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FIRST MTR TO SCRAP NEW CLASS 707S?

June 2017
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**NORTH NORFOLK
RAILWAY**

A warm welcome to the June issue of *Railways Illustrated*. What an eventful few weeks it has been. The A1 Steam Locomotive Trust's 60163 *Tornado* reached 100mph during a night-time trial run on the ECML, the Settle to Carlisle route finally reopened to through traffic after the massive repair job by Network Rail to overcome a huge landslide, and First MTR South Western Trains succeeded in winning the franchise to run services out of London Waterloo.

With part of the winning team being Hong Kong-based MTR Corp, concerns have been raised about yet another overseas interest gaining control of UK rail assets. Notwithstanding that, the new operator is promising £2.6bn of payments to the Government over seven years. Coming the other way is £1.2bn of investment, meaning a net contribution of £1.4bn. The investment includes 750 new vehicles – 90 new trains – for use on Reading, Windsor and suburban routes. However, the franchise will phase out its Class 455 and 456 EMUs, as well as the recently modified 458/5s and – wait for it – the Siemens Class 707s, half of which haven't even been delivered, let alone entered service! Even crazier is the fact that, should Siemens win the order for the 90 new trains, they would most likely be of the very same design. In case you're wondering, the announcement wasn't made on April

1. As you'll read on the headlines pages, the decision is mostly down to a huge fall in the cost of new trains, making them cheaper to lease than identical examples still on the assembly lines – market forces at their best, huh? Even the Class 442s are back in favour and will be resurrected for use on the Portsmouth route after a complete refresh; finally an idea that makes sense.

Potentially the 707s could even be scrapped, but can you imagine the outcry if that happened, with so many parts of the network crying out for new stock? However, I hope that somewhere in the Department for Transport common sense will resurface, and the fact is, should the type have to be cascaded, the first two 707s were delivered with transformers and pantographs that were tested between Wimbledon and Ferme Park on March 20/21. While the Southeastern franchise could do with some new units, GTR cannot be ruled out as it has the similar Class 700s, but at the moment owner Angel Trains has no takers for them, or Porterbrook for the 458/5s. But here's an idea: why not send the 707s to Northern in place of the oldest 319s it recently received – the five-car units would provide more capacity and allow for several years of growth. Perhaps that's a little too much common sense...

I'm sure many heritage lines and preservation groups would love to be able to throw money around

in such an apparently cavalier fashion, but they are more realistic with their ambitions due to the realities they have to deal with. I visited the Heritage Shunters Trust in early April and the organisation certainly knows all about making the most out of limited resources, see pages 18-22.

We've devoted several pages in this issue to the 60th anniversary of the English Electric Class 20. The class pioneer, D8000, was the first of the pilot scheme locos to enter service, and the type has proved to be one of the most successful of all BR diesels. We also look at one of the Class 20s' primary hunting grounds, the Erewash Valley line, details of a morning of trains at Toton in 1994, just after the 20s had left the area, and a feature on Trainload Metals' 20s. There is also a review on coal in South Wales during the past 16 months, which will be concluded in the July issue.

Once again a big thank you to all contributors to this issue, including the photographers who fill my inbox on a daily basis. Next month will see a few changes to the magazine, so watch this space!



Mark Nicholls
Editor



Martin Walker's Class 55 Deltic 55022 *Royal Scots Grey*, masquerading as long-lost sister 55018 *Ballymoss*, departs Wansford on the Nene Valley Railway during the line's diesel gala on April 9. More on the gala will appear in the July issue. (Nick Edmonds)

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Alex Fisher describes a winter's morning at Toton in January 29, 1994.

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One of the first bespoke sectors introduced by BR was the Trainload Metals Class 20 fleet. Pip Dunn describes what happened to the locos.

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A subscription to **Railways ILLUSTRATED** offers great savings on cover price. See pages 88 and 89 for details.

92 King Coal no more

Adrian Kenny reviews the state of coal traffic in South Wales from January 2016 until March this year.



ABOVE: The design might be 60 years old, but Class 20s are still very active.

