE recently announced the decision to close its famous Erie, Pennsylvania loco factory, moving production to Fort Worth in Texas. One of GE's biggest recent

contracts – a \$2.5billion deal to build 1,000 diesel locos in a purpose built factory in India – is now in some doubt after the Indian government suggested it now only wants to buy new electric locos in future.

Driverless freight train trial success

IRON ore mining company Rio Tinto has completed 100km-long trials of unmanned freight trains in Western Australia.

Humans were onboard just in case they were needed – but they were not.

The trains – known as 'AutoHaul' – comprise several diesel locos and long rakes of iron ore wagons moving the ore from inland mines to ports for export.

The locomotives have been fitted with an autopilot control system and sensors to prevent collisions; they operate only on tracks exclusively owned and used by Rio Tinto.

The company announced the \$500million project in 2012, and had planned to have the automated trains in use. However, software problems mean the firm now plans to start commercial service in 2018.

Rio Tinto has a bigger rail network than many small countries, with around 200 diesel locomotives and more than 1,700km of track connecting 16 mines to four different ports. The network moved 85.8million tons of iron ore in the third quarter (July to September) of 2017, around 8% more than in the same period in 2016.

'Vectron DE' for RDC Deutschland

AUTOZUG Sylt, the German open access car-carrying operator, has bought two 'Vectron DE' diesel locos from Siemens.

The first loco (247908) was part of a batch built as demonstrator/lease locos, and has already been delivered. The second loco (247909) will be built by June 2018. Autozug Sylt, which operates between Niebüll and Westerland (Sylt), is owned by US railway investor Railroad Development Corporation.

Old and new trains on Buenos Aires metro



Loco No. 908 shunting newly delivered 200 series metro cars (made in China) at the Polvorin depot on May 23. DARIO SAIDMAN

BUENOS Aires metro (Subte) operator Metrovías and the government of Buenos Aires are restoring 20 of the original 1913 vintage Subte coaches to working condition for the operation of tourist services in the future.

The first test operation on September 2, organised with just 48 hours notice, saw 7,000 people apply for the 270 tickets available via an online lottery. The test operation, between Peru and Acoyte stations on Line A, took place from 23.30 until 02.30 after normal services had ceased.

The wooden-bodied trains were built in Belgium by La Brugeoise et Nivelles SA (BN) at Bruges (nowadays part of Bombardier and the same site that later built the UK's 'Voyagers'). The 1913 trains were finally withdrawn in 2013, and were replaced by new 200 series EMUs built by CRRC in China.

Buenos Aires has the oldest metro system in South America, which since 1913 has grown to include six lines, with extensions to two of the current lines under construction.

Large numbers of new trains have been ordered in recent years, with both Chinese firm CRRC and Alstom supplying EMUs (200 series and 300 series, respectively).

The system also has large numbers of second-hand trains bought from metro operators in Madrid, plus Tokyo and Nagoya in Japan, in the last two decades.

The operation of the Subte is contracted to private company

Metrovías, but the infrastructure and rolling stock belongs to the city government.

The original line – Line A – used to have access for street-running trams, and through running of suitable vehicles was standard until 1927 when the fleet was rebuilt for use only underground.

The connection and ramp into the tunnel remains and is used to move empty trains because the depot for Line A at Polvorin is above ground.

Metrovías has a single British-designed electric loco, dating from 1913, in service and uses it to move empty trains in the depot. The loco is one of two (numbered 7 and 8) built in Coronel Lynch, Buenos Aires, just before the First World War, from parts supplied by the Dick, Kerr Works in Preston.

Three locos to a similar design (numbered as 1, 2 and 3) had been built by Dick, Kerr Limited in 1906 for the Ferrocarril Central de Buenos Aires, entering service in 1907 and operating freight services in the Buenos Aires area on the company's standard gauge system, which was operated more like an inter-urban tramway than a main line railway after electrification was completed in 1907.

Three more locos (4, 5 and 6) followed from the UK in 1913, along with the parts from which numbers 7 and 8 were built.

The locos varied in appearance slightly, but all had four 75HP Brill traction motors, producing 300HP



Car 124 is nearest camera as the restored 1913 La Brugeoise et Nivelles-built train returns to the Polvorin depot in the early hours of September 3 after a public test service. DARIO SAIDMAN



New Chinese 200 series vehicles, delivered by road from the port of Buenos Aires, about to be unloaded at Polvorin depot on May 23. DARIO SAIDMAN

from 600V DC overhead supply, using trolley poles rather than pantographs.

The standard gauge line (the only one in Argentina) was fully nationalised in 1949, becoming the Ferrocarril Nacional General Urquiza, with the Dick, Kerr locos being renumbered 901 to 908 in order.

This line now has third rail-powered EMUs at the southern end (the rest are used for freight) and Metrovías – the Subte operator – took over the concession for operation of the commuter EMUs in 1994, inheriting the last working Dick, Kerr loco, which had been used to shunt EMU trains at Coronel Lynch depot.

At the suggestion of the Buenos Aires-based Asociación Amigos del tranvía (AAT: Friends of the Tram Association) Metrovías retained loco 908 and overhauled it for use at the metro depot, moving it

away from the line on which it had spent all its working life, and fitting it with a pantograph in place of the trolley pole previously used.

Several other former Ferrocarril Urquiza electric locos survive at the Ferrocarril railway museum next to Coronel Lynch station. These are mostly North American in origin, although one numbered 907 is a 1970s replacement for the Dick, Kerr loco of the same number (the 'new' 907 used electrical equipment from an EMU).

AAT has a collection of trams and trains – kept at the Polvorin depot – which includes no fewer than three of the four bogie trams sent as demonstrators to Buenos Aires in 1912 by the United Electric Car Company in Preston when trying to win the order for the larger fleet, ultimately won by BN.

These vehicles, like the BN-constructed fleet, were rebuilt in 1927 for underground only use and used until 1977.

Alstom wins contract to supply more 'Coradia Nordic' for Sweden

ALSTOM has won a contract to supply three more 'Coradia Nordic' four-car 160km/h type X61 EMUs to Swedish regional concession Östgötatrafiken, which will add to their current fleet of 15 similar trains.

The concession for Östgötatrafiken services centred on Norrköping, in southern Sweden, is currently run by Arriva. The new trains will be

delivered in spring 2019, and like the earlier ones will be built in Alstom's site in Salzgitter, Germany.

This new order has been added to one for an extra 30 trains for another regional concession Skånetrafiken (for use around Malmö), with the new units for Östgötatrafiken being built as an add-on to the car body shell production line.



One of the last of the 2014/15 batch of Östgötatrafiken-type X61 EMUs seen on test at Lehrte, in Germany, a few miles west of Salzgitter, where it had been built on November 17, 2014. Germany and Sweden both use the same 15kV AC traction, meaning supply vehicles for Swedish operators can operate in Germany, some moving under their own power as far north as the Danish border. KEITH FENDER

'Vectrons' to replace classic Škoda locos operating Eurocity services

BOTH Czech Railways (České dráhy: ČD) and Slovak national operator ZSSK are planning to use leased Siemens 'Vectron' locos from December 10.

The new locos will replace older Škoda-built locos, originally built for Czechoslovak Railways (ČSD), operating Eurocity international express trains on the route from Budapest to Berlin.

This means within months these services will only normally be operated using modern 'Vectron MS' (Class 193) locos.

Slovak operator ZSSK operates all 18 remaining Class 350 dual-voltage (3kV DC/25 KV AC) 160km/h electric locos, which date from 1976. From December 2017 they will be replaced on Eurocity services between Budapest/Bratislava and Prague by Class 193 'Vectrons' leased from new Bratislava-based leasing firm S Rail Lease.

Some domestic Slovak services on the Bratislava to Košice route are also expected to switch to 'Vectrons', with the Class 350 locos likely to be used for semi-fast trains on the Slovak network and less



The only passenger work beyond Dresden in Germany during 2017 for the ČD Class 371 locos was a pair of Eurocity trains between Leipzig and Prague. No. 371 001 is at Leipzig Hbf on August 8 with EC 259, the 05.55 to Prague. ALL PICTURES: KEITH FENDER

important international trains to Prague.

Ten Class 193 'Vectrons' leased by ČD from European Loco Leasing (ELL) will replace ČD Class 371 locos, operating Eurocity services from Prague to the German city of Dresden.

Originally, the modern Škoda-built (2008-2011) Class 380 locos were to have been used, but electrical incompatibility with

German rolling stock when operating in Germany from 15KV AC supply meant this was not possible. The ČD 'Vectrons' will initially only operate as far as Dresden, but from 2019 are likely to operate trains through to Berlin and Hamburg.

The ČD Class 371 locos were rebuilt for 160km/h from the original 120km/h Class 372 locos built in 1990/91 for the



The Class 350 dual-voltage electric fleet passed to Slovakia when Czechoslovakia broke up into different countries in 1992. No. 350 004, repainted in original Czechoslovak Railways (ČSD) livery, arrives at Kolin on June 26, 2016 with a Žilina to Prague express service.

electrification of the cross border section of the line connecting Germany and Czech Republic via Děčín.

These dual-voltage (3kV DC/15KV AC) locos can operate only from 3KV DC in the Czech Republic, but can work deep into Germany, although by 2017 the only passenger operation beyond Dresden was a pair of Eurocity trains to Leipzig.

The un-rebuilt freight-only Class 372 version remains in use between Leipzig/Dresden and the Czech Republic.

Twenty basically identical German Class 180 locos, delivered by Škoda as Class 230 to East German operator Deutsche Reichsbahn in 1990-92, have now all been withdrawn, although 12 have been sold to Czech open access freight operator TSS.

GWT wins regional contract Czech operators expand their networks

CZECH private passenger operator GW Train Regio (GWT) will take over operation of several regional lines from České Budějovice in the south-west of the Czech Republic from December 10, replacing ČD.

GWT will use a fleet of second-hand German DMUs, replacing ČD services, which were mostly DMU-

operated, but also included some summer diesel loco-operated services serving the Sumava National Park. This is the second major recent contract for GWT – they took over the regional service between Plzeň and Most, in the west of the country, in December 2016 using ex-DB Class 628 DMUs.

THE CZECH Republic has no fewer than three open access operators – all of which compete with national operator ČD on parts of the same main line route from Prague to Ostrava via Olomouc – and all three are expanding their operations from December.

Czech long-distance bus operator Student Agency started open access inter-city services with rail company Regiojet in 2011 between Prague and Ostrava.

It has been so successful the bus company has now rebranded itself as Regiojet, and the network of rail services offered has been expanded to include Košice and Bratislava in Slovakia, plus four train pairs daily will serve Vienna in Austria from December 10.

Both the Bratislava and Vienna operations also serve the Czech Republic's second biggest city Brno en route.

Regiojet uses loco-hauled trains – a mix of second-hand, but refurbished Swiss and Austrian coaches – plus new coaches built by Romanian rail engineering firm Astra.

Regiojet has eight 'Traxx MS' locos on order from Bombardier to operate the new Vienna route, but also uses 'Vectron' locos leased from European Loco Leasing (ELL). Initially these will be used for the new services to Vienna.

The second biggest open access operation is private Czech firm Leo Express, which until now has focused on the Prague to Ostrava/Košice (Slovakia) route, using its fleet of five Stadler-built 'FLIRT' EMUs.

Regiojet expanded its leased Class 193 'Vectron' fleet during 2017. One of the latest additions to the fleet – ELL-owned No. 193 227 – is seen arriving at Břeclav on July 7 with a service from Bratislava to Prague. Siemens has now sold more than 500 of its 'Vectron' electric locos (although they have not all been built yet).



Regiojet also occasionally uses locos hired from other operators. Arriva own old Škoda-built electric loco No. 140 079 (dating from the mid-1950s), but have no scheduled work for it at present so lease it to other operators. Arriva-liveried No. 140 079 is seen working a Regiojet service from Havířov to Prague at Olomouc on July 10.

Leo Express will expand its network with daily services from Prague to Krakow in Poland in December, although it is not expanding its EMU fleet immediately.

It has three new EMUs on order from Chinese company CRRC, due for delivery in 2018.

DB-owned Arriva has a small open access operation in the Czech Republic, using ex-DB Class

628 DMUs. As well as suburban services from Prague to Benešov, Arriva has launched services between Prague and Nitra, in central Slovakia. Despite journey times of more than seven hours these are also operated using old DB Class 628 DMUs.

Arriva has also recently announced plans to start open access services in Poland from 2019 onwards.



GW Train has a fleet of second-hand Duewag/Siemens-built RegioSprinter lightweight DMUs and has bought 10 more for the new contract. GW Train-liveried unit No. 654 013 is seen next to an old ČD Class 810 two-axle DMU at Krásný Jez on July 9.

New cross-border service to Poland

POLISH regional operator Koleje Dolnośląskie (KD) and GWT plan to offer through services from Wrocław in Poland to Adršpach in the Czech Republic from April 2018.

The service will travel over the currently freight-only Walbrzych

to Meziměstí cross-border route, using a KD-owned DMU.

GWT and KD already operate summer weekend services on a different Czech/Polish cross border route between Trutnov, in the Czech Republic, and Jelenia Góra, in Poland.

ČD orders more RegioPanters

CZECH national operator ČD has ordered nine more RegioPanter EMUs from Škoda Transportation in a contract worth around CZK 1billion (£69million).

The Class 650 dual-voltage

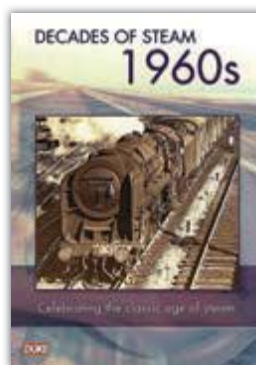
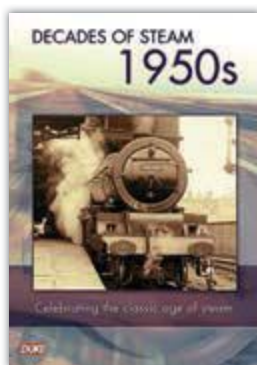
(3kV DC/25kV AC) trains will be used to operate services in the west of the country from Plzeň.

The new trains will be the first in ČD's fleet to carry a regional livery when they enter service from 2019.

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Kiepe to re-traction Class 442s

KIEPE Electric has won the contract to re-traction the 18 Class 442 EMUs that South Western Railway is having refurbished.

When built in 1988, the Class 442 units were fitted with DC traction motors recovered from Class 432 4-REP units, which are now life-expired.

The new Kiepe traction package will be an energy AC efficient one, incorporating IGBT (insulated-gate bipolar transistor) technology.

Full refit

In addition, a new Knorr-Bremse regenerative braking system will be installed.

The £45million refurbishment package will include a full refit of the saloons, with new carpets, tables, upholstery, power sockets, LED lighting, accessible toilets, and wi-fi.

The refreshed Class 442s will enter service from December 2018.

Devon & Cornwall puts 12-loco fleet up for sale

IN a surprise move, Devon & Cornwall Railways (DCR) has put its entire 12-loco fleet up for sale.

The tender for the sale was announced on November 10 by BARS (British American Railway Services) via the RMS Locotec arm of the operation, and is for six Class 31 and six Class 56 locos.

The sole operational loco, No. 56303, was at Derby, while the stored locos are in two locations – the Weardale Railway (Nos. 31190/468/602) and Washwood Heath (31454/601, 56091/103/128/311/312). Also operational was No 31452 which moved to the Dartmoor Railway on November 27, possibly for good, making it the last of the class to run on Network Rail. Some locos are fit only for component recovery.

Such was the timescale of the tender, bids for locos had to be returned by November 16, with the locos based at Washwood Heath having to be removed from the site by November 28.



Devon & Cornwall Railway's No. 56303 leads 56301 (not in the sale) on working 6Z17, the 12.28 Foxton-Wembley empty spoil wagons past Shepreth on November 6. JOHN PINK

The sale was forced by a combination of market forces and the need to clear the 50-acre Washwood Heath site – formerly used by Alstom and LDV Vans (and Metro-Cammell

prior to that) – ready for the construction of the HS2 rolling stock depot

As a result of the locos being put up for sale, the movement of spoil from Wembley to the

Barrington landfill site is, for the time being, being fronted by Rail Operations Group, which has used both a pair of Class 47s (47815/848) and a Class 56 No. 56301 on diagrams.

Class 700s enter service on GN – number to increase

GOVIA Thameslink Railway has introduced new Class 700 EMUs on Great Northern line services from Peterborough to London King's Cross.

Initially, there are two peak-hour diagrams, but as more sets are delivered the number of diagrams will increase, ahead of the May timetable change.

At this point, the Class 700s will work from the East Coast Main Line through Canal Tunnel Jct into St Pancras and then on to Gatwick Airport and beyond, with through services from Cambridge starting up.

Here, 12-car Class 700 No. 700125 is about to work the 17.42 to Peterborough on November 9. ALISDAIR ANDERSON



PICTORIAL NEWS ROUND-UP



▲ **PULLMAN LIVERY FOR CLASS 67:** DB Cargo has repainted two Class 67s in umber & cream to work with Belmond's 'British Pullman' train, No. 67021, seen at London Victoria on November 2. No. 67024 has also been similarly treated. ALISDAIR ANDERSON

► **'DELTIC' HAULS FREIGHT:** After appearing at the Knottingley charity open day on October 28, 'Deltic' No. 55009 *Alycidon* had to head back to the NRM at York, and was used to top No. 66082, moving wagons to store from Milford Junction to Neville Hill Sidings the following day. The loco is seen leaving Milford Sidings. MARK GILL



Traction & Stock Track Record

ScotRail shows off new interiors for Class 385s

SCOTRAIL has unveiled the interiors for its new Class 385 EMUs.

Hitachi is building 70 sets at its County Durham factory – 46 three-car and 24 four-car trains.

Each pair of seats will have power sockets, and there will be increased luggage space and free wi-fi, as well as space for cycles, a flexible storage area for such items as prams and golf clubs, two wheelchair spaces, and an accessible toilet per set.