On a gorgeous spring day at Swanwick Jn, blue 20189 and green 8001 head a test run on March 26 before 20189 headed off to the Bluebell Railway. (Alistair Grieve)

FRONT COVER: In glorious evening sunshine 20131 and 20128 slow for the almost 120 degree curve at Firsby with the final Class 20-hauled Skegness summer passenger service, the 1812 Skegness to Leicester on September 3, 1993. (Martin Loader)

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Destined to be scrapped after only two years' service? Class 707 707003 and 707005 at Reading on February 20 while on a testing and training run to Staines Up Loop. (Lucas Walpole)

New Broom for South West Franchise

THE FIRSTGROUP and MTR joint venture will run the South Western franchise, after beating current incumbent Stagecoach to the prize. The franchise is to run for seven years from August 20, 2017 to August 18, 2024, with an option for an extension of up to 11 months, subject to Department for Transport discretion. Among the eye-catching plans for the new franchise is the acquisition of 90 new EMUs (750 vehicles – 60 x ten-car and 30 x five-car) for use on Windsor, Reading and London suburban routes by December 2020 and the reintroduction of 18 Class 442s on the Portsmouth line by December next year, which will free up Class 444s and 450s. Investment valued at £1.2bn is to be made, and as well as the new rolling stock it will be used to create faster journey times to many destinations and more than 400 extra Sunday trains.

The 90 new units will form what the company describes as a 'metro-style service' on suburban routes. Their arrival will mean the departure of all the current Class 455, 456 and 458/5 EMUs, as well as the new Siemens Class 707s, half of which have yet to be delivered.

The new units will provide free Wi-Fi, at-seat charging points, air conditioning and toilets, and are to increase capacity by more than 46%, something that should please passengers. They are expected to enter service in the autumn of 2019, with deliveries completed the following year. First MTR South Western Trains is understood to be in discussions with rolling stock providers, but should Siemens win the contract the new units are highly likely to be a variation on the Class 707s. A dramatic fall in the cost of new trains and their subsequent lease costs is partly behind the decision to drop the 707s, but as yet lessor Angel Trains has not found a new home for the 30 five-car units after they are 'retired' in autumn 2019.

The 18 Class 442s to be brought back for the Portsmouth route are to be completely refreshed internally, with 2+2 seating, and equipped with a new modern traction package. An ambitious schedule of four trains per hour is planned, meaning 35 additional services from Monday to Saturday and more fast trains on Sunday afternoons. This could scupper the proposal by

Alliance Rail Holdings to use 442s on an open access service between Waterloo and Southampton. Meanwhile, the Class 444 and 450 fleets, as well as the Class 158 and 159 DMUs, are to be refreshed with plug sockets and provision of free infotainment that will be available across the fleet by December 2020, and improved Wi-Fi. Real-time information will display live updates to passenger information screens on all trains.

Other promises include 22,000 additional morning peak seats into Waterloo and 30,000 more evening peak seats. The planned December 2018 timetable is expected to see journey times cut, with Weymouth to London being up to 14 minutes quicker, Southampton to London eight minutes faster, Salisbury to London 11 minutes and Portsmouth to London five minutes. A new direct connection from Portsmouth and Southampton will link to Weymouth; while there will be 29 additional services between Portsmouth and Southampton Mondays to Saturdays. There will also be 36 new direct trains between Guildford and Farnham at

weekdays. Reading and Windsor will enjoy a frequency increase from two to four trains per hour to London, and on Sunday almost 400 more trains will be provided, including more to the West of England. There will also be increases to late evening services, with later final trains and also earlier first trains in the morning.

In addition to improvements to rail services, £90m is to be invested on station upgrades, including refurbishment at Southampton Central with a new-look entrance, and improved retail and facilities. At least 1,500 additional car parking spaces will be provided, as well as 60 electric vehicle charging points across the South West network. The franchise will also introduce a flexible season ticket for use on three or four days a week to reflect the varied hours increasingly being worked by the population.

Little mention is made of the Isle of Wight line, and there is no promise to replace the almost 80-year-old ex-Tube stock, although the franchise does say it will engage with the Isle of Wight community to develop plans to secure a more sustainable service.

First MTR Fleet Plan				
Owner	Class	Units	Carriages	Year to traffic
New stock				
TBC	Class 7xx	90	750	(2019)
Retained				
Porterbrook	Class 158	11	22	1991
Porterbrook	Class 159/0	22	66	1993
Porterbrook	Class 159/1	8	24	1993
Angel	Class 444	45	225	2003-05
Angel	Class 450	127	508	2002-07
Reintroduced				
Angel	Class 442	18	90	1989
Retired by December 2020				
Porterbrook	Class 458/5	36	180	1999-2002
Angel	Class 707	30	150	2017
Porterbrook	Class 455	91	364	1985
Porterbrook	Class 456	24	48	1991



The new franchise is to put 18 Class 442s back into service on the Portsmouth route following a comprehensive refurbishment. Units 2406 and 2419 went for a run out of warm storage from Eastbourne to Stewarts Lane on April 6, seen passing Glynde Reach approaching Southerham Jn. (Steve Lee)

Settle to Carlisle Reopens in Style



The National Railway Museum's A3 60103 *Flying Scotsman* heads south at Armathwaite on March 31 with the return 1Z74 'Settle & Carlisle Reopening Special'. (Alexander Cromarty)

AFTER A monumental effort by Network Rail, the Settle and Carlisle officially reopened on March 31. The infrastructure firm described the work to repair the line at Eden Brows after the February 9, 2016 500,000 tonne land slip as its "most challenging railway repair ever".