The accessible toilet will have a new 'assist' facility to allow companion access to the cubicle while maintaining privacy.

ScotRail has also stressed the seats and windows will be closely aligned.

In First Class, passengers will have premium leather seats, LED lighting, additional luggage storage, and a plug socket at every seat.

The trains also feature remote



The standard class interior of Class 385 No. 385103 at Hitachi's Newton Aycliffe works, ready to be delivered to Craigentenny depot. CHRIS MILNER

monitoring for faults and other issues.

Two units are on long-term test, while another 15 trains have been completed, but not fully commissioned or accepted.

Introduction of the full electric service between Glasgow-Falkirk High-Edinburgh needs 21 accepted trains, so it may be February or March before this new operation begins.



First look at Class 710 for London Overground

THE first completed Class 710 'Aventra' EMU for several Overground routes, including Gospel Oak to Barking, has emerged from Bombardier's Litchurch Lane works.

No. 710201 has also been tested on the short internal test track (pictured). The four-carriage unit is mechanically and electrically similar to the Class 345 Crossrail train, but has an orange warning panel on the

front and orange doors.

Bombardier is building 45 Class 710 sets, of which eight will be used on the Gospel Oak to Barking route. The others are for Lee Valley, Romford to Upminster and Watford DC line services.

The Gospel Oak to Barking line is closed until January 14, 2018 for upgrading, with the first of the new trains due to enter service from next May.

PICTURE: LO-USERS/TWITTER

£50m upgrade for SWR 'Desiros'

NEW franchisee South Western Railway has given a contract worth £50million to Siemens to refurbish its Class 444 and 450 fleets.

Siemens built the 127 Class 450 suburban four-car units between 2002-6 as well as the 45 five-car Class 444 EMUs from 2004 that work long-distance services from Waterloo to Weymouth.

This will be the first major refurbishment of both classes.

The upgrade programme begins

in December, with trains receiving Axminster carpets, at-seat power points, and real-time information displays, while leather upholstery, new tables and inductive charging for mobiles is additional in First Class.

Eastleigh Works will carry out the work, along with a re-livery, with investment in the local labour force and local suppliers.

The programme will take around 12 months to complete.

Accessibility 'mods' for Southern Class 455s

ESG Rail, now part of the Deutsche Bahn group, has won a contract to ensure 46 Govia Thameslink Railway Class 455 EMUs comply with forthcoming Persons of Restricted Mobility (PRM) accessibility rules.

Earlier in the year, ESG produced detailed engineering and design modifications necessary to allow the Eversholt-owned Nos. 455801-846, used on Southern

suburban routes, to remain in passenger service after the January 1, 2020 deadline.

It will now also undertake the necessary physical work on the trains, which includes new internal and external audible alert systems and door control push-button panels.

ESG has also developed a new inter-vehicle gangway door handle, and will supply and install 276 door latch assemblies.

A new PRM-compliant seating layout and changes to the vestibule door control push buttons will also be provided.

In recent years ESG has also installed cab cooling, remote condition monitoring, CCTV, energy metering, and a driver advisory system on Southern's Class 455s.

It has also undertaken design modification work on Class 165, 166, 465/2, 465/9 and 466 units.

WAGON REPORT

by S F Lappage

IT HAS been a quarter of a century since the last new wagon left the Heywood (Lancs) workshops of the Standard Railway Wagon Company – at Christmas 1992.

The company was opened in 1863, primarily as a builder to the private sector. However, the final contract undertaken was for British Rail, specifically the civil engineers' department of Network SouthEast. This involved the construction of a Skako high-output ballast train, made up of 10 88-tonne YDA 'Octopus' bogie hopper wagons and a power van. The wagons utilised underframes and running gear from scrapped Clyde Cement clinker hoppers that had been built by Standard in 1982 as Nos. RLS 11800-815.

New hopper bodies were fabricated, containing Skako vibrators. These were required as the shallow hoppers made gravity discharge of ballast impossible. The vibrators directed ballast to a slew conveyor, which could deposit material between the rails or on either side of the wagons.

This technology was

developed in Denmark and was widely used in Scandinavia. Hoppers were Nos. DR 92213-222 to design code YD003A, with a payload of 62 tonnes or 54cu m.

The power van was converted from redundant Speedlink VDA van No. DC 210306. Twin water-cooled diesel generators were installed, supplying three-phase, 415 volt AC electric current to the hoppers. The van body was modified to provide ventilation for the power units. Weight was 24½ tonnes and design code VX002A.

At Privatisation the train passed to EWS, and now forms part of the DB Cargo UK infrastructure fleet.

New arrivals for GBRf are IIA covered bogie hoppers Nos. 81 70 0659 001-041. They will carry silica sand from the Sibelco quarry at Middleton Towers, King's Lynn to glassworks in Goole and South Yorkshire.

Notable recent disposals have been JHA bogie aggregate hoppers Nos. MAR 17704/706 and HLA's Nos. 300702/709.

They were scrapped on-site at Bescot TMD during October and were the oldest examples of this type of wagon in stock, being

built in 1968 by Charles Roberts at Horbury, Wakefield for Murphy Aggregates.

They were originally coded PHA and Nos. MPHY 17701-712 and were used to carry sea-dredged gravel from Angerstein Wharf to terminals around London. Gloucester-cast steel bogies were attached to short stub frames, giving a clear opening under the hopper doors, allowing the wagons to be unloaded by conveyors. Gross weight was 100 tons and payload 75 tons.

In later years they gained MAR wagon prefixes following transfer to Marcon, a supplier of ready-mix concrete. After the sale of the fleet to EWS they were stored and replaced with WH Davis-built HLA hoppers Nos. 82 70 6956 000-011.

Other similar wagons scrapped at Bescot have been JHA's Nos. MAR 17724/725/732/733 and HLA No. 300719.

Private owner wagons withdrawn have been PNA spoil opens Nos. VTG 3754/758/771/773/778/788/789/791/792/794, PHA self-discharge hoppers Nos. REDA 16008-010/012-



FWAB flat wagon No. 83704521003-1 Peterborough on October 14 carrying an MSC container. S F LAPPAGE

031/034/035/043-049/057-065/075-081/101-103/201-203/206/207/210/211/14-217/222/223/301/303/305/306/309, and KJA bogie unloading wagons

Nos. REDA 92546/578/602/635.

Other DB Cargo UK disposals recorded are OBA open

No. 110037, FPA flat No. 200366, MEA box opens Nos. 391021/023/044/103/313/324/658/662/684, MHA 'Coalfish' box wagons Nos. 394154/763/912, MTA ballast carriers Nos. 395010/

031/089/099/111/112/128/129/157/200/206/208/214/216/230/309/310/313/335/339/342/344/388/402/404/405, FPA flats Nos. 400047/051/060/076/078/081/097/098/114/169/210/211/262, SSA scrap box

opens Nos. 470041/095/134/155/175, YLA 'Mullet' sleeper carrier No. DC 967602, YEA 'Perch'

long-welded rail train gantry wagon No. DB 979611, and YWA 'Osprey' bogie rail flat No. DB 996850.

Great Western increases Class 800 IET diagrams

GWR has doubled the number of diagrams for the Hitachi Class 800 IET (Intercity Express Trains) following problems during the introductory week.

Each train initially ran two diagrams, using a pair of Class 800 units, but the four sets accepted for service (Nos. 800005/6/8/9) were supplemented from November 13 when sets 800010-013 began operations.

This has allowed GWR to change diagrams that begin with the 06.33 Bristol Temple Meads-London Paddington and the 06.45 from London Paddington-Swansea to switch to IET traction, running as 10-car sets.

GWR has also taken the opportunity to extend the 17.30 ex-Paddington to Taunton and the 19.30 from Paddington to Weston-super-Mare.

Since October 16 the first four sets have travelled more than 30,000 miles and provided an additional 20,000 extra seats into London compared to the HSTs they replaced.

From December, Class 800 sets will be introduced on Cotswold

Line services to Worcester and Hereford, then will gradually extend their sphere of operations as the fleet upgrade continues.

Construction of the first batch of trains for GWR – sets 800001-36 – has been completed at Hitachi's Newton Aycliffe factory, with production of the second batch for GWR, sub-class 800/3, well underway.

These 21 nine-car sets were to be all-electric and numbered as Class 801s, but the addition of diesel engines has seen them reclassified.

Class 800s are being seen over wider areas of the network as mileage accumulation and driver training programmes are rolled out.

■ The change in terminology from IEP to IET stems from the fact IEP was the Intercity Express Programme, but GWR has now adopted the brand name IET for its Class 800-802 fleet. Virgin East Coast opted for the Japanese word 'Azuma', and it is expected Hull Trains and TransPennine Express will also create brand names for their respective trains.



In full Great Western livery, Hitachi Class 800 Intercity Express set Nos. 800015/800014 pass Stevenage with the 5X80 Doncaster IEP Depot to North Pole on November 8. JOHN PINK

CURRENT CLASS 800 DIAGRAMS

Diagrams 101/102

1A03	06.00 Bristol TM-Paddington
1B12	08.15 Paddington-Cardiff
1L51	10.55 Cardiff-Paddington
1B40	13.45 Paddington-Swansea
1L90	17.29 Swansea-Paddington

Diagrams 105/106

1A04	06.33 Bristol TM-Paddington
1B15	08.45 Paddington-Swansea
1L62	12.29 Swansea-Paddington
1C34	17.30 Paddington-Bristol TM
1A37	22.34 Bristol TM-Paddington

Diagrams 103/104

1C03	07.00 Paddington-Bristol TM
1A11	09.30 Bristol TM-Paddington
1B28	11.45 Paddington-Swansea
1L76	15.29 Swansea-Paddington
1C37	19.00 Paddington-Bristol TM

Diagram 107/108

1B05	06.45 Paddington-Swansea
1L52	10.29 Swansea-Paddington
1B42	14.15 Paddington-Cardiff
1L82	16.56 Cardiff-Paddington
1C28	19.30 Paddington-Bristol TM

Grand Central to retire HSTs

OPEN access operator Grand Central will make the step of withdrawing its HST fleet by the end of the year.

The company has made no secret of its plans to run an all Class 180 fleet from the start of 2018, and its six HST power cars – Nos. 43423/465/467/468/480/484 – along with 18 Mk3 trailers will be returned to leasing company Angel Trains. It is unknown what, if any, redeployment plans are lined up for the sets.

Grand Central already leases six Class 180s from Angel, and the introduction of Class 800 IET sets on the Great Western will allow GWR to withdraw the four sets it operates – Nos. 180102, 180103, 180104, 180106 – to transfer to Grand Central as part of a £5.2m investment package.

Set No. 180108 will transfer

from GWR on May 1. The move will also allow Grand Central to run some services as 10 cars on its busy services. It also means the whole Class 180 fleet now operates on the ECML; Hull Trains operates the remaining four sets.

The motive power change comes as the company, now part of Arriva UK, celebrates 10 years operating under open access rules, and to mark that and the withdrawal of the HSTs, on December 17 the Branch Line Society will operate the 'Grand Farewell' charity tour using an HST set.

It starts at Newcastle and will visit Sunderland, Hartlepool, Doncaster, Sheffield, Denton, Rochdale, and Bradford Interchange before returning to Newcastle.

As we closed for press, some



HST power car No. 43465 – soon to be retired by Grand Central – leads the 06.43 Sunderland-Kings Cross past Glington, near Werrington Jct, on diversion, on November 18. THOMAS NICKLIN

Standard Class seats at £70 were available. Details from Jill Everitt, Fixtures Team, Branch Line Society, 4 Barnside Way, Moulton, Northwich, Cheshire CW9 8PT, or by email to bookings.officer@branchline.uk

Richard McClean, Grand Central managing director, said:

"By focusing on a single-fleet type we're going to make the Class 180s the trains they should've been when they were built."

"The change will give us the opportunity to benefit from a unified technical support and maintenance arrangement."

Crossrail tunnels test for Class 345s

OVERNIGHT on October 27/28 saw a milestone passed in the commissioning programme of the Class 345 A'ventral Crossrail EMUs when a set was taken on a gauging run through some of the tunnels.

A test train was hauled by a Class 37 – the wires are not yet energised – from Stratford to Stepney Green, before reversing over the southern leg of the Crossrail (Elizabeth Line) network to Abbey Wood, where the unit was then stabled at Plumstead.

The eastern section of the Elizabeth Line was due to be energised from November 14, which would permit trial runs of the Class 345s to be carried out. This would be extended westwards under Central London once track, signalling and stations have been fully commissioned.



The first production Vivarail 'D-Train' No. 230002 on jacks inside the company's Long Marston workshops. Vivarail has incorporated a number of modifications to this unit, learnt from experience with the prototype. BEN JONES

First production 'D-Train' nears completion at Long Marston

VIVARAIL is progressing well with the first production 'D-Train' set – No. 230002 – at its Long Marston base in Warwickshire.

Unlike the prototype, No. 230001, the three-car diesel unit, will feature AC rather than DC traction motors, and is fitted out in what Vivarail calls its 'City' configuration, similar to the District Line 'D Stock', with longitudinal seating.

A large number of other improvements, based on experience with the prototype, have also been incorporated into the second train.

The vehicles have been stripped right back to bare aluminium bodyshells, refurbished, rewired and fitted with diesel generator set (gensets) supplied by Strukton

in the Netherlands. Two gensets per car, powered by Ford 3.2-litre diesel engines, provide electricity for the traction motors on the two outer cars of the set.

The centre car is a trailer vehicle containing a fully accessible toilet.

Other improvements include a Passenger Information System, LED lighting, and new door controls with Selective Door Opening (SDO) capability.

New gangways will be fitted between the cars, replacing the London Underground emergency doors.

Modifications have also been made to the train's solebar to comply with Network Rail gauging requirements. The 'D-Train' is designed to go anywhere ex-BR

Class 15X family DMUs can run.

Vivarail says it has a production plan running through to December 2019 to supply trains compliant with new Persons of Restricted Mobility (PRM) accessibility rules coming into force on January 1, 2020.

Enough vehicles for around 70-75 sets (228 vehicles) are currently stored at Long Marston. However, no firm orders have yet been announced, and the company remains tight-lipped about prospective customers.

An announcement is expected in the new year with the new London North Western/West Midlands franchise suggested as a possible operator on the Bedford-Bletchley and Coventry-Nuneaton routes.

Having received modifications after sustaining fire damage at Kenilworth earlier this year, No. 230001 will return to the main line shortly for more tests on the North Cotswold route.

Vivarail is also experimenting with battery power as a possible alternative to diesel engines, using batteries acquired from the Class 379 IPEMU project.

Hybrid diesel/battery, 25kV AC overhead/battery, and hydrogen fuel cell versions are also being investigated, the latter in co-operation with BOC, Ballard and Airtech.

Look out in the February issue of *The RM* for more on Vivarail, its 'D-Train' project, and plans for the future.

Traction Portfolio Track Record



Virgin East Coast HST power car No. 43319 was diverted on November 11 because of engineering work on the East Coast Main Line between Doncaster and Peterborough. Here, it crosses the River Witham at Lincoln with the 12.59 London King's Cross-Aberdeen train. GAVIN THOMSON

Substituting for unavailable Class 66s, DRS Class 37 Nos. 37423 and 37422 stepped in to take over the 3J11 Kingmoor to Kingmoor rail head treatment train for two nights. They are seen on November 2 about to depart from Barrow-in-Furness. AIDEN FORT



A different view of the Kent viaduct at Arnside, Cumbria – involving a considerable walk at low tide – shows DRS Type 3 No. 37402 Stephen Middlemore 23.12.1954 - 8.6.2013 catching the sun while working the 10.04 Preston-Barrow-in-Furness train on November 2. STEVE SIENKIEWICZ



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POOL CODES

ICHP 125 Group Power Cars

LOCOMOTIVES

Allocations

20312 XHSS-XHNC
37604 XHCC-XHSS
43000 HQ/MBDL-RD/ICHP
43033 LA/EPFC-EC/HAPC
43036 LA/EPFC-EC/HAPC
43134 LE/EPFC-EC/HAPC
43148 LE/EPFC-EC/HAPC
47739 COLS-COFS
47815 SROG-GROG
60011 WQ/WQAB-TO/WCAT
60015 WQ/WQAB-TO/WCAT
60065 WQ/WQAB-TO/WCAT
66046 WQ/WQDA-TO/WBAT
66058 TO/WBAT-WQ/WQDA
66132 TO/WBAT-WQ/WQDA
66172 WQ/WQAA-TO/WBAT
66184 TO/WBAT-WQ/WQDA
66238 WQ/WQDA-TO/WBAT
66250 WQ/WQDA-TO/WBAT
67014 WAAC-WAWC
67016 WAWC-WAAC