The line between Armathwaite and Carlisle was closed at Eden Brows for almost 14 months after the slip had caused a 100-metre section of track to subside. NR said it was the size and scale of the repair job, combined with the inaccessible location and the fact that the ground

was still moving, that made it such a challenge. After considering six potential repair options, it was decided to drive two rows of high-strength piles, 226 in total, into the bedrock, forming a corridor on which a one-metre-thick concrete shelf was laid to carry the railway.

On March 31, the first passenger train to use the reopened line was Northern's 0550 Carlisle to Leeds. It was followed later in the day by a one-off trip by A3 60103 *Flying Scotsman* working a special railtour from Oxenhope on the Keighley & Worth Valley Railway to Carlisle and back.

Ton-Up for *Tornado*



THE A1 Steam Locomotive Trust's A1 60163 *Tornado* reached 100mph during trials conducted on the East Coast Main Line between Doncaster and Newcastle during the early hours of April 12. The run was part of trials intended to allow the 2008-built locomotive's permitted maximum speed.

Tornado is currently limited to 75mph, but it has always been the intention to run it at speeds up to 90mph to better fit in with other trains on the busy UK rail network. In

connection with this aim, the A1 was rigged with diagnostic measurement equipment and ran up to 100mph during controlled testing during the night on April 12. As with all rolling stock, *Tornado* is required to run at 10% above its planned maximum speed to demonstrate a sufficient margin of safety. Various rail industry engineers and certification bodies were aboard to observe and monitor the loco's performance. The trials were planned by The A1 Steam Locomotive Trust in

partnership with DB Cargo and Network Rail.

Commenting on the night's events, Operations Director for The A1 Steam Locomotive Trust, Graeme Bunker-James, said: "We are delighted to have completed the test runs that move us one step closer to 90mph operations with *Tornado*. This will allow us to ensure that the locomotive continues to haul trains on the busiest parts of the UK network, allowing as many people as possible to enjoy travelling



ABOVE: Ton up as A1 60163 *Tornado* reaches the magic 100mph figure early on April 12. The last time a steam loco achieved this speed in the UK was in 1967, the year before steam was withdrawn from regular use. (A1 Steam Locomotive Trust)

LEFT: A1 60163 *Tornado* takes the Portsmouth route from Woking on April 6 with the 5Z82 1005 *Stewarts Lane* to Wembley 12-coach test train following repairs; DB Cargo's 67029 was on the rear. The same formation performed the high speed run on the ECML six days later. (David Butcher)

with us. As part of these tests the loco ran at 90mph for a sustained period and also achieved 100mph under these special conditions and running with clear signals. I would like to thank all of our industry partners for their support in making these trials a success. We now have to analyse the results from the tests and then complete the necessary certification processes before the first 90mph public operations can be undertaken. We hope to conclude this before the end of 2017."

First Freight Train to China leaves Essex

THE FIRST ever rail freight service from the UK to China set off on its 12,000km journey on April 10, carrying a range of British goods including soft drinks and pharmaceutical products.

The service departed from DP World London Gateway in South Essex and was booked to take 17 days to reach Yiwu in the Zhejiang province in Eastern China. DB Cargo

DB Cargo 66136 heads the inaugural service from the UK to Yiwu, China, out of the DP World London Gateway facility on April 10. (DB Cargo)

UK transported the train on the first leg of its journey from London Gateway to Duisburg in Germany, via the Channel Tunnel. The train continued through Poland, Belarus, Russia and Kazakhstan before reaching Yiwu in China. Various companies handled the journey along the route, which was run by the InterRail Group on behalf of China Railway.

The inaugural service was part of China's One Belt, One Road programme, which in January 2017 saw the first ever rail freight service from China to the UK arrive at DB Cargo UK's London Eurohub at Barking after an 18-day trip. DB has collaborated with partners since 2011 to run weekly container trains on the world's longest rail

line that connects, among other cities, Duisburg and Hamburg to Wuhan, Chongqing and Harbin, and, as of mid-2016, Hamburg to Hefei in the Chinese province of Anhui. A record number of containers, around 40,000, were transported by train along the legendary Silk Road in 2016. The volume is expected to increase to some 100,000 containers by 2020.



IN BRIEF

➔ Great Western Railway has begun a programme of repainting its Class 153 single cars into green livery despite them being due to move to other operators within a short period as new stock causes a cascade onto their present duties. 153318/368 are the first two to receive the new colours.

➔ Three surplus Class 321 EMUs have moved to Leicester for storage. 321401/404 were hauled to Doncaster on March 31 by 47812 before moving to Leicester the next day. 321403 made its way under its own power to Peterborough the following day before being picked up by 47812 for the final part of its journey.

➔ New Siemens EMUs 707001-002 made their debut on AC power on the Great Northern line in early April for testing purposes. Although 30 dual-voltage units are under construction, only the first two have been fitted with pantographs so that the system can be proved.

TPE Colours for Class 350



The first TransPennine Express Class 350/4 to receive the company's latest livery is 350402. The unit stands at Glasgow Central after arriving with the 1S52 1100 departure from Manchester. (Eiki Sekine)

Hungary's GySEV orders Vectrons

AUSTRIAN-HUNGARIAN RAILWAY company GySEV, based in Sopron, Hungary, has agreed a contract with Siemens for five Vectron locos, with an option for a further four. The firm order was announced on March

17 and covers three triple-system electric and two dual-system locos with 'last-mile' engines. They will be equipped with ETCS Level 2 and be suitable for use in Austria, Croatia, the Czech Republic, Germany,

Romania, Serbia and Slovakia. They are expected to enter service this summer, initially on international freight routes and later on inter-city passenger services from Budapest to Sopron and Szombathely.

GBRf takes on MoD Traffic

At the start of April, GB Railfreight assumed responsibility for Ministry of Defence (MoD) traffic from DB Cargo. Here, Class 66/7 66709 works the second 6M46 STP working from Marchwood Military Port to Bicester Army Base with 13 loaded flat wagons on April 11, joining the main line at Totton having just come off the Fawley branch. (Steve Stubbs)



Class 700s Delivered to Hornsey

A CHANGE to the delivery pattern of new Class 700 EMUs for Thameslink has seen the latest arrival going direct to Hornsey Depot instead of Three Bridges.

700041 made the journey from Siemens via the Channel Tunnel

and Dollands Moor Yard before being hauled to its new home via Peterborough by GBRf's 66772 on April 12. Other new units delivered during the past month were 700013 on March 20, 700011 two days later, 700026 on March 29 and 700042 on April 3.

All are eight-car versions and their arrival means that about a third of the intended 115 units are now in the UK. Introduced into service recently are 700030/039/046, with several others undergoing the commissioning and acceptance process.

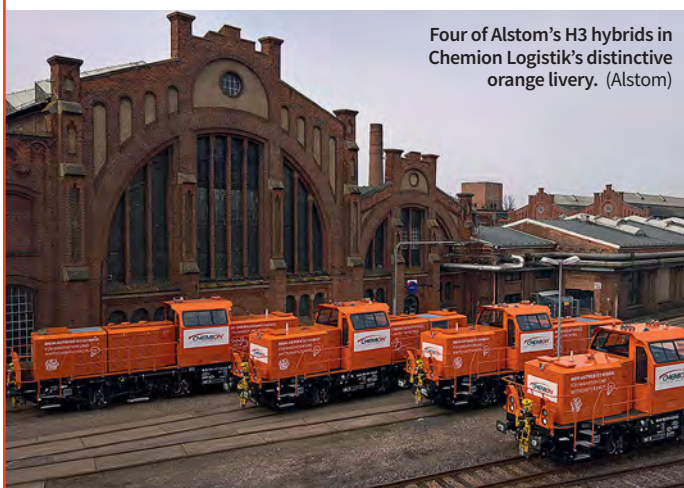
German Hybrids

GERMAN FEDERAL railway authority Eisenbahn-Bundesamt (EBA) has certified Alstom's Prima H3 battery-diesel shunting locomotives for use at speeds of up to 100km/h, clearing the design for use on the main line. The manufacturer claims the locos are the only examples authorised to run at such speeds, allowing them to be used on regular services, although their primary function is shunting.