Liveries

Pullman: 67021/24
RMS Locotec: 08588

Named

43132 *Aberdeen Station 150th Anniversary*
43302 *World Speed Record – HST*

To be named

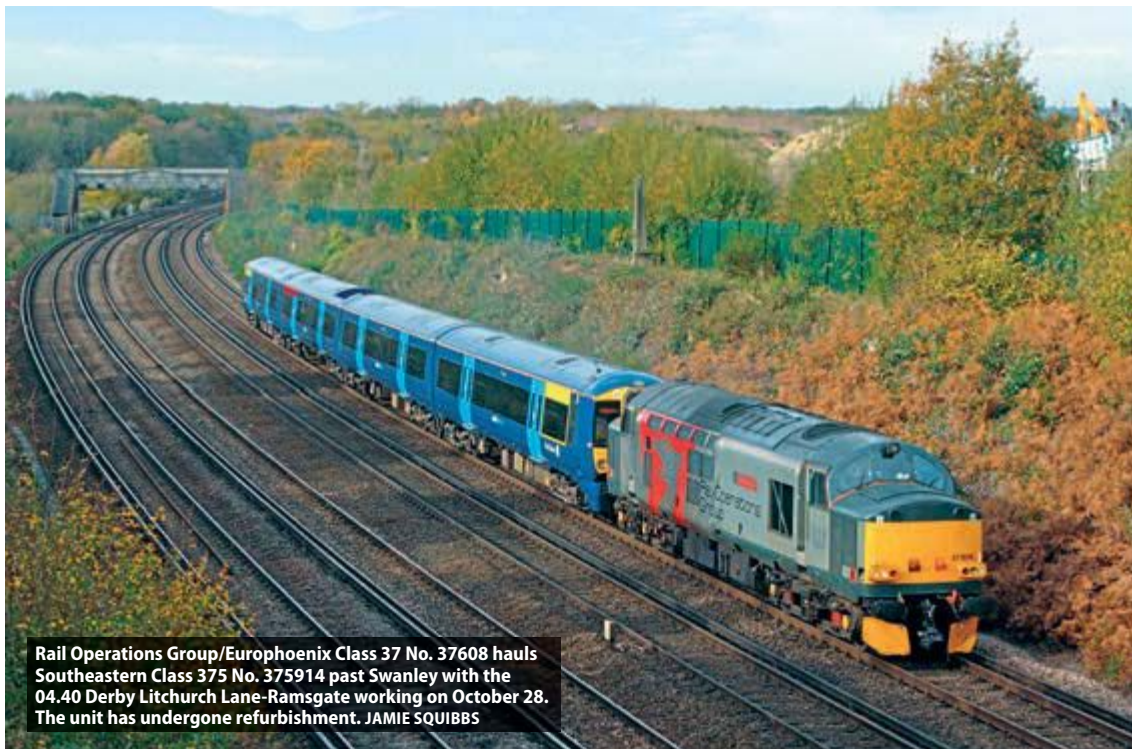
68026 – *Nautilus*
68027 – *Endeavour*
68028 – *Splendid*
68029 – *Destroyer*
68030 – *Enterprise*
68031 – *Excelsior*
68032 – *Patriot*
68033 – *Courageous*
68034 – *Victorious*

Names removed

31459 *Cerberus*
66058 *Derek Clark*

Class 50

No. 50008 Thunderer passes Clay Cross with a Derby Gas Tank Sidings to Bishop Auckland stock move on November 9. The carriages are being moved to the Weardale Railway for their 'Polar Express' operation.
ROBERT FALCONER



Rail Operations Group/Europhoenix Class 37 No. 37608 hauls Southeastern Class 375 No. 375914 past Swanley with the 04.40 Derby Litchurch Lane-Ramsgate working on October 28. The unit has undergone refurbishment. JAMIE SQUIBBS

66585 *Drax Flyer*
92043 *Debussey*

Sold

GBRf: 66008/16/46/58/81,
66132/41/84, 66238/50

Modifications

Dellner Couplings fitted: 37608,
73966/67

To be renumbered

66008 – 66780
66016 – 66781
66046 – 66782
66058 – 66783
66081 – 66784
66132 – 66785
66141 – 66786
66184 – 66787
66238 – 66788
66250 – 66789

Stored/stopped locations

Kingmoor: 37604
Toton: 66058, 66132/84

Operational

20312, 47739, 47815, 60011/15/65,
66046, 66172, 66238/50

Disposals

C F Booth, Rotherham:
Arrival date: October 17: 20177

MULTIPLE UNITS

Allocations

345021/22/23 newly delivered
ZI/EXHQ
442401/05/07/12/21/24
BM/HYHQ-HQ/SCXH
387167/68/69/70 newly delivered
RG/EFHQ
700124/26/29/38/42/43/44 newly
delivered TB/ETHQ
707026/27/28/29 newly delivered
WD/HYHQ

Liveries

Arriva Trains Wales: 150260
Great Western Railway
green: 158961, 165117,
800003/04/05/06/12/14
Greater Anglia white: 170204,
Northern Rail revised: 150142,
150205/06, 156438/88, 158755,
319371, 319442
Renatus: 321305
Saltire: 156462, 158736
SET blue: 375821/23, 375914,
377511,
South Western Railway: 158888
Virgin 'Pendolino' – new:
390006/09

White with pale blue doors:

317337-44/48
+ Halloween vinyls:
170428/30/33/50
+ Victoria Cross Heroes vinyls:
185111
+ Poppy vinyls: 170425/34/73

Named

166220 *Roger Watkins – The GWR*
Master Train Planner
376001 *Alan Doggett*
390006 *Rethink Mental Illness*

Names removed

390006 *Tate Liverpool*

Formations

350233: 61546+67533+
65233+61433

Modifications

Ride Height Adjustment: 166219

Sold

Bodmin & Wenford Railway:
121020 (55020)
Locomotive Services Ltd: 121034
(55034)

Stored/stopped locations

Didcot: 387162-67
Eastleigh Works: 2406/19
Horsham: 700102/32/34/36
Long Marston: 319421
Old Oak Common: 387159/61
Tyseley: 61464, 65264, 67464
(350264)
Wabtec Kilmarnock: 321404

Operational

350233, 707003-12/28/29,
800005/06/08/09/10/11/13

HAULED COACHING STOCK

Allocations

1203 BO/RTCO-CD/LSCO
3229 reinstated CD/LSCO
3277/95 BO/RTCO-CD/LSCS
6392/97 RU/COCS-HQ/SBXH
12065/87 KM/XHSC-RD/MBCS
12134 KM/XHCS-RD/MBCS

Liveries

Blue: 94336
Great Western Railway green:
42005/16, 42554
+ Never Dull in Hull vinyls: 40805

Sold

First Group: 42102, 44079
Porterbrook: 42103, 42302
Riviera Trains: 3279/92,
3318/31/58, 3400/24, 5631/32/57,
5954, 6110/39, 9494, 9522

Stored/stopped locations

Crewe Heritage Centre: 9711
Crewe Diesel Depot: 3277/95
Eastleigh Works: 5632, 9494, 9522
Ely: 40205/21, 41052,
42056/77/78, 42564, 44018
Nemesis Rail, Burton-upon-
Trent: 3279/92, 3318/31/58,
3400/24, 5657



Destined for use on the GWR and running on diesel power, new nine-car Hitachi Class 802 No. 802101 bi-mode set passes Biggleswade returning to North Pole depot on November 6, having visited Hitachi's Doncaster depot. ALISAIR ANDERSON

Operations Track Record



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Railhead Treatment Trains

THE Railhead Treatment season is now well underway. Observed at Littlehampton on October 13 were Class 73 Nos. 73201+73128; on October 16, Nos. 73213+73119; and on October 18, Class 66 Nos. 66730+66732. A further report on October 25 noted a train entering Wakefield Kirkgate station from the Huddersfield direction at 16.20, topped-and-tailed by DRS Class 20s Nos. 20312 and 20305. Observed at Worthing on October 21 were GBRF Class 66 Nos. 66704+66721.

OPERATIONS along the southern section of the Midland Main Line began on October 13 when EWS Class 66 Nos. 66174+66154 top-and-tailed the Toton TMD to West Hampstead North Junction and return. The train next ran on October 18 with the same '66s' in charge. When the train next operated on October 20 the Class 66s had been replaced by Class 67 Nos. 67002+67022; the Class 67s continued to work the service when observed on October 23, 24 and 30. On October 31, No. 67002 had been replaced by No. 67029 *Royal Diamond*.

A SURVEY of operations across the country towards the end of October, in addition to the above notes, found DB Cargo Class 66s working off St Blazey with Nos. 66027+66027; Bristol with Nos. 66024+66152; and Marylebone, Nos. 66001+66017. Colas provided Class 66 Nos. 66846+66848 at Gloucester and Class 56 Nos. 56096+56113 in North Wales. DRS again provided motive power for East Anglia, based at Stowmarket, using Class 37 Nos. 37059/69, Class 57 Nos. 57007, 57306, Class 66 Nos. 66421/24. Noted on October 22 on the Settle & Carlisle were Nos. 66302+66428; in the North East, Nos. 37602+37609; and at York, Nos. 20302/03/05.



ON MONDAY, October 16, the 07.52 VTEC Aberdeen-King's Cross experienced delays between Aberdeen and Dundee.

In announcements to passengers, these delays were said to be caused by a minute lost at Stonehaven through a cyclist boarding (train is longer than the platform there, and 125s have to draw forward considerably



DB Cargo No. 67028 heads 5Y03 10.10 Doncaster to Bounds Green past Watton-at-Stone on November 10, with No. 91112 on the rear of the empty stock move. JOHN PINK

to allow boarding of a bike to the guard's compartment at the rear of the train); a delay of five minutes at Montrose because the guard himself had to dispatch the train (apparently no ScotRail staff were available). This led to a total delay of 11 minutes at Arbroath following a signal slack there.

However, it was noted between Aberdeen and Dundee, the VTEC service was following a preceding Abellio ScotRail train, itself arriving in Stonehaven four minutes after its scheduled arrival time of 07.56. In a further staff announcement, it was stated these delays should not affect timings south of Edinburgh. In fact, the train arrived in Edinburgh Waverley 20 minutes late, and departed the same amount behind schedule.

A severe weather warning, on account of Hurricane Ophelia, seemed to prove groundless for northbound VTEC services the same day. The 14.00 King's Cross-Aberdeen arrived in Edinburgh Waverley five minutes early, and held exactly to schedule for the remainder of the journey to Aberdeen.

THE 09.30 Edinburgh-King's Cross HST on October 3 was led by Virgin Class 43 No. 43314, with CrossCountry Class 43 No. 43384 bringing up the rear. A further hire-in – No. 43301 – was paired with No. 43367 on October 17,

working on the 09.30 Edinburgh-King's Cross, 15.08 King's Cross-York and 18.02 return, and then the 21.35 King's Cross-Leeds. The same pairing was reported the following day working the 15.00 King's Cross-Stirling. A further hire-in – No. 43207 – was paired with No. 43318 on the 15.00 King's Cross-Stirling on October 24.

ROG Class 37 No. 37884 ran light from Doncaster to Neville Hill on October 13 and collected HST power car No. 43238, then ran as 0504 11.15 Neville Hill to Craigentinny. The pair headed south again as the 10.00 Craigentinny-Neville Hill on October 19.

ON MONDAY, October 23, the 13.27 Edinburgh Waverley-Aberdeen was halted abruptly one mile south of Stonehaven by an electronic fault, which resulted in power loss in coach A (rear coach), and an apparent activation of the emergency stop system.

The driver and guard attempted to identify and rectify the fault, but were unable to do so, with the train continuing at low speed to Stonehaven, where the passengers were decanted onto the platform at 15.45. The faulty train then continued empty to Aberdeen.

Faced with a one-hour wait for the next service from Stonehaven at 16.44, arrangements were

made for the following Glasgow to Aberdeen service to make an unscheduled stop at 16.07 to pick up all passengers. It arrived in Aberdeen at 16.30, about 41 minutes late.

During the wait at Stonehaven, the newly transferred ScotRail HST stopped briefly on a southbound training run.



THE new Class 387 units continue to attract much attention. New deliveries to Bletchley from Derby for testing found No. 387167 taken by Class 66 No. 66523 on October 16, followed by No. 387168 on October 19, hauled south by No. 66599.

No. 387169 made the journey behind No. 66554 on October 30.

A change on November 8 saw ROG Class 37 No. 37884 bring Nos. 387170+387160 from Derby, the latter originally being delivered to Old Dalby in July. Following testing the units are transferred to Reading, with Nos. 387162+387163 being moved by Class 37 No. 37800 on October 10.

These were followed on October 18 when the Class 37 moved Nos. 387164+387165. The next pair of 387166+387167 was

moved by Class 37 No. 37884 on October 31. Nos. 387162+387163 have been stored at Didcot and Nos. 387163+387164 at Old Oak Common because of a lack of work.

AN UNUSUAL working occurred on October 10 when the 15.03 Weymouth-Gloucester, formed of a two-car Class 153 unit, was unable to proceed beyond Frome because of a points failure at Clink Road Junction.

The problem was resolved by a five-mile reversal to East Somerset Junction and a second reversal past the affected site via Blatchbridge Junction and the Frome Avoiding Line.

On arrival at Westbury, passengers for intermediate stations to Bath were transferred to the following already crowded 15.23 Portsmouth-Cardiff, formed of a three-car Class 150 unit, in an attempt to recover some of the 20-minute delay, and lessen the impact of pathing issues at Bristol Temple Meads.

NEW IETs entered passenger service on October 16 when Nos. 800008+800009 successfully worked the 07.00 Paddington-Bristol and 09.30 return, followed by the 11.45 to Swansea.

TWO further HST sets have been taken out of traffic, with HST power



DB Cargo Class 66 Nos. 66151 and 66102 sit at Spalding station having rescued the 13.05 Leeds-King's Cross on November 5 from a few miles south of the Lincolnshire station. The train was being dragged via Lincoln and the GN/GE joint line due to engineering work when 'Thunderbird' No. 67028 failed south of Spalding. ANDREW FLUSK



Newly rebranded South Western Railway DMU No. 158887 arrives with SWT liveried No. 159022 into Templecombe station with the 10.20 London Waterloo to Exeter St Davids on November 13. STEPHEN GINN

Operations Track Record



One London terminus seldom photographed is Fenchurch Street where, surrounded by modern architecture, c2c Class 357 EMU Nos. 357002 and 357012 are seen departing with the 10.54 to Southend Central on October 14. JOHN VAUGHAN



The filthy external condition of Nos. 66428 and 66302 make it hard to identify DRS as the operator, the locos passing Ribbleshead station with the 03.03 Carlisle to Carlisle RHTT working on October 27. JULIEN KING



GWR power car No. 43096 Old Oak Common HST Depot 1976-2018 hurries towards Tiverton Parkway at the rear of the 11.36 London Paddington-Exeter St Davids on October 6. RUSSELL AYRE

cars Nos. 43148+set LA03+43033 running from Bristol to Doncaster Wabtec on October 21, then continuing to Brush Loughborough. The following day, Nos. 43134+set LA 04+43036 ran from Bristol to Ely, where the coaching set was stored, while the power cars continued to Loughborough.

PASSENGERS on the 16.40 Gloucester-Weymouth service on October 26 faced delays after one vehicle on Class 150 No. 150234 suffered engine failure. Information screens at Bristol Temple Meads showed time steadily being lost and it arrived there 20 minutes after it should have departed.

A discussion then took place between train crew and platform staff, as the errant vehicle in the well-filled, four-car service was devoid of lights, other than one emergency light. It eventually left Bristol at 18.25 with glow sticks deployed, only to be brought to a stand at Bristol East Depot to allow the 18.30 Paddington to overtake.

The service arrived at Keynsham at 18.40 (due 17.55), where our correspondent disembarked, but the failed engine is likely to have cost further time on the demanding route to Weymouth.

greateranglia

DRS Class 57 No. 57303 moved Mk.2 No. 9521 from Crown Point to Eastleigh Works on October 11.



A SIGNALLING/points issue in the Shieldmuir area on October 4 resulted in alterations to all TOCs/FOCs which normally use the WCML at this location.

1E06, the 06.50 Glasgow Central-King's Cross was just 135 minutes late reaching Carstairs Junction; 1M94, the 09.06 Glasgow-Manchester Airport was started from Lockerbie, following

the termination of the inbound 1S30, the 04.57 Manchester Airport-Glasgow at Carstairs.

CrossCountry, Virgin Trains WCML and ScotRail services which operate between Carstairs/Lanark and Glasgow were diverted via Law Junction, Wishaw, Holytown Junction, Mossend East Junction, Mossend West Junction, and Belshill to reach the WCML at Uddingston.

ON SATURDAY, October 14 the 5T07 12.30 Shields Road TMD-Glasgow Works was worked by Class 37 No. 37884, hauling Class 320 unit No. 320315, running about 60 minutes early. The Class 37 then returned light engine as OM02, the 15.43 Glasgow Works-Carlisle High Wapping Sidings, again running about 60 minutes early.

A MOVE on October 18 found Class 37 No. 37884 move former Anglia Class 321404 from Doncaster to Wabtec Kilmarnock for conversion to a Class 320 unit, with a further four units to follow. The Class 321 had previously been moved from Leicester to Doncaster by the Class 37 on October 13.

CLASS 318 units Nos. 318263 and 318268 returned north on October 13 running as a 5S20 Doncaster West Yard to Shields TMD.

CLASS 320 No. 320314 lost its pantograph in the early hours of Friday, October 27, which resulted in serious disruption to ScotRail services operating between Motherwell and Whifflet/Milngavie/Dalmuir/Cumbernauld. Once repairs had been made to the Over Head Line Equipment the disabled unit was dragged to Mossend Yard.

TESTING of the new Class 385 units overnight between Glasgow and Edinburgh saw three-car unit No. 385001 working on October 31; four-car No. 385102 on November 1; and both units together on November 2.



CLASS 67 No. 67022 hauled the Caledonian Sleeper on the Highland Main Line, at the north end of Aviemore, from September 16-26. On September 27, No. 67013 took over. This continued until sometime in the week ending Friday, October 13 before No. 67003 was observed on Saturday, October 14.



A CORRESPONDENT at Leeds on October 4 found the 11.33 local train to Sheffield from Leeds was delayed. Passengers were directed to the unit for the express service instead, leading to a more comfortable ride on Class 158 No. 158872 instead of the usual 'Pacer'.

THE 05.15 Carlisle-Preston via Barrow service was in the hands of DBSO No. 9710 and Class 37 No. 37422 when observed on October 6.

A MOVE on October 14 from Heaton TRS&MD to Glasgow Works involved Class 156 No. 156482.

THE line between Preston and Blackpool North will be closed for electrification work from November 11 until March 25, 2018.

Currently, a variety of DMUs work the line, and observations at Poulton-le-Fylde on October 14 produced Class 158 No. 158859 on the 12.11 Blackpool North-York; Class 150 Nos. 150207+150269 on the 10.34 Hazel Grove-Blackpool North; Class 142 Nos. 142031+142055 on the 11.23 Manchester Victoria-Blackpool North; Class 156 Nos. 156475+156486 on the 12.39 Blackpool North-Manchester Airport; and Class 185 No. 185105 on the 11.29 Manchester Airport-Blackpool North.

In the final days before the removal of the signalling at Blackpool North and demolition of the signalbox, Northern Class 156 No. 156451 arrives with a service from York on November 9. BRIAN DOBBS



CLASS 319 No. 319442 was moved from Wolverton to Allerton by Class 37 No. 37884 on October 24. The following day the Class 37 moved No. 319421 from Allerton to Long Marston.

London Midland

CLASS 350 No. 350238 was moved by Class 37 No. 37800 from Northampton to Long Marston on October 14, reportedly for corrosion repairs. Two weeks later, on October 28, No. 350239 made the same move hauled by Class 57 No. 57305, which then returned No. 350238 to Northampton.



BUBBLE Cars Nos. 55020+55034 left Aylesbury for Tyseley via Birmingham Moor Street following their work with Chiltern. From there, No. 55020 moved to the Bodmin & Wenford Railway, and No. 55034 to Crewe for Locomotive Services.

EAST MIDLANDS TRAINS

A BROKEN-down train between Market Harborough and Kettering caused disruption to EMT London services during the morning of October 18, with some trains delayed by up to 60 minutes. The 07.58 London St Pancras-Sheffield and 08.15 London St Pancras-Nottingham were diverted via Corby and Oakham.



5F69, the 12.00 Heaton-Doncaster e.c.s. move on September 30 was top-and-tailed by Class 43 HST power cars Nos. 43423 and 43468.



AN UNIDENTIFIED new Class 710 was reported on the test track at Litchurch Lane on November 4.

Thameslink

DELIVERIES of new Class 700 units have increased in recent weeks, with the following taking place, all hauled from Dollands Moor to Hornsey via Peterborough: on October 11, No. 66722, hauling No. 700143; October 18, No. 66731+700142; October 20, No. 66731+700124; October 25, No. 66731+700138; November 1, No. 66731+700126; November 3, No. 66777+700129; November 6, No. 66752+700144.

CLASS 700s entered traffic on the Great Northern between Peterborough and King's Cross on November 6, with Nos. 700125 and 700128 working two early morning services.



Crew training for TransPennine drivers on Class 68 locos has begun. Using five carriages from the former WB64 Mk.3 set, No. 68020 Reliance leads the 12.40 Carlisle to Preston training run past Docker on November 16, with No. 68022 Resolution on the rear. TOM MCATEE



FURTHER new Class 345 units have been delivered from Litchurch Lane to Old Dalby for testing, with No. 345020 being moved by Class 67 No. 67029 on October 5, followed by No. 345021 on October 13, hauled by No. 67006. On October 31, No. 67002 moved No. 345023, followed on November 7, when No. 67029 hauled No. 345022. Two vehicles – Nos. 340422+340622 – were moved by road to Old Dalby in October.

TWO units have been moved from Old Dalby to Crewe LNWR for testing on the WCML, with No. 345014 being towed by Class 67 No. 67006 on October 17 as far as Bescot, going forward to Crewe on October 19. This was followed by No. 345015 on October 25, behind No. 67006.

UNIT No. 345021 was moved south from Old Dalby to Ripple Lane by Class 37 No. 37601 on October 27. From here, they moved to Abbey Wood to allow the unit to access the eastern end of the new line, the first train to enter the tunnels.

NINE-car unit No. 345023 was moved from Old Dalby to Wembley on November 6 by Class 67 No. 67029, and through to Old Oak Common the following day. It is the first unit to arrive on the west side of the system.



THE regular moves of Class 375 between Litchurch Lane and Ramsgate saw Class 37 No. 37800 return No. 375821 south to Wembley on October 21, where it was failed. The move continued on October 22, using Class 37

No. 37601, which took the unit through to Ramsgate and then took No. 375823 to Derby. The following week, on October 27, No. 375914 was brought south by Class 37 No. 37608, with No. 375919 being moved north.



SOUTHERN continue to operate their three-car unit No. 377342 (ex-377442), while vehicle No. 78842 is under repair.

THE 06.53 Brighton-Littlehampton failed at Worthing on October 19, with traction problems on Class 313 No. 313219. The service was terminated and the unit returned e.c.s. to Lovers Walk, Brighton. Class 377 No. 377471 was used to form the 11.10 Littlehampton-Bognor Regis service in place of the failed unit.



TWO further new Class 707 units were delivered to Clapham Junction from Dollands Moor on October 14 when Nos. 707028+707029 arrived behind Class 56 Nos. 56301+56081.

ENGINEERING work, and a line possession between Eastleigh and Basingstoke, meant Weymouth to London Waterloo services were diverted to run via Fareham, Havant and Guildford over the weekend of October 14 and 15.

Hourly shuttle services were provided between Eastleigh and Bournemouth or Weymouth.

Replacement buses were used between Eastleigh and Basingstoke, including one

in Stagecoach livery of East Midlands Trains. This particular one left Winchester at 12.55 bound for Eastleigh, but the driver got lost after leaving Shawford station, with passengers passing Twyford village twice before arriving at Eastleigh some 20 minutes after the expected time.

Things did not become any better when it was discovered the platform indicators did not match what was actually happening on platforms 2 and 3, with trains being announced as arriving, when they had left, and as being delayed long after they had arrived.

CLASS 158 No. 158888 returned to Salisbury from Brush Loughborough on November 2, now carrying the new SWR livery.

Charter Trains

THE Belmond Northern Belle/U K Railtours Snowdonian weekend excursion ran from London Victoria to Llandudno on September 29 top-and-tailed by Class 68 Nos. 68029 and 68004. During the day the stock was stabled at Crewe.

WEST Coast Railtours ran two tours to Blaenau Ffestiniog in quick succession. On September 30, a train ran from Cleethorpes, passing Prestatyn pretty well on time, top-and-tailed by Class 47 No. 47826 and Class 57 No. 57315 at the rear for the ascent of the Conwy Valley line. A further tour followed on October 4 from Scarborough, passing Prestatyn almost 30 minutes late, top-and-tailed by Class 57 No. 57315 and Class 47 No. 47760.

AN SRPS/NER railtour on October 14 – 'The Yorkshire Dales Tourer' – ran Linlithgow-Newcastle-Carlisle-Skipton, Keighley & Bradford and return. Traction for the 12-coach train was

top-and-tailed by WCR Class 57 No. 57315 and Class 47 No. 47804. Both locos worked well keeping good time, despite wet conditions over the climb to Ais Gill summit.

FORMER LMS Royal Scot No. 46100 'Royal Scot' made a rare appearance at Littlehampton on October 21, where it was watered while working the Bognor Belle.



EWS-liveried Class 66 No. 66200 crept eastbound through Blackburn with VTG cement tanks for Clitheroe at 12.10 on October 12.

THE Boston steel trains previously worked by Colas off Washwood Heath are now in the hands of DBC, and on October 19, Class 66 No. 66182 worked the first train from Bescot to Boston, returning to Wolverhampton Steel Terminal. When viewed on October 26, Class 66 No. 66149 was in use and again on November 2

ROYAL Train-dedicated Class 67 Nos. 67005+67006 passed through Lancaster heading north at 17.30 on October 23.

THE 6D31 13.27 Radlett-Toton North Yard train of empty Cemex HOA hoppers, hauled by Class 66 No. 66101, was 154 minutes late passing Market Harborough on October 23.

OBSERVATIONS of the Lindsey to Jarrow oil trains produced Class 60 No. 60063 on October 25; No. 60054, October 30; and No. 60066, November 1 and 8.

A NEW flow on November 1 involved Class 66 No. 66091 on a Doncaster Belmont-Rossington Colliery-Doncaster Belmont waste move.

Operations Track Record

Freightliner

CLASS 66 Nos. 66533/70, 66602/22, 66955, and Class 70 Nos. 70001/02/09/13/15/16/18 were among locomotives stabled at Leeds Midland Road mid-afternoon on October 6.

CLASS 66 No. 66502 formed an 11.28 Toton North Yard-London St Pancras and 17.23 return light engine move on October 16. The train ran again, this time as 11.41 ex-Toton, on October 17, 18, and 19, assumed to be driver training/route learning turns.

A DELAYED container train for Coatbridge, hauled by Class 86 Nos. 86604 and 86614, was held at Preston on the morning of October 17.

THE 11.10 Tyne SS-Leeds Midland Road light engine movement produced Class 66 Nos. 66419+66516+66559 on October 3 and No. 66555 on October 8.

A TRAIN of scrap rails was moved from Whitemoor to Beeston on October 26 by Class 66 No. 66534.

FREIGHTLINER-liveried Class 86 Nos. 86622+86610 headed north through Lancaster at 11.20 on October 30, light engine, en route from Crewe to Mossend.

A CONTAINER train from Coatbridge passed Oxenholme at about 10.15 on October 30, around two hours late, after a points failure in the Motherwell area. It was hauled by green Class 90 No. 90049 and grey No. 90047.



THE majority of flask trains are now hauled by Class 68s. However, a few exceptions reported include the pairing of Class 68 No. 68002+Class 88 No. 88005, running light engine from Kingmoor to Seaton on October 12, returning flasks to Sellafeld.

On the same day, Class 88 Nos. 88001+88004 worked a Kingmoor-Torness-Kingmoor



RHTT duties for GB Railfreight Class 66 Nos. 66704 Colchester Power Signalbox and 66730 Whitemoor on 3W90, a Tonbridge West yard circular working on Riddlesdown viaduct on November 6. JAMIE SQUIBBS

diagram. A further light engine move from Kingmoor to Seaton followed on October 17, involving Class 68 No. 68005+Class 88 No. 88001, the pair again returning flasks to Sellafeld.

On October 26, Class 57 Nos. 57305+57312 worked a flask from Crewe to Berkeley, returning light to Crewe. On the same day, Class 37 Nos. 37259+37425 ran light from Crewe to Berkeley, returning the flasks to Crewe.

On November 2, Class 37 Nos. 37259+37605 worked the Crewe-Berkeley-Crewe diagram.

OBSERVATIONS of Class 88s on the Tesco trains produced No. 88010 northbound on the morning of October 13, the last of the class employed on the service.

The northbound Tesco on Friday, October 20 had two unidentified Class 88s on the front, while on Monday, October 23, the same train was hauled by a single Class 88 No. 88001.

The following day it was double-headed again, with Nos. 88004 and 88005 – reportedly this is for better track adhesion during the leaf-fall season.

On the morning of Friday, October 27, the northbound service was hauled by Nos. 88003 and 88007.

SCOTRAIL-branded Class 68 No. 68006 headed south, light engine, on Tuesday, October 17, around 16.30 at Euxton.

ANOTHER train running late as a result of storm Ophelia on October 17 was the northbound Tesco, seen in Broughton loop at 09.55, headed by grubby Class 66 Nos. 66430 and 66434, which had presumably been on RHTT duty earlier.

THE daily Carlisle to Crewe engineers' that passed Euxton late afternoon/tea time on October 24 was hauled by Class 68 No. 68018, with Class 66 Nos. 66426 and 66434 DIT.

GB Railfreight

CLASS 66 No. 66767 passed Shipley at 14.05 on October 6, with empties for Rylestone quarry. Later that evening the loco was stabled at Skipton. The same day, at around 15.45, Class 66 No. 66750 snaked through Leeds station with loaded Lafarge hoppers from the Skipton direction.

MOVEMENTS of Tube stock with Class 20s saw Nos. 20314+20905 the top-and-tailed with Nos. 20096+20107 on a stock move between West Ruislip and Derby on October 10, returning a further rake back to West Ruislip on the same day. They returned a further rake to Derby on October 12.

A further move saw the quartet take a further rake from West Ruislip to Derby on October 17.

A change of power on October 31 saw No. 20311 replace 20314 on a further rake move from West Ruislip to Derby,

followed by a further change, with Nos. 20905+20096 and 20314+20311 taking the barrier wagons from Derby to West Ruislip. They returned yet another rake to Derby on November 7.

CLASS 66 No. 66740 was again in use on a MoD working on October 11, working a Bicester-Marchwood-Bicester diagram. A change of power on October 27 found No. 66739 on a MoD Longtown to Hams Hall move. It moved a consist from Hams Hall to Bicester on October 30. The following day, No. 66774 worked a Marchwood to Bicester diagram. No. 66739 was in use again on November 6, also on a Marchwood to Bicester diagram.

CLASS 73 Nos. 73967+73970 ran light engine from Doncaster Roberts Road to Craigentinny on October 11.

CLASS 66 No. 66758 passed through Fareham at 07.50 on October 14, running as train 6G10. It was on its way to Stoats Nest



Class 59 No. 59005 Kenneth J Painter passes Hungerford with a Merehead to Acton 'jumbo' aggregate train on November 6. JAMIE SQUIBBS



After running round, Colas Rail 'Grid' No. 56094 passes through Ayr station on September 29, with aviation fuel from Grangemouth destined for Prestwick Airport. STUART FOWLER

Junction from Eastleigh East Yard.

GBRf Class 66 Nos. 66774, 66739 and 66724 were in Eastleigh East Yard all day on October 14.

BIOMASS empties were diverted via Manchester on October 17, seen heading for Liverpool at Ordsall junction, hauled by Class 66 No. 66716.

OBSERVATIONS of 4N80, the Doncaster Down Decoy to Tyne Coal/North Blyth, found Class 66 Nos. 66771, 66702 and 66744 in charge on September 23, and October 13 and 19, respectively.

THE 6E01 10.30 Kingmoor-Doncaster MGR coal produced Aggregate Industries-liveried Class 66 No. 66711 on September 30.

CLASS 66 No. 66737 worked 4G66, the Carlisle N Yard to Doncaster Down Decoy on October 3.

THE 12.55 Tyne Coal-Doncaster Royal Mail Terminal was worked by Class 66 No. 66741 on October 8.

A NEW traffic flow began on October 25, conveying waste from Collinghurst, Manchester to Roxby Gullet. The first train was powered by Class 66 No. 66702.



A PAIR of Class 70s – Nos. 70811 and 70815 – were observed passing Thankerton light engine with the 15.16 Carlisle-Oxwellmains Lafarge movement on Tuesday, October 3.

MAKING a change from the norm at Bosham, Class 70809 was on the Haywards Heath to Eastleigh Engineers' working on October 7.

THE Chirk to Baglan Bay logs were hauled by Class 70 No. 70813 on October 13. No. 70803 was in use when observed on October 27.

CLASS 60 No. 60096 with empty bitumen tanks was noted waiting for a path eastbound at



GBRf No. 66705 Golden Jubilee drifts past Ribbleshead with the 11.44 Arcow Quarry to Pendleton train on October 27. JULIEN KING

Blackburn at 10.25 on October 12.

A PAIR of Class 56s – Nos. 56087+56105 – worked the Carlisle Kingmoor to Chirk log trains on October 17-19, being noted on the latter date passing through a wet Langho. The following week, on October 24, Class 70 No. 70805 was observed hauling the log train south.



WEST Coast Railways Class 37 No. 37516 working 5Z87, the 09.00 Fort William-Carnforth Steamtown, on Monday, October 2, reportedly ran out of fuel in the Glen Douglas area. It hauling former LMS 'Black Five' No. 44871 and coaching stock. Fortunately, there is a passing loop at Glen Douglas, which enabled ScotRail trains to run past the failure, albeit with some delays.

Among the worst of these was the 12.21 Glasgow-Oban, which arrived at its destination some 45 minutes late. At 18.14, the rescue locomotive – Class 37 No. 37669 – was observed passing Thankerton running as the 16.35 Carnforth Steamtown-Craigendoran Junction light engine move.

5Z45, the 07.50 Grosmont-Southall positioning move on October 3, saw former LMS 'Black Five'

No. 45212 and its support coach wait inside Darlington station for more than two hours.

ROG

LONDON Transport maroon-liveried Class 20 No. 20142 made an unusual sight running nose first light engine through Market Harborough on October 11, while forming a 13.00 West Ruislip-Butterley move.

BARS

CLASS 31 No. 31452+31466 was seen on October 18 running from Derby to Lydney for the Forest of Dean Railway.

CLASS 56 No. 56303 was seen at Northallerton on October 19, with Class 31s Nos. 31465, 31285, & 31459 in tow, en route from Derby to the Weardale Railway.

Derby RTC & Network Rail

COLAS Rail Class 67 Nos. 67023 and 67027 topped-and-tailed the Network Rail Track and Overhead Line Inspection Train on 1Q31, the 08.32 Derby RTC-Heaton, on September 23, and on the 10.00 Derby RTC-Mossend on October 8.

A FOUR-vehicle set, top-and-tailed by Colas Class 37 Nos. 37219 and 37421, was seen stabled in Carnforth down sidings at 09.00 on Friday, October 6. At around 18.45 it departed towards Settle Junction.



In golden light, Freightliner Type 5 No. 66596 passes Folkestone Warren on October 30, with a rake of Network Rail high output hoppers, thought to be on a training run from Sevington, Ashford. ANDREW GARLAND

ON OCTOBER 9, the 1Q71 19.53 Derby RTC-Hither Green test train was top-and-tailed by GBRf Class 73 Nos. 73961 *Alison*+73963 *Janice*.

COLAS Rail Class 67 Nos. 67027 *Charlotte*+67023 *Stella* top-and-tailed a four-coach 15.31 Derby RTC-Reading Depot via the Midland Main Line and Stowmarket test train on October 11.

THE 09.25 Tees N Yard-Heaton on October 13 comprised Class 150 Track Recording Unit No. 950001.

A FOUR-vehicle train, top-and-tailed by Colas Class 37 Nos. 37254 and heritage green No. 37057/D6757, was seen waiting at Doncaster for a path towards Sheffield at 15.00 on October 16.

CLASS 37 Nos. 97301 and 37254 top-and-tailed a Network Rail Measurement train through Accrington at 23.35 on October 19. It was working the outbound leg of the Neville Hill T & R SMD to Neville Hill T & R SMD.

A THREE-vehicle set, top-and-tailed by Colas 67s Nos. 67027 and 67023, was stabled in Doncaster station west sidings on October 20.

COLAS Rail Class Nos. 37421+37219 top-and-tailed a Derby to Carlisle (via Whitehaven) Network Rail

inspection train though Lancaster at 15.35 on October 24.

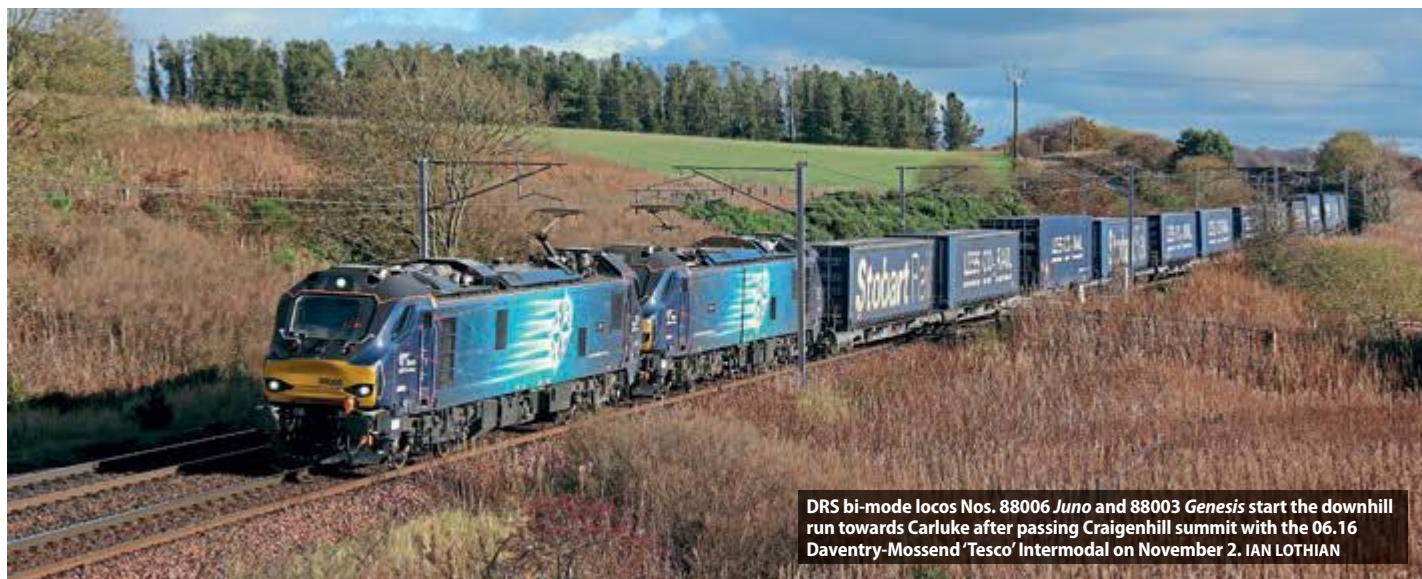
THE NMT, formed of Class 43 HST Nos. 43013+43014 *Railway Observer*, worked 1Z52, the 12.05 Derby RTC-London St Pancras and 14.46 return on October 26. These workings are usually a five-car set, but operated as a four-car on this occasion.

NETWORK Rail YZA stoneblower No. DR 80209 worked a 10.00 Sleaford-Market Harborough on October 27, arriving 94 minutes late at its destination.

ON OCTOBER 31, Europhoenix Class 37 No. 37611 *Pegasus* worked a three-coach 3Z03, the 10.14 Derby RTC-Reading Depot NR test train, which included DBSO No. 9701.

Our thanks

THE *Railway Magazine's* thanks for information go to: John Atkinson, Paul Atkinson, Mike Bechley, David Bethune, John Bibey, James Butlin, Martin Carr, Gordon Casely, Gene Collins, Brian Crudge, Alan Deans, Kevin Driscoll, John Harpur, Mike Hazel, Ian Hibbard, Malcolm Hutcheson, Barry Knock, Sean Morris, David Neale, Chris Newton, Neil Parsonson, Roger Phillips, Mark Reynolds, R Richardson, Robert Riddell, John Roxburgh, Terry Smart, Tim Stentiford, Roger Tozer, Dave Watts, Craig Wellum, Neil Wilson and Colin Woof.



DRS bi-mode locos Nos. 88006 *Juno* and 88003 *Genesis* start the downhill run towards Carlisle after passing Craigenhill summit with the 06.16 Daventry-Mossend 'Tesco' Intermodal on November 2. IAN LOTHIAN



WEDNESDAY, DECEMBER 6

Basingstoke & District Railway Society. Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. 'A View from the Window - The Railways of Sweden': Alan Norris.

Pennine Railway Society. Club 39, College Road, Doncaster DN1 3JH. 20.00. Pennine Shield.

Talking of Trains. Surbiton Library, Ewell Road, Surbiton KT6 6AG. 19.15. Christmas Special with Cliff Perry, former MD of Thameslink and former Chairman of IMechE Rail Division.

RCTS. Haig House Social Club, Woolton Road, Garston, Liverpool. 14.00.

'BR in the North West': Tom Heavyside.

Warwickshire Railway Society. Lamp Tavern, Barford Street, Highgate, Birmingham B5 6AH. 19.30. Members' slides and Christmas quiz.

THURSDAY, DECEMBER 7

Bath Railway Society. St Mary's Church Hall, Bathwick, Bath. 19.30. Alex Green.

Great Central Railway Society (Sheffield branch). The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 19.30.

Quiz and Review of the Year.

Irish Railway Record Society (London area). Function Room, Calthorpe Arms, 252 Gray's Inn Road, London WC1X 8JR. 19.00.

Annual meeting and 'Engineering Railway Architecture - the GNR(I)': Siobhan Osgood.

Lutterworth Railway Society. United Reformed Church, George Street, Lutterworth LE17 4EF. 19.30. 'Moving Coal': Anthony Bowles.

Norfolk Railway Society. United Reformed Church Hall Hall, Ipswich Road, Norwich NR4 6QR. 19.30. 'The Elizabeth Line - Trains and Operation': Les Bird.

Permanent Way Institution (PWI) York Section. Network Rail Rooms 0.1 & 0.2, George Stephenson House, 1 Toft Green, York YO1 1T. 18.00. 'The Many Interfaces of the Railway': RSSB.

RCTS. Methodist Church Hall, Silver Street, Stony Stratford, Milton Keynes. 19.30. Branch annual meeting followed by members' contributions.

SLS. St John Ambulance Centre, Sandes Avenue, Kendal LA9 4LL. 19.15. Christmas social evening.

FRIDAY, DECEMBER 8

Altrincham Electric Railway Preservation Society. Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire WA14 1HF. 19.30. 'BR Steam and Diesel in the 1960s': Geoff Coward.

SLS. Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle-upon-Tyne. 19.00. Christmas festivities.

SATURDAY, DECEMBER 9

Ffestiniog Railway Society (Hants & Sussex area group). Physic Garden, 16 The High Street, Petersfield, Hampshire GU32 3JJ. 19.00.

Christmas social and entertainment.

RCTS. Conference Room, Great Western Hotel, Exeter St Davids station, Exeter. 19.00.

'An Evening of Nostalgia': Amyas Crump.

SLS. Kidderminster Railway Museum, adjoining Severn Valley Station, Kidderminster DY10 1QX. 14.00.

Christmas buffet and members' presentations.

WEDNESDAY, DECEMBER 11

Lincoln Railway Society. St Hugh's Church, North Hykeham. 19.30. 'Around The World in 80 Minutes on the Narrow Gauge': Graham Lightfoot.

RCTS. Maudslay Hotel, 190 Allesley Old Road, Coventry. 19.30. 'Steam on the Main Line 2017': David Richards and Karl Jauncey.

RCTS. Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon. 19.30. 'Turkey Steam': Peter Robins.

RCTS. Bourne Vale Club, Ipswich. 19.30.

Branch annual meeting followed by members' slides and digital images.

RCTS. Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield. 19.00. Branch annual meeting and Christmas social evening.

Southern Electric Group (Sussex branch).

Deall room, Southwick Community Centre, Southwick BN42 4TE. 19.30. Members' evening.

SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan. KA22 8EA. 19.30.

'Tramways for the Three Towns': Alex Blair.

TUESDAY, DECEMBER 12

Locomotive Club of Great Britain (LCGB)

(North London branch). Wood Green Social Club, 3-5 Stuart Crescent, London N22 5NJ. 14.00. Annual quiz: Chris Appleby.

Pewsey Vale Railway Society. Woodborough Social Club, Smithy Lane, Woodborough, Pewsey, Wilts SN9 5PL. 19.30.

'Ilfracombe and Barnstaple Railway in North Devon, (1874-1970)': Richard Heacock.

RCTS. Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 19.30.

'Manchester to Liverpool by CLC': Ken Grainger.

RCTS. The Swift, Haggis Gap, Fulbourn, Cambridge. 19.30. Branch annual meeting followed by members' contributions.

RCTS (Merseyside, Chester and North Wales branch). Observation at Stafford: Alan Turton 01606 854227 alan.christine@daisyally.fsnet.co.uk

RCTS. Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin. 19.30.

'More Archive Films': Frank Banfield.

RCTS. Ashby Star Inn, Rochdale Road, Scunthorpe. 14.00.

Branch annual meeting and 'East Lincolnshire Branch Lines': Phil Eldridge & Alf Ludlam.

SLS. Scout and Guide Headquarters, Godalming GU7 1HR. 14.30. Members afternoon.

Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30. Annual meeting followed by quiz set by John Uncles.

WEDNESDAY, DECEMBER 13

Bromsgrove Railway Club. St Godwald's Church Hall, Aston Fields B60 2EA. 19.45.

Annual meeting with Christmas party, photographic competition and mystery speaker.

Ipswich and District Historical Transport Society. Salvation Army Citadel, 558 Woodbridge Road, Ipswich IP4 4PH. 19.00. 'Present Memories of Steam Caught on Canvas': Wrenford Thatcher.

Oxfordshire Railway Society. Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LD. 19.30. 31st annual bumper film show: Frank Banfield.

RCTS. Old Church Rooms, Park Road, Radyr, Cardiff 19.30. 'An Illustrated Guide to Barry Docks and Railway': Lin Bryant.

RCTS. Council Meeting Room 2, County Hall, West Street Chichester. 19.30. Branch annual meeting followed by Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. Films from Dave Doulton's Collection: Dave Doulton.

Thorncombe Rail Activities Club. Thorncombe Village Hall, Thorncombe, Chard, Somerset TA20 4NE. 19.30.

'Nostalgia isn't what it used to be': Graham Bean.

THURSDAY, DECEMBER 14

Aln Valley Railway. Old Waiting Room, Alnwick Station. 19.15. 'The Members Entertain'.

Continental Railway Circle (London and the Home Counties). St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 19.15. 'South Africa Slides from the Collections of Chris Gammell and Basil Roberts': Peter Lemmey.

LCGB (Dorking branch). Friends' Meeting House, Butter Hill, South Street, Dorking. 19.30.

Christmas party and annual meeting.

Member's videos and slides.

LCGB (North West branch). The Pied Bull Hotel, High Street, Newton-le-Willows. 19.30.

'Webb to Beames - the Premier Line and its Locomotives 1899-1958': Neville Bond.

LCGB (St Albans branch). Chiswell Green United Reformed Church Hall, Watford Road, St Albans AL2 3HG. 19.30. 'Steam from the Archives, Local and Rare': Frank Banfield.

RCTS/SRPS. Friends' Meeting House, 7 Victoria Terrace, Edinburgh. 19.30.

'My Professional Railway Life': Irvine Roy.

RCTS (North East branch). The Arts Centre, 67 Westgate Road, Newcastle. 19.00.

'The Photographs of Ian S Carr': David Dunn.

RCTS. St Luke's Church, Mayors Walk, Peterborough. 19.00.

'A DMU Miscellany': Robert Warburton.

RCTS. Salthair Methodist Chapel, Salthair Road, Shipley. 19.30. Quiz night: John Holroyd.

SLS. St John's United Reformed Church Hall, Mowbray Road, New Barnet, Herts. EN5 1RH. 19.30. 'Strictly Freight Only': Brian Ringer.

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'From Tebay to eBay': David Pearce.

FRIDAY, DECEMBER 15

Gosport Railway Society. Methodist Church, Stoke Road, Gosport. 19.30.

Christmas film evening with buffet.

RCTS. St Peter's Church Hall, Church Road, Filton, Bristol. 19.30.

Christmas buffet and quiz: Arthur Turner.

SATURDAY, DECEMBER 16

Tramway & Light Railway Society (East Midlands area). 6th Beeston Scout Hut, Middle Street, Beeston, Nottingham NG9 1GA. 12.00. Christmas dinner followed by 'French Tramways': Alan Murray-Rust.

MONDAY, DECEMBER 18

Plymouth Railway Circle. St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 19.30. 'Photographic Review of Railway Happenings of 2017': Bernard Mills.

RCTS (Mersey, Chester & North Wales branch). Town Crier, Station Road/City Road, Chester CH1 3AE. 19.30.

'The Lynton & Barnstaple Railway': Bob Barnard.

RCTS. Brighton Railway Model Club, London Road Station, Shaftsbury Place, Brighton. 19.30. Members' Memories.

RCTS. Didcot Civic Hall, Britwell Road, Didcot. 19.30. Branch annual meeting and members' slides with seasonal buffet.

RCTS. Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead. 19.30. Branch annual meeting.

RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield. 19.30.

Branch annual meeting and members' slides.

TUESDAY, DECEMBER 19

Grimsby & Cleethorpes Railway Group.

The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Railways in a Cornish Landscape': Stephen Gay.

RCTS. The Victory Club, Burlington House, Lypiatt Road, Cheltenham. 19.30.

'The History of Swindon Works volume 1 1843-1880': Revd Canon Brian Arman.

RCTS. Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 19.30.

Members' evening with coffee and mince pies.

RCTS. Methodist Church, junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 14.00.

'Tour De France by Narrow Gauge': Michael Bunn.

RCTS (Surrey branch). Woking United Reformed Church, White Rose Lane, Woking. 19.15.

Branch annual meeting followed by 'The Digital Railway - Improving Performance and Increasing Capacity': Ian Rashbrook, Network Rail.

SLS. Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF. 19.00.

'The Eden Brows Landslip': Philip Middleton.

WEDNESDAY, DECEMBER 20

Pennine Railway Society. Club 39, College Road, Doncaster DN1 3JH. 20.00. Members Digital Images.

THURSDAY, DECEMBER 21

Lutterworth Railway Society. United Reformed Church, George Street, Lutterworth, LE17 4EF. 19.30. '21st Century Tramways': David Hanger.

Norfolk Railway Society. United Reformed Church Hall, Ipswich Road, Norwich NR4 6QR. 19.30. Christmas evening - members' 10-minute presentations.

RCTS. Railway Social Club, Beaver Road, Ashford. 19.30. Branch annual meeting & 'The Rhaetian Railway': Steve Armstrong.

RCTS. Darlington Cricket Club, South Terrace, Feethams, Darlington. 19.00.

'In Memory of Richard Holland': Jim Sedgwick.

TUESDAY, JANUARY 2

Southern Electric Group (South Hampshire branch), and Light Rail Transit Association (Southern area). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. Mike Russell.

WEDNESDAY, JANUARY 3

Pennine Railway Society. Club 39, College Road, Doncaster DN1 3JH. 20.00.

Digital Presentation: Jim Sambrooks.

Warwickshire Railway Society. Lamp Tavern PH, Barford Street, Highgate, Birmingham B5 6AH. 19.30. 'A Life Wasted Chasing Trains': Ken Chitty.

Members slides

THURSDAY, JANUARY 4

Bath Railway Society. Church Hall, St Mary's Church, Bathwick, Bath. 19.30.

'Whilst I've Been Away - a Photographer's Diary 2013-2017': Brian May.

Lutterworth Railway Society. United Reformed Church, George Street, Lutterworth, LE17 4EF. 19.30. 'HS1 - The First 10 Years': Lester Hillman.

FRIDAY, JANUARY 5

RCTS (Furness Lakes & Lune branch).

Station Hotel, Carnforth. 19.30. 'Steam & Diesel in the Northern Fells': Ian Pilkington.

FILMS

TUESDAY, DECEMBER 12

Railways Remembered. Friends Of The NRM, National Railway Museum, Leeman Road, York YO26 4XJ. 19.00. Steaming into the Past (Special Programme). Rob Foxon. Details: 01472 362436.

MONDAY, DECEMBER 18

Railways Remembered. RCTS, Weston Flavell Parish Hall, Booth Lane South, Weston Flavell, Northampton NN3 3EP. 14.00. Special Christmas Programme. Rob Foxon. Details: 01604 810613.

FRIDAY, DECEMBER 29

Railways Remembered. The Rothley Centre, Mountsorrel Lane, Rothley, Leics LE7 7PR. 19.30. Special end of year programme. Rob Foxon. Details: 0116 289 0531.

EXHIBITIONS

SATURDAY, DECEMBER 9

'G-Wizz It's Christmas Again' Festive Garden Railway and Narrow Gauge Exhibition. Fairhaven URC Dawson Hall, The White Church, Clifton Drive, Ansdell

Lytham St Annes FY8 1AX. 10.00-16.00. Adult £3, child £2, child under 5 free. Featuring G Scale and narrow gauge railways. Trade support. Show organised by the G-Wizz Garden Railway Display Team. All proceeds will be donated to Royal Manchester Children's Hospital Cancer Ward 84.

Stanstead Abbots Model Railway Show. Parish Hall, Roydon Road, Stanstead Abbots, Ware, Herts SG12 8HQ. 10.00-16.30. Adult £2, child 50p, family £4.50 (2 + 2). Featuring five layouts and trade support. Light refreshments. Limited parking at the hall. Additional free parking at car park in High Street.

Heywood Model Railway Group Open Day. www.hmrg.co.uk Saturday 10.00-17.00; Sunday 10.00-16.30. Admission by donation. Club layouts.

SATURDAY-SUNDAY, DECEMBER 9-10

Poynton Model Show. The Model Show, Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, Cheshire SK12 1PU.

www.themodelshow.co.uk Saturday 10.00-17.00; Sunday 10.00-16.30. Adult £6, accompanied child (under 14) free. 15 layouts, dioramas, societies and trade support.

SUNDAY, DECEMBER 10

Bexley Model Rail Show. Bexleyheath Academy - Graham Road entrance, Kent DA6 7EG.

www.modelrailwayexhibition.com 10.00-16.00. Adult £6, concession £5, accompanied child £5, family £15. Advance ticket reductions available. 22 layouts, societies and trade support.

Freight Track Record

SATURDAY, DECEMBER 16.....
Hillingdon Railway Modellers' Test Track Open Day. Viewsley Baptist Church Hall, 74 Colham Avenue, Viewsley, Hillingdon, Middlesex UB7 8HF. www.hillingdonrailwaymodellers.co.uk 10.00-16.00. Admission £4. O, OO and N test tracks.

FRIDAY-SATURDAY, DECEMBER 29-30.....
Taunton Model Railway Group open days. Platform One, Bishops Lydeard station, West Somerset Railway, Bishops Lydeard, Somerset TA4 3RU. www.bathgreenpark.co.uk 10.30-16.30. Adult £1.50, child 75p. OO Bath Green Park station layout.

SATURDAY, DECEMBER 30.....
Keighley Model Railway Club Christmas Open Day. KMRC Club Rooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY. www.keighley-mrc.org.uk 10.00-16.00. Adult £3.50, child £2.50. Club layouts.
Gainsborough Model Railway Society Open Days. Florence Terrace, Gainsborough, Lincs DN21 1BE. www.gainsboroughmodelrailway.co.uk 13.30-18.00.

Adult £4, concession £3, child £3, family £10.
Wimborne Railway Society Open Day. United Reformed Church, Chapel Lane, Wimborne BA21 1PP. www.wimrail.org.uk 10.00-14.00. Adult £2.50, accompanied child 50p. Club layouts.
West Camel Model Railway Society Christmas Show. Davis Hall, West Camel, Yeovil, Somerset BA22 7QX. Society contact: i.goose261@btinternet.com 10.00-15.30. Adult £3, child (11-16) £1, child under-11 free. Layouts.

SATURDAY, JANUARY 6.....
Marlow, Maidenhead & District Model Railway Club Exhibition. Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX. www.mmdmrc.org.uk 10.00-17.00. Adult £5, child £3, family £13. Layouts and demonstrations.

SATURDAY-SUNDAY, JANUARY 13-14.....
Bognor Regis Model Railway Club Exhibition. Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL. www.brmmc.org.uk Saturday 10.00-17.00; Sunday 10.00-16.30. Layouts.

Chiltern Model Railway Association Exhibition. Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ. www.cmra.org.com Saturday 10.00-17.30; Sunday 10.00-16.30. Adult £8, accompanied child free (maximum two), child £4. 30 layouts and demonstrations.

Pratts Bottom Model Railway Exhibition. Village Hall, Norsted Lane, Rushmoor Hill, Pratts Bottom, Orpington, Kent BR6 7PQ. www.orpingtonmodelrail.org.uk 10.00-17.00. Adult £3.50, child £1.50. Layouts and demonstrations.

SUNDAY, JANUARY 14.....
Weston-Super-Mare Model Railway Show. The Campus, Highlands Lane, Worle, Weston-Super-Mare BS24 7DX. www.westonsupermaretrainshow.com 10.00-17.00. Adult £7, concession £6, child £2, family £16. Disabled access. 24 layouts and trade support.

FRIDAY-SUNDAY, JANUARY 19-21.....
London Model Engineering Exhibition. Alexandra Palace, Wood Green, London N22 4AV. www.londonmodelengineering.co.uk Friday and Saturday 10.00-17.00; Sunday 10.00-16.30. Adult £12, concession £11, child £4 with reduction for advance bookings (see website). Displays, layouts and demonstrations.



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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

GBRf wins Southampton intermodal contract

A SECOND deep-sea container port is now being served by GB Railfreight, expanding the operator's intermodal operations in the UK.

November 1 saw GBRf run its first train from the Solent Stevedores terminal at ABP Port of Southampton to ABP Hams Hall Rail Freight Terminal, near Birmingham.

The five-year deal with Wincanton marks a significant expansion of GBRf's intermodal activities, currently dominated by traffic to and from Felixstowe, and realises a long-held ambition for the company.

High street

Class 66/7 diesel No. 66703 *Doncaster PSB* hauled the first train, formed of 34 fully laden platforms. The service will run six times a week (Tuesday to Saturday) moving imported goods for distribution to major high street retailers.

GBRf managing director John Smith said: "I am so proud to see GBRf continue to grow and expand into new markets, working with new clients, and showing how rail can help decongest our roads and clean our air."

"Over the next five years we will work closely with our new partners at Wincanton to ensure we deliver the services they require."

"We are sure this is only the beginning of a long and fruitful partnership that will enable both organisations to flourish."

ABP Southampton invested £2.4million in a new 5.8-acre facility operated by Solent Stevedores to support the new contract. This will allow turnaround times to be halved, improve capacity, and increase container throughput at the port.

GBRf leases high-capacity biomass hoppers for Lynemouth traffic

GB RAILFREIGHT is leasing 50 new high-capacity hopper wagons for biomass traffic to Lynemouth power station in Northumberland.

The covered wagons have been built by Astra Rail in Romania. They have a 70-tonne payload, one-third more than the current design of lidded hopper wagons used on existing flows.

Deliveries were due to start at the end of November and run through to January.

The wagons have been leased from NACCO and will run in two sets of 24 wagons, delivering 1,680 tonnes of material per train – 27 trains every week are expected to run between Port of Tyne and Lynemouth, conveying a total of 37,000 tonnes of imported biomass each week.

Until April 2015 GBRf operated coal trains over the same route, prior to the closure of the facility for conversion to biomass fuel.

John Smith, managing director of GBRf, said: "We are delighted to be able to make this investment following the start of our partnership with Lynemouth."

"It will enable GBRf to carry more biomass to Lynemouth, reducing its carbon footprint and the emissions of the whole of the UK."

"This partnership is just one way in which GBRf, and the whole rail freight sector, is contributing to the UK hitting its climate



One of 50 Romanian-built high-capacity hoppers being leased by GBRf for the new Port of Tyne to Lynemouth biomass flow. GBRf

change commitments."

In a separate deal, GBRf has also won a 12-month contract to move power station ash from Cottam for J Clubb Ltd.

GBRf is transporting the by-product from Nottinghamshire to the HH Celcon brick works in Borough Green, near Sevenoaks, for use in the manufacture of 'aircrete' blocks, widely used in the construction industry. The first train ran on July 4.

Ed Surman, production director of HH Celcon, said: "The service has been first class, every train scheduled has run. It has never been short of a single wagon and the quantities have been on target."

Green light for Buxton expansion plan

NETWORK Rail has won Government permission to extend freight sidings in Buxton to permit a significant increase in the length and weight of local limestone trains.

The sidings at Hogshaw will be lengthened by 445m, allowing trains of up to 2,600 tonnes to run from local quarries, compared to the current limit of 400m trains loaded to around 1,750 tonnes.

Modifications will also be made at Hindlow and Dowlow quarries, south of Buxton, to cope with the extra tonnages.

Further afield, NR has also made

improvements at Chinley, Manton in Leicestershire, and Sundon, between Bedford and Luton, to cater for longer and heavier stone trains from Derbyshire and Leicestershire to the south-east of England.

As part of the Hogshaw project, NR will also install a drainage system, low-level lighting within the sidings area, and a new footbridge over the extended tracks.

The new track will cut through land previously used as a refuse tip and farmland.

Construction is expected to take around 15 months.



DB Cargo No. 66103 climbs out of Buxton on the final leg of its journey from Walsall Freight Terminal to Dowlow Briggs Sidings on August 17, 2016. ROBERT FALCONER

DB Cargo bears big responsibility for 'Paddington 2'

RAILWAYS feature prominently in the new feature film *Paddington 2*, with 'A1' 4-6-2 No. 60163 *Tornado* again starring alongside the eponymous talking bear.

DB Cargo helped to plan and conduct the train movements required for action-packed chase scenes, which also involved the Belmond British Pullman, plus a DBC Class 66 diesel and

FYA intermodal wagons, all filmed at London's Paddington station.

The FYA wagons were digitally manipulated to create the 'fair train' seen in the film, running alongside *Tornado* and the British Pullman.

Richard Corser, account manager charters and resource hire at DB Cargo UK, said: "It was very challenging, but an

exciting project to be part of, and proof staff at DB Cargo can really turn their hands to anything."

"Drivers from Acton depot and our steam crew were involved in the filming and were excellent throughout."

"It has been wonderful to be part of this project and I can't wait to see *Paddington Bear* in action on our train."



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classicmagazines.co.uk/rmarchive

ABBEY PUMPING STATION

February 4 (Steam Toys In Action)

Corporation Road, Leicester LE4 5PX (0116 299 51110).
www.abbeypumpingstation.org/events.asp
Museum open Feb-Oct (13.00-16.30).

ALN VALLEY RAILWAY

December 9-10, 13-14, 16-17, 21 (Santa Specials)

Lionheart Station, Alnwick, Northumberland NE66 2EZ.
www.alnvalleyrailway.co.uk
Information line 0300 030 3311.

AMBERLEY MUSEUM & HERITAGE CENTRE

December 9-10, 16-17 (Santa Specials)

Houghton Bridge, Arundel, West Sussex BN18 9LT
(01798 831370). Museum open 10.00-17.30 on Wed-Sun.
www.amberleynarrowgauge.co.uk

AMERTON RAILWAY

December 9-10, 16-17, 23-24 (Santa Specials)

Stowe-by-Chartley, Weston, Staffs ST18 0LA
(01785 850965). www.amertonrailway.co.uk

APEDALE VALLEY LIGHT RAILWAY

(home of the Moseley Railway Trust)

December 9-10, 16-17, 23 (Santa Specials)

Apedale Country Park, Newcastle-under-Lyme,
Staffordshire ST5 7LB (0845 0941953). www.avlr.org.uk

AVON VALLEY RAILWAY

December 9-10, 16-17, 21-24, 26-27, 31-January 1

Bitton station, Bath Road, Bitton BS30 6HD
(0117 932 5538/7296).
www.avonvalleyrailway.org
Events: December 9-10, 16-17, 21-24 Santa Specials.
See website for dining trains.

BALA LAKE RAILWAY

December 9-10 (Santa Specials)

Llanuwchllyn station, Gwynedd.
www.bala-lake-railway.co.uk

BARROW HILL ROUNDHOUSE RAILWAY

December 9-10, 16-17, 23-24, 30-31,

January 6-7, 13-14, 20-21, 27-28

Campbell Drive, Barrow Hill, Chesterfield S43 2PR
(01246 472450). Open: 10.00-16.00.
www.barrowhill.org.uk

BATTLEFIELD LINE

December 9-10, 16-17, 22-24, 28-January 1

Shackerstone station, Shackerstone, Leics CV13 6NW
(01827 880754). www.battlefieldline.co.uk.
Events: December 9-10, 16-17, 22-24 Santa Specials.
Station open most Sats and Suns (11.45-17.00)
and bank holidays.

BLUEBELL RAILWAY

December 9-10, 16-17, 22-24, 26-January 1

Sheffield Park station, East Sussex (01825 720800).
www.bluebell-railway.co.uk/ Events: December 9-10,
16-17, 22-24 Santa Specials.

See website for Autumn Tints, Golden Arrow Pullman
Dining, Afternoon Tea Lounge Car and Sunday Carvery
dining train.

BODMIN & WENFORD RAILWAY

December 9-10, 16-17, 21-24, 27-28, 30-January 1

Bodmin General station, Cornwall (01208 73666).
www.bodminrailway.co.uk
Events: December 9-10, 16-17, 21-24 Santa Specials on
December dates above.

BO'NESS & KINNEIL RAILWAY

December 9-10, 16-17, 23, 29-31

Bo'ness station, Bo'ness, West Lothian EH51 9AQ
(01506 822298). www.bkrailway.co.uk
Events: December 9-10, 16-17, 23 Santa Specials.

BOWES RAILWAY

See website for 2018 open days

Springwell Village, Gateshead, Tyne & Wear, NE9 7QJ
(0191 4161847). www.bowesrailway.co.uk
Events: Museum open every Tue, Thur and Sat (10.00-15.00).

BRECON MOUNTAIN RAILWAY

December 5-10, 12-17, 19-23 (Santa Specials)

Pant station, Merthyr Tydfil CF48 2UP (01685 722988).
https://www.bmr.wales/

BRESSINGHAM STEAM & GARDENS

December 9-10, 16-17, 21-24 (Santa Specials)

Bressingham Steam Experience, Diss (01379 686906).
www.bressingham.co.uk
Open 11.00-16.00 Steam Days Wed-Sun, Bank Holiday
Mons and every day in school holidays in the main season.

BUCKINGHAMSHIRE RAILWAY CENTRE

December 2-3, 9-10, 16-17 (Days Out With Thomas),

20, 22-24 (Santa Specials)

Quainton Road, Quainton, Aylesbury, Bucks HP22 4BY
(01296 655720). www.bucksrailcentre.org
See website for static viewing days.

BURE VALLEY RAILWAY

December 9-10, 16-17, 20-24 (Santa Specials)

Aylsham station, Norwich Road, Aylsham, Norfolk
(01263 733858). www.bvrw.co.uk

CALEDONIAN RAILWAY

December 9-10, 16-17, 23 (Santa Specials)

The Station, Park Road, Brechin DD9 7AF (01356 622992).
www.caledonianrailway.com

CAMBRIAN HERITAGE RAILWAYS

Llynclys running days: December 9-10, 16-17.

Oswestry running days: December 9, 16, 23.

Llynclys South Station SY10 8BX and Suite 1, Cambrian
Visitor Centre, Oswald Road, Oswestry, Shropshire
SY11 1RE (01691 688763). www.cambrianrailways.com
Events: Santa Specials on dates above.

CHASEWATER RAILWAY

December 10, 17, 23-24 (Santa Specials)

Chasewater Country Park, Pool Road, Brownhills, Staffs
(01543 412121). www.chasewater-railway.co.uk

CHICHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS

December 10 (Santa Specials)

Blackberry Lane, off Bognor Road, East Chichester
PO19 7FS. www.cdsme.co.uk

CHINNOR & PRINCES RISBOROUGH RAILWAY

December 9-10, 16-17, 23-24, 28, 30-January 1

Chinnor station, Oxon OX39 4ER (timetable 01844 353535).
www.chinnor-railway.co.uk
Event: December 9-10, 16-17, 23-24 Santa Specials, 23-24,
28, 30 Mince Pie Specials.

CHOLSEY & WALLINGFORD RAILWAY

December 9-10, 16-17, 23

Wallingford station, Hithercroft Road, Wallingford
(01491 835067). www.cholsey-wallingford-railway.com

CHURNET VALLEY RAILWAY

December 9-10, 16-17, 20, 22-24, 27, 30-January 1

Station Road, Cheddleton ST13 7EE (01538 750755).
www.churnet-valley-railway.co.uk/
Events: December 9-10, 16-17, 20, 22-24 Santa Specials.

COLNE VALLEY RAILWAY

December 9-10, 16-17, 20 (Santa Specials)

Castle Hedingham, Essex CO9 3DZ (01787 461174).
www.colnevalleyrailway.co.uk

CORRIS RAILWAY

December 9-10 (Santa Specials)

Station Yard, Corris, Machynlleth SY20 9SH.
www.corris.co.uk

DARTMOUTH STEAM RAILWAY

December 6, 9-10, 13, 16-17, 20-24, 27-31

Queens Park station, Torbay Road, Paignton TQ4 6AF
(01803 555872).
Events: December 9-10, 16-17, 21-24 Santa Express
www.dartmouthrailriver.co.uk

DEAN FOREST RAILWAY

December 9-10, 16-17, 20, 22-24, 27-January 1

Norchard, Forest Road, Lydney (01594 845840).
www.deanforest-railway.co.uk
Events: December 9-10, 16-17, 20, 22-24 Santa Specials.

DERWENT VALLEY LIGHT RAILWAY

December 9-10, 16-17, 22-23 (Santa Specials)

Yorkshire Museum of Farming, Murton Park, Murton Lane,
Murton, York YO19 5UF (telephone enquiries via Murton
Park 01904 489966). www.dvrl.org.uk

DIDCOT RAILWAY CENTRE

December 9-10, 16-17, 22-23, 27-

January 1, 6-7, 13-14, 20-21, 27-28

Didcot, Oxon OX11 7NJ (01235 817200).
www.didcotrailwaycentre.org.uk Events: December 9-10,
16-17, 22-23 Thomas and Father Christmas.

EAST ANGLIAN RAILWAY MUSEUM

Daily (10.00-16.30) for static viewing

Chappel station, Wakes Colne, Colchester CO6 2DS

(01206 242524). www.earn.co.uk

Events: December 9-10, 16-17, 23 Santa Specials.

EAST KENT RAILWAY

December 9-10, 16-17, 22-24 (Santa Specials)

White Cliffs Colliery Line, Station Road, Shepherdswell,

Dover CT15 7PD (01304 832042).

www.eastkentrailway.co.uk/

EAST LANCASHIRE RAILWAY

December 9-10, 16-17, 21-24, 26, 30-31, January 1,

6-7, 13-14, 20-21, 27-28

Bolton Street station, Bury, Lancs BL9 0EY (0161 764 7790).

www.east-lancs-rlwy.co.uk

Events: December 9-10, 16-17, 20, 22-24 Santa Specials.

EASTLEIGH LAKESIDE STEAM RAILWAY

December 9-10, 16-24, 26-January 7, 13-14, 20-21,

27-28

Lakeside Country Park, Wide Lane, Eastleigh, Hampshire

SO50 5PE (02380 612020). www.steamtrain.co.uk

Events: December 9-10, 16-24 Santa Specials.

EAST SOMERSET RAILWAY

December 9-10, 16-17, 22-24 (Santa Specials)

Cranmore station, Cranmore, Shepton Mallet, Somerset

BA4 4QP (01749 880417). www.eastsomerset-railway.com

ECCELSBOURNE VALLEY RAILWAY

December 9-10, 16-17, 20, 22-24, 30-January 1

Wirksworth station, off Coldwell Street, Wirksworth

DE4 4FB (01629 823076). www.e-v-r.com

Events: December 9-10, 16-17, 20, 22-24 Santa Specials

ELSECAR HERITAGE RAILWAY

December 9-10, 16-17, 20, 22-24

Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley

S74 8HJ (01226 746746). Open daily for static viewing.

www.elsecar-railway.co.uk/

EMBSAY & BOLTON ABBEY STEAM RAILWAY

December 9-10, 12, 16-17, 22-24, 26, 31

Bolton Abbey station, Skipton, North Yorkshire BD23 6AF

(01756 710614).

www.embsayboltonabbeyrailway.org.uk

Events: December 9-10, 12, 16-17, 22-24 Santa Specials.

EPING ONGAR RAILWAY

December 9-10, 16-17, 21-24, 27-28, 30-January1

Ongar station, Station Approach, Ongar, Essex CM5 9BN

(01277 365200).

http://eorailway.co.uk/

Events: See website for details of dining trains.

December 9-10, 16-17, 21-24 Santa Specials.

EVESHAM VALE LIGHT RAILWAY

December 2-3, 9-10, 16-17, 20-24, 27-January 1, 6-7,

13-14, 20-21, 27-28

Evesham Country Park, Twyford, Evesham, Worcs WR11 4TP

(01341 250362). www.fairbourne-railway.com

Events: December 2-3, 9-10, 16-17, 20-24 Santa Specials.

FAIRBOURNE RAILWAY

December 16-17 (Santa Specials)

Beach Road, Fairbourne, Gwynedd LL38 2EX

(01341 250362). www.fairbourne-railway.com

Events: December 2-3, 9-10, 16-17, 20-24 Santa Specials.

FFESTINIOW RAILWAY

December 9-10, 16-17, 22-23, 26-January 1

Harbour station, Porthmadog LL49 9NF (01766 2516073).

www.festrail.co.uk/ Events: December 9-10, 16-17, 22-23

Santa Specials, 16 Victorian Santa Train.

FOXFIELD RAILWAY

December 9-10, 16-17, 20, 22-24, January 1

Caverswall Road station, Blythe Bridge, Stoke-on-Trent

ST11 9EA (01782 396210/259667).

www.foxfield-railway.co.uk

Events: December 9-10, 16-17, 20, 22-24 Santa Specials.

GLOUCESTERSHIRE

WARWICKSHIRE RAILWAY

December 9-10, 16-17, 20, 22-24, 26-January 1

The Railway Station, Tuddington (01242 621405).

www.gwscr.com Events: December 2-3, 9-10, 16-17, 20,

22-24 Santa Specials.

GREAT CENTRAL RAILWAY

December 6, 9-10, 13, 16-17, 20, 23-January 1, 6-7,

13-14, 20-21, 27-28

Great Central Road, Loughborough, Leics (01509 230726).

www.gcrailway.co.uk Events: December 2-3, 6, 9-10, 13,

16-17, 20, 23-24 Santa Specials.

See website for dining trains.

GREAT CENTRAL RAILWAY (NOTTINGHAM)

December 9-10, 16-17, 23-24, 27-29

Mere Way, Ruddington, Nottingham NG11 6NX

(off the A60) (0115 940 5705). http://www.gcm.co.uk

Events: December 9-10, 16-17, 23-24 Santa Specials.

GROUDLE GLEN RAILWAY

December 9-10, 16-17 (Santa Specials)

Onchan, Isle of Man (01624 670453). www.ggr.org.uk

GWILI RAILWAY

December 9-10, 16-17, 22-24 (Santa Specials)

Bronwydd Arms, Carmarthen (01267 238213).

www.gwili-railway.co.uk See website for dining trains.

HAYLING SEASIDE RAILWAY

December 6, 9-10, 13, 16-17, 20, 23-24, 27, 30-31,

January 3, 6-7, 10 13-14, 20-21, 27-28, 31

Hayling Island, Hants PO11 0AG (023 9237 2427).

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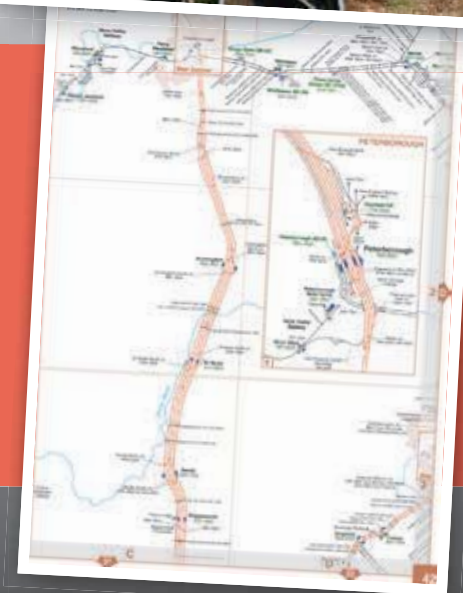
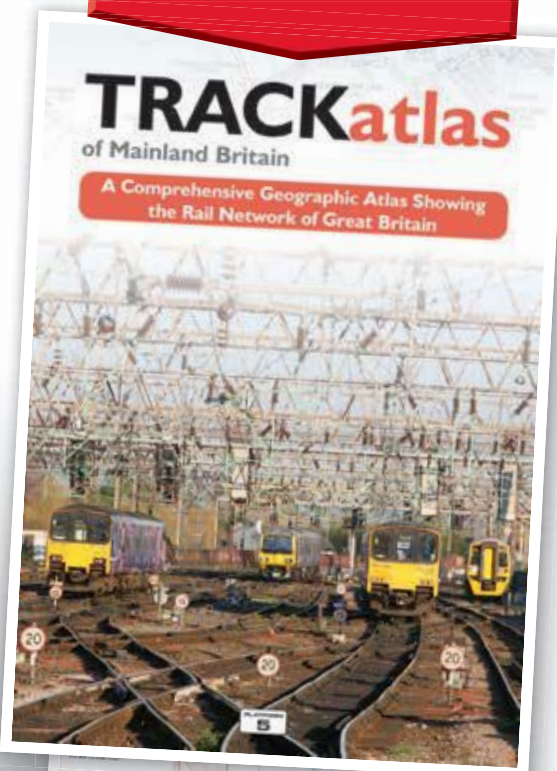
Other enhancements include new lines (the Borders Railway and Crossrail), new stations (too many to list here), re-modelling (Reading and London Bridge) and electrification (the North West and, slowly, the Great Western Main Line) as well as many other local developments including new depots and traincare 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.

- All passenger and freight routes are shown with their track formations including connections, crossovers and primary sidings.
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LITTTLEDOWN RAILWAY

Every Sunday and Wednesday
Bournemouth & District Society of Model Engineers,
Littledown Centre, off Castle Lane East, Bournemouth.
3½in, Sin & 7¼in-gauge raised track.
11.00-15.00 weather permitting.
www.littledownrailway.co.uk

LLANBERIS LAKE RAILWAY

December 9-10, 16-17 (Santa Specials)
Gillfach Ddu, Llanberis, Caernarfon, Gwynedd LL55 4TY
(01286 870549). www.lake-railway.co.uk

LLANGOLLEN RAILWAY

December 9-10, 16-17, 22-24, 26-January 1
The Station, Abbey Road, Llangollen LL20 8SN
(01978 860979). www.llangollen-railway.co.uk
Events: December 9-10, 16-17, 22-24 Santa Specials.

LOCOMOTION: THE NRM AT SHILDON

Daily (10.00-16.00)
Shildon, Co Durham. Free admission (01388 777999).
www.nrm.org.uk

LONDON TRANSPORT MUSEUM

Daily
Covent Garden Piazza, London WC2E 7BB (020 7565
7299 -24-hour recorded information, 020 7379 6344
-switchboard). www.ltmuseum.co.uk

LONDON TRANSPORT MUSEUM DEPOT

December 9
2 Museum Way, 118-120 Gunnersbury Lane, London W3.
Check the website for more open weekends and guided
tours – www.ltmuseum.co.uk Tickets for guided tours
(11.00 and 14.00) must be pre-booked – book online or
telephone the booking office on 020 7565 7298.

LYNTON & BARNSTAPLE RAILWAY

December 5, 9-10, 12, 16-17, 22-24, 29-January 1
Woody Bay station, Parracombe, Devon EX31 4RA
(01598 763487). www.lynton-rail.co.uk
Events: December 9-10, 16-17, 22-24 Santa Specials,
29-January 1 Mince Pie Specials.

MANGAPPS RAILWAY MUSEUM

December 9-10, 16-17, 23-24, 30-31 (Santa Specials)
Southminster Road, Burnham-on-Crouch, Essex
(01621 784898). www.mangapps.co.uk/

MAUD RAILWAY MUSEUM

Museum open noon-16.00 (ring to confirm)
Station Road, Maud, Aberdeenshire AB42 5LY
(01771 622906). Enquiries to bdp@scotmail.net

MIDDLETON RAILWAY

December 9-10, 16-17, 23-24, January 1
Middletown Railway Trust Ltd, The Station, Moor Road,
Hunslet, Leeds LS10 2JQ (0113 271 0320).
www.middletownrailway.org.uk
Events: December 9-10, 16-17, 23-24 Santa Specials.

MID-HANTS RAILWAY

**December 8-10, 15-17, 21-24, 26-January 1,
February 9-18, 24-25**
The Station, Alresford, Hants SO24 9JG (01962 733810).
www.watercressline.co.uk Events: December 8-10, 15-17,
21-24 Santa Specials, 26-27 Christmas Leave.

MIDLAND RAILWAY-BUTTERLEY

December 9-10, 13, 16-17, 20-24 (Santa Specials)
Butterley Station, Ripley, Derbyshire (01773 747674).
www.midlandrailway-butterley.co.uk

MID-NORFOLK RAILWAY

**December 8-10, 15-17, 19-23 (Santa Specials),
29-30 (Winter Diesel Gala)**
Station Road, Dereham, Norfolk NR19 1DF (01362 690633).
www.mnr.org.uk

MID-SUFFOLK LIGHT RAILWAY

December 9-10, 16-17 (Santa Specials)
Brockford station, Wetheringsett, Stowmarket IP14 5PW
(01449 766899). www.msrl.org.uk

MUSEUM OF SCIENCE AND INDUSTRY

Daily (10.00-17.00)
Liverpool Road, Castlefield, Manchester M3 4FP
(0161 832 2244). www.mosi.org.uk Free admission.

NATIONAL RAILWAY MUSEUM

Daily (10.00-18.00)
Leeman Road, York (0844 8153 139). www.nrm.org.uk
Free admission.

NENE VALLEY RAILWAY

**December 6, 9-10, 13, 16-17, 20, 22-24, 30-January
1, 7, 14, 21, 28**
Wansford station, Stibbington, Peterborough
(01780 784444). www.nvr.org.uk
Events: December 6, 9-10, 13, 16-17, 20, 22-24
Santa Specials.

NORTHAMPTON & LAMPORTRAILWAY

December 9-10, 16-17, 23-24, 31
Brampton station, Chapel Brampton, Northants NN6 8BA
(01604 820327). www.nlr.org.uk
Events: December 9-10, 16-17, 23-24 Santa Specials.

NORTH NORFOLK RAILWAY

**December 9-10, 16-17, 20-24, 26-January 1,
February 10-18**
The Station, Sheringham NR26 8RA (01263 820800).
www.nnrailway.co.uk
Events: December 9-10, 16-17, 20-24 Santa Specials.

NORTH YORKSHIRE MOORS RAILWAY

December 9-10, 16-20, 26-January 1, February 10-18
Pickering station, Pickering YO18 7AJ (01751 472508).
www.nymr.co.uk Events: December 9-10, 16-17, 19-20
Santa Specials run from Grosmont.

PEAK RAIL

December 9-10, 16-17, 20-24 (Santa Specials)
Matlock station, Derbyshire DE4 3NA (01629 580381).
www.peakrail.co.uk

PERRYGROVE RAILWAY

**December 9-10, 16-17, 19, 22-24, 27-January 1, 6-7,
13-14, 20-21, 27-28**
Perrygrove Road, Coleford, Gloucestershire GL16 8QB
(01594 834991). www.perrygrove.co.uk
Events: December 9-10, 16-17, 22-24 Santa Specials.

POPLAR MINIATURE RAILWAY

December 9-24, 27-31
Poplar Nurseries, Coggeshall Road, Marks Tey, Colchester
CO6 1HR (07780 603001).
<http://http://poplaminirail.co.uk/>
Events: See website for Santa Specials.

RAVENGLASS & ESKDALE RAILWAY

December 9-10, 16-23 (Santa Specials)
Ravenglass, Cumbria CA18 1SW (01229 717171).
www.ravenglass-railway.co.uk
See website for fish & chip and museum specials.

RIBBLE STEAM RAILWAY

December 9-10, 16-17, 22-23 (Santa Specials)
Albert Edward Dock, Riversway Docklands, Preston.
www.ribblesteam.org.uk

ROCKS BY RAIL

(Rutland Railway Museum)
Ashwell Road, Cottesmore, Oakham LE15 7BX
(01572 813203 or 01780 764118 after 16.00).
www.rocks-by-rail.org/ General opening hours on Tues,
Thurs and Sun: 10.00-17.00 (last admission 16.00).

ROMNEY, HYTHE & DYMCHURCH RAILWAY

December 2-3, 9-10
New Romney station, Kent (01797 362353).
www.rhdr.org.uk Events: December 9-10 Santa Specials.

RUSHDEN TRANSPORT

MUSEUM AND RAILWAY
**Open Friday (14.00-16.00), Saturday (14.00-16.00),
and Sunday (10.00-16.00)**
Rushden Transport Museum, Rushden station, Station
Approach, Rushden, Northants NN10 0AW (01933 353111).

SEVERN VALLEY RAILWAY

**December 5-7, 9-10, 12-14, 16-17, 19-24,
26-January 2**
Bewdley, Worcs DY12 1BG (01299 403816).
www.svr.co.uk
Events: December 2-3, 9-10, 16-17, 23-24 Santa Specials.
Check website for details of dining trains.

SHIPLEY GLEN TRAMWAY

**December 9-10, 16-17, 23-24,
January 6-7, 13-13, 20-21, 27-28**
Prod Lane, Baildon, West Yorkshire, BD17 5BN
(07773 001250). Open 12.00-16.30.
<http://http://www.shipleyglentramway.co.uk/>

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

December 9-10, 16-17, 23 (Santa Specials)
Viaduct station, Sittingbourne, Kent ME10 2XD
(01795 424899). www.sklr.net

SOMERSET & DORSET RAILWAY

**Open Sunday (10.00-16.00) for static viewing,
and Monday (13.00-16.00)**
Midsomer Norton South station, Silver Street,
Midsomer Norton, Avon BA3 2EY (01761 411221).
www.somersetanddorsetrailway.co.uk

SOUTH DEVON RAILWAY

December 7-10, 16-24, 26-January 1
The Station, Buckfastleigh, Devon (0845 345 1420).
www.southdevonrailway.org
Events: December 7-8 Carols Down The Line,
9-10, 16-24 Santa by Steam, 27 Mince Pie Specials.

SOUTH TYNEDALE RAILWAY

December 9-10, 16-19 (Santa Specials)
The Station, Alston, Cumbria CA9 3JB
(01434 381696; Talking timetable 01434 382828).
www.south-tyndale-railway.org.uk/

SPA VALLEY RAILWAY

December 2-3, 9-10, 16-17, 21-24, 30-January 1
West Station, Royal Tunbridge Wells, Kent TN2 5QY
(01892 537715). www.spavalleyrailway.co.uk/
Events: Dec 9-10, 16-17, 21-24, Santa Specials.
See website for details of dining trains on December 16-17.

ST ALBANS SOUTH SIGNALBOX

December 10, January 14, February 11
Ridgmont Road, St Albans AL1 3AJ. www.sigbox.co.uk
Opening times: 14.00-17.00.

STEAM—RAILWAY MUSEUM OF THE GWR

Daily (10.00-17.00)
Kemble Drive, Swindon SN2 2TA (01793 466646).
www.steam-museum.org.uk
The library and archive is open Mon-Fri (10.00-16.00) by
appointment only (01793 466607).

STEEPLE GRANGE LIGHT RAILWAY

December 9-10 (Santa Specials)
Steeplehouse station, Old Porter Lane, Wirksworth,
Derbyshire (DE4 4LS for sat navs) (07769 802587).
www.steeplegrange.co.uk

STRATHSPEY RAILWAY

See website for running dates
Aviemore station, Dalfaber Road, Aviemore, Inverness-shire
(01479 810725). www.strathspeyrailway.co.uk/

SWANAGE RAILWAY

December 9-10, 16-24, 26-January 1
Swanage station, Dorset BH19 1HB (01929 425800).
www.swanagerailway.co.uk
Events: December 9-10, 16-24 Santa Specials,
28 Winter Warm-up. See website for dining trains.

SWINDON & CRICKLADE RAILWAY

December 9-10, 16-17 (Santa Specials)
Tadpole Lane, Blunsdon, Swindon SN25 2DA
(01793 771615). www.swindon-cricklade-railway.org/

TALYLLYN RAILWAY

December 9-10, 16-17, 23-24, 26-31, January 1
Wharf station, Tywyn, Gwynedd LL36 9EY (01654 710472).
www.talyllyn.co.uk
Events: December 9-10, 16-17, 23-24 Santa Specials.
Museum open 10.00-14.00.

TANFIELD RAILWAY

December 9-10, 16-17, 22-24, 26, 31
Marley Hill Engine Shed, Old Marley Hill, Gateshead,
Tyne & Wear NE16 5ET (for sat navs) (0845 463 4938).
www.tanfield-railway.co.uk
Events: December 2-3, 9-10, 16-17, 22-24 North Pole
Expresses, 26, 31 Mince Pie Specials.

TEIFI VALLEY RAILWAY

See website for running dates
Henllan station, Henllan, Llandysul SA44 5TD
(01559 371077). www.teifivalleyrailway.wales/

VALE OF RHEIDOL RAILWAY

December 16-17, 23, February 10-25
Park Avenue, Aberystwyth, Ceredigion SY23 1PG
(01970 625819).
www.rheidolrailway.co.uk
Events: December 16-17, 22-23 Santa Specials.

WELLS TO WALSINGHAM LIGHT RAILWAY

December 27-January 3
Wells-next-the-Sea, Norfolk NR23 1QB
(01328 711630 - 08.00-17.00).
www.wells-walsinghamrailway.co.uk/
Events: See website for Santa Specials.

WELSH HIGHLAND RAILWAY (C)

December 9-10, 16-17, 22-23, 27-January 1
Harbour station, Porthmadog, Gwynedd LL49 9NF
(01766 516000). www.festrail.co.uk
(Bookings: Porthmadog 01766 516024,
Caernarfon 01286 677018).
Events: December 9-10, 16-17, 22-23 Santa Specials.

WELSH HIGHLAND HERITAGE RAILWAY

December 9-10 (Santa Specials)
The Station, Tremadog Road, Porthmadog, Gwynedd
LL49 9DY (01766 513402). www.whr.co.uk/

WELSHPOOL & LLANFAIR LIGHT RAILWAY

December 9-10, 16-18 (Santa Specials)
The Station, Llanfair Caereinion, Welshpool, Powys
SY21 0SF (01938 810441). www.wllr.org.uk/

WENSLEYDALE RAILWAY

December 9-10, 16-17, 21-24, 26-28, 30, January 1
Leeming Bar station, Leases Road, Leeming Bar,
Northallerton, North Yorkshire DL7 9AR
(Ticketline 08454 50 54 74).
www.wensleydalerailey.com
Events: December 9-10, 16-17, 21-24 Santa Specials.

WEST LANCASHIRE LIGHT RAILWAY

December 16-17, 23-24 (Santa Specials)
Station Road, Hesketh Bank, Preston, Lancs PR4 6SP
(01772 815881). www.westlancsrayway.org/

WEST SOMERSET RAILWAY

December 9-12, 16-17, 19-20, 22-24, 27-January 1
The Railway Station, Minehead, Somerset TA24 5BG
(01643 704996). www.west-somerset-railway.co.uk
Events: December 9-10, 16-17, 19-20, 22-24 Santa
Expresses, 11-12 Carol trains.
See website for dining trains and Murder Mystery specials.

WHITWELL & REEPHAM STATION

**December 9-10, 15-24, 30-31, January 6-7, 13-14,
20-21, 27-28**
Whitwell Road, Reepham, Norfolk NR10 4GA
(01603 871694). www.whitwellstation.com
Events: December 15-22 Santa Specials.
Station and loco yard open every weekend. Steam days are
held on the first Sunday of each month. Midweek visits by
appointment.

YEovil RAILWAY CENTRE

December 10, 14, 16-17, 23, 29
Yeovil Junction station, Stoford, Yeovil, Somerset BA22 9UU.
www.yeovilrailway.freeservers.com
Events: December 10, 16-17, 23 Santa Specials.
Steam days on the dates listed except for a main line visitor
on December 14. Shop open every Sun (10.00-12.00).

Your event should be in here.

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Magazine*, Mortons Media Ltd, Homcastle, Lincs LN9 6JR or
email railway@mortons.co.uk
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contact details and let us have your entries by the deadline
(see page 108 for details). It is advisable to contact the
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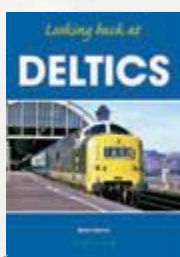
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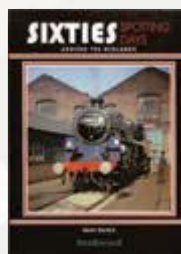
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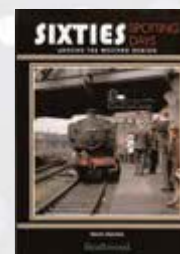
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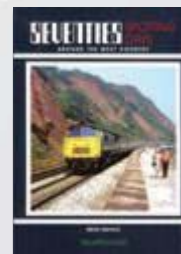
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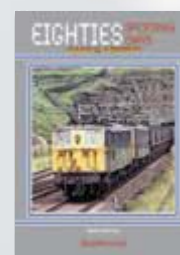
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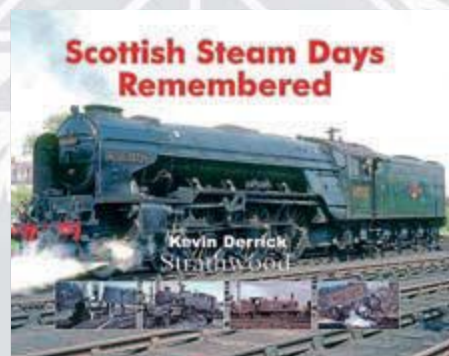
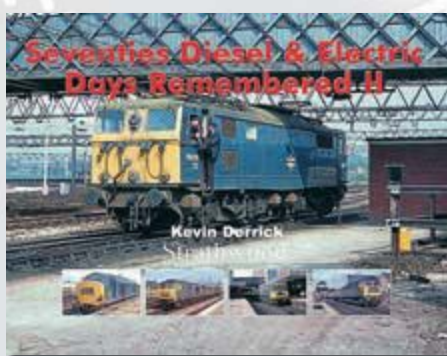
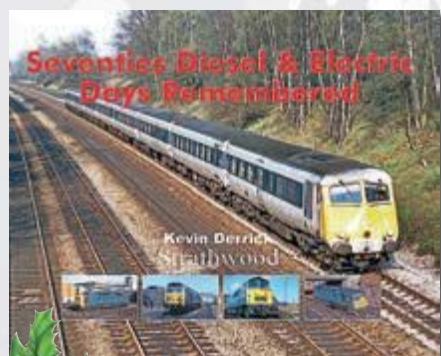
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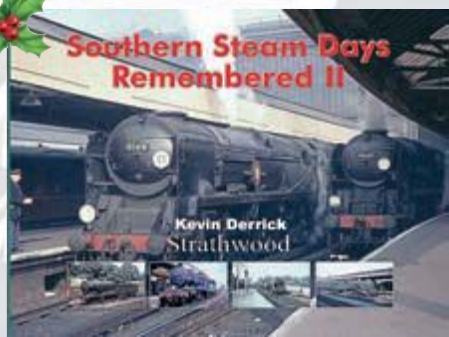
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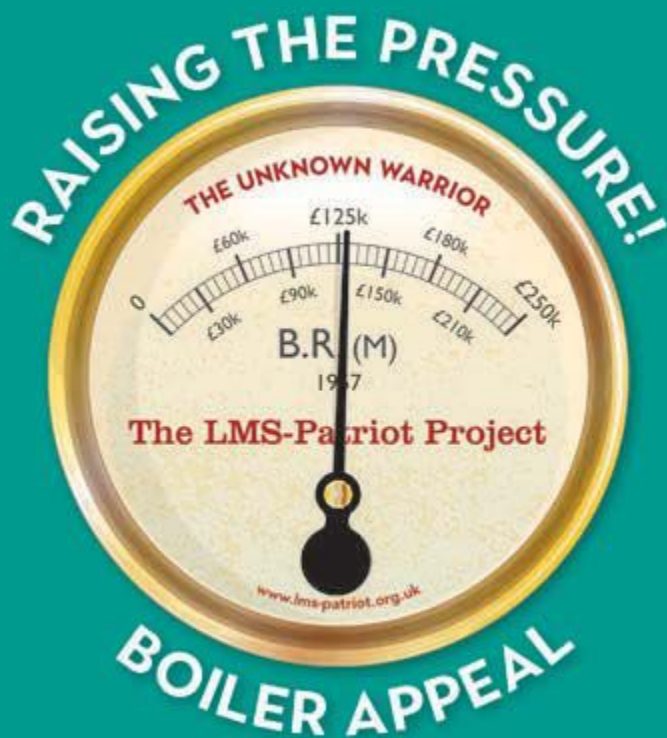
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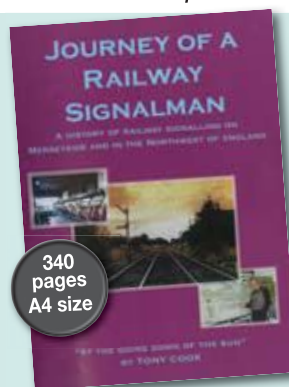
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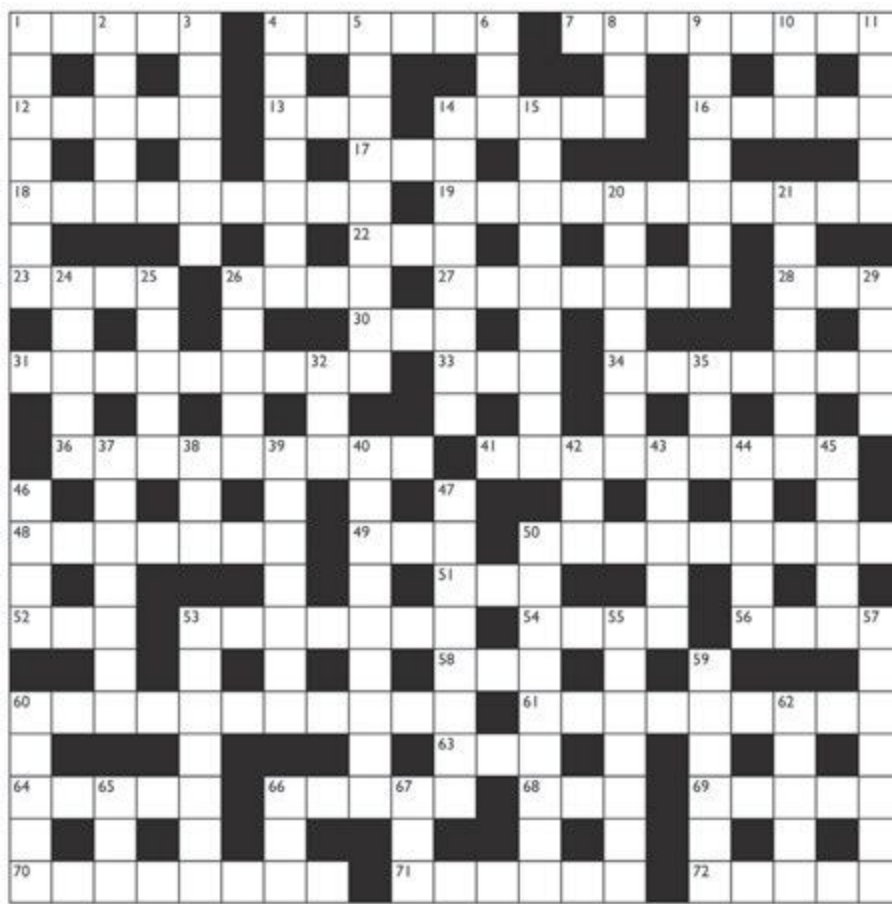
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The first two letters of answers 36, 40, 12, 29, 11 and 51, in that order, spell out the title of a Christmas carol.

Across

- 1 ____ Castle, No. 7024 (5)
 4 ____ Ripton, scene of an 1876 accident in the snow (6)
 7 ____ Station between Langley Mill and Chesterfield (8)
 12 ____ Road, Ravensglass & Eskdale station (5)
 13 Alternative fuel that was sometimes used by steam locos (3)
 14 Telegraph code for GWR bolster wagons (5)
 16 'Cheltenham ____', 'the world's fastest train' (5)
 17 Belle ____, Manchester station SE of Ashburys (3)
 18 Whitehaven station (9)
 19 First loco superintendent of the GWR (6,5)
 22 Initials of the railway company that ran south through Hermitage to Winchester (1,1,1)
 23 See 72 across
 26 Cherry ____, station between Preston and Blackburn (4)
 27 See 2 down
 28 Colour-light signalling scheme (1,1,1)
 30 See 32 down
 31 SR 'King Arthur' No. 753, and BR Standard No. 73113 (9)
 33 Heads of ____, GSWR station SW of Alloway (3)
 34 Class 40 No. 40021 (7)
 36 Class 50 No. 50008 (9)
 41 Terminus of the North Sunderland Light Railway (9)
 48 Station between Glasgow and Edinburgh via Bathgate (7)
 49 Descriptive of Rev Awdry's Controller! (3)
 50 Headquarters of the Kent & East Sussex Railway (9)
 51 Junction station north of Cambridge (3)
 52 Group who had a 1979 hit with Last Train to London (1,1,1)
 53 Class 40 No. 40014 (7)
 54 D0260, prototype BRC&W diesel loco (4)
 56 'J36' No. 65216 (4)



- 58 and 69 across ____ Railway, heritage line, Alton-Alresford (3-5)
 60 Cheap garden implement at station on the LNWR Banbury branch? (11)
 61 French novelist and Class 92 No. 92014 (5,4)
 63 Initials of the rebranded Parcels Sector from 1991 (1,1,1)
 64 Relaxing walk to an NER east coast terminus? (5)
 66 Illness at a LYR Oldham station? (5)
 68 Ben ____, Class 60 No. 60031 (3)
 69 See 58 across
 70 Penultimate station on the GSWR Moniaive branch (8)
 71 'Deltic' No. D9015 (6)
 72 and 23 across LMS London-Edinburgh express (5,4)

Down

- 1 ____ Street, Edinburgh station (7)
 2 and 27 across ____ Channels between the rails for replenishing moving locos (5,7)
 3 Former Junction east of Lincoln Central station (6)
 4 'Jubilee' No. 45681 (7)
 5 Station between Charlton and Slade Green (9)
 6 ____ Road, SECR station outside London Bridge (3)
 8 Book ____, 'A3' No. 60088 (3)
 9 Safety alcoves in a tunnel, perhaps (7)
 10 Loch ____, waterside terminus of the Killin branch (3)
 11 and 29 down ____ GWR 4-6-0 No. 4000 (5,4)
 14 ____ & Four Marks, station on the 58 69 Railway (8)
 15 Circulating area at a large station (9)
 20 ____ Bridge Junction, Shrewsbury (7)
 21 'A3' No. 60057 (7)
 24 Broad ____, LSWR station east of Exeter (5)
 25 Station between Bridgend and Maesteg (5)
 26 River crossed by the 72 across Border Bridge (5)
 29 See 11 down
 32, 60 down and 30 across Rebuilt 'Patriot' No. 45530 (3,5,3)
 35 Type of train such as the 'Desiro' or 'Networker' (1,1,1)
 37 Word following Fishguard, Newhaven and Portsmouth in station names (7)
 38 Company for which the Worsdell brothers worked, 1883-1910 (1,1,1)
 39 LNER 'Footballer' No. 61663 (7)
 40 ____ Junction, between London and Guildford (9)
 42 Abbreviated name of the SR's London-Padstow service (1,1,1)
 43 2 down ____, junction east of Birmingham (5)
 44 Worcester ____ Hill (5)
 45 ____ Bridge, penultimate station before

- Fort William (5)
 46 Taff ____ Railway (4)
 47 The Furness Railway's *Swan, Swift and Teal*, for example (8)
 50 LNWR station between Eccles and Wigan (9)
 53 ____ & Morden, station between Hitchin and Cambridge (7)
 55 Laurence ____, actor commemorated by Class 86 No. 86233 (7)
 57 Station halfway along the GNoSR Ballater branch (7)
 59 'California ____', daily Amtrak service from Chicago to San Francisco (6)
 60 See 32 down
 62 Station on the MR Bedford-Northampton branch (5)
 65 'Pegasus ____', Pullman car (3)
 66 Isle of ____, 'Patriot' No. 45511 (3)
 67 Preserved 18-inch-gauge Crewe Works loco (3)

The crossword winner and two runners-up can choose books worth £50 and £25, respectively, from the extensive Nostalgia Collection.

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Send completed form (photocopies are accepted) to: Christmas Crossword Quiz, The Railway Magazine, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle LN9 6JR. Open to UK entrants only. Winners will be announced in the February 2018 issue. The winners will be the senders of the first all-correct solutions opened in our office.

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Solution to the October issue

Across: 9 Permanent 10 Corby 11 Lines 12 The Bedale 13 Antonia 14 Norfolk 17 Somme 19 Way 20 Spean 21 Nailsea 22 Beccles 24 Streatley 26 Ivatt 28 Clive 29 Dronfield

Down: 1 Opal 2 Granet 3 Passengers 4 Bertha 5 Athelney 6 Acle 7 Breamore 8 Pyle 13 Anson 15 Rushcliffe 16 Kents 18 Mail Rail 19 Whaplode 22 Blyton 23 Leader 24 SECR 25 Alex 27 Tydd

October winner: Mr C Turbin, Chelmsford, Essex

Runners-up: Mr K Holt, Linby, Nottingham; Mr P J Fisher, Filey, North Yorkshire

The closing date for this month's crossword is Friday, January 5, 2018.

The January issue will be on sale on January 3, 2018.

Merry Christmas and a Happy New Year from the editor and staff

OO Gauge (1:76 Scale)

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O Gauge (1:43 Scale)

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