In total, 19 Prima H3 hybrids are in use with Deutsche Bahn, Volkswagen, Audi, InfraLeuna,

Mitteldeutsche Eisenbahn and Chemion Logistik.

Alstom claims the Prima H3 variant, which is fitted with a 350kW Stage IIIB compliant engine, uses 50% less fuel than conventional diesel shunting locos and reduces nitrogen dioxide emissions by up to 70%. The large shunters spend 50% to 75% of their time in battery mode, and are ideal for use in city centres or factory buildings where they can be of significant benefit by providing emission-free running.



Four of Alstom's H3 hybrids in Chemion Logistik's distinctive orange livery. (Alstom)

Old Oak Common Open Day

GREAT WESTERN Railway is holding an open day at Old Oak Common Depot on September 2 to mark the 111th anniversary of its opening in March 1906. A selection of trains and locos, both old and new, will be on display, to illustrate what made the Great Western 'God's Wonderful Railway'.

During its 111-year history, the depot and its dedicated, highly skilled staff have maintained everything from the Kings and Castles of the steam era, to the diesel hydraulic Westerns and Warships, Class 47s and 50s, and the first production High Speed Trains from 1976. With the HST about to be superseded on services out of London Paddington by the new Hitachi IEPs, the event could well be the last chance for the public to see a '125' at Old Oak.

All profits will go to the depot's chosen charity Place2Be, which provides mental health support for children in schools. A list of participating rolling stock is due to be released shortly; tickets will also be available soon.

IN BRIEF

➔ There have been several movements of new Bombardier Class 345 Aventra EMUs recently with the test programme accelerating as more units become available.

➔ Leaving Derby Litchurch Lane on April 18 was 345006 en route to Ilford Depot, while 345005 has been out on test runs between Ilford and Sheffield. Meanwhile 345002 has moved to the Western Region where it will be tested on what is to become the western side of the new Crossrail project, and 345007 is at the Old Dalby test track.

➔ Certas Energy has confirmed to local newspapers that rail flows of fuel from Grangemouth oil refinery to Fort William on the West Highland line and Lairg on the Far North line have finished. Fuel deliveries to those two depots will now put more than 400 lorry movements a year onto Highland roads. The very last train of empties came south from Lairg on April 1 when DB Cargo 66101 hauled eight TTA tanks to Mossend, later taking them to Grangemouth oil terminal.

➔ As part of its larger fleet renewal project, the Unipetrol Doprava transport subsidiary of petrochemical group Unipetrol has ordered three Siemens Vectron multi-system electric locos. The first are expected to be delivered in December 2017 and the other two in spring next year. The locomotives will be equipped with ETCS as well as national safety systems for use in the Czech Republic, Germany, Austria, Poland and Slovakia. As the locos are built to a modular design it is possible for them to be adapted to run in other countries, too.

➔ Two Eurostar driving cars have left Temple Mills Depot following withdrawal, but unlike most of those taken out of service so far they are not to be broken up. Class 373 vehicles 3101/102 are destined for use as training vehicles with the new National College for High Speed rail, but until their new home is ready to accept them they will be stored at Long Marston. Both made the move by road March 29.



GWR 387s Head West

Great Western Railway has begun tests and training with its 387/1 west of Reading, with the units travelling to Didcot. Returning to Reading, 378133 departs eastwards at 1630 on March 22. (Chris Wilson)

CHILTERN RAILWAYS has confirmed its Class 121 'Bubble Cars' will finally be withdrawn from main line use on May 19. The two remaining vehicles, 121020 and 121034, were acquired by Chiltern Railways in 2003 and have serviced the 18-minute journey from Princes Risborough to Monks Risborough, Little Kimble and Aylesbury ever since. They have the distinction

of being the last vacuum-braked rolling stock in use on the UK national network.

Regrettably, the ongoing maintenance and support for the single car trains has become more difficult and also more intense, due to their age. Both will be offered for sale following their retirement. Two-car Class 165s are expected to replace them on the route; the

schedule will remain the same.

Engineering Director at Chiltern Railways, Matthew Prosser, said: "We will be sad to see these trains go as they are a part of railway history and some customers even make special journeys to travel on them. However, the changes are necessary due to the age of the vehicles, and we will ultimately be providing a more comfortable

service for our customers."

A small farewell will be held on the last day of service for the Bubble Cars.

The Branch Line Society ran a charter utilising Class 121 121034 on April 9. The 1265 1422 Oxford to Aylesbury leg of the 'Bubble and Squeak Tracker' arrives at Quainton Rd where the tour had a 60-minute break. (Nigel Gibbs)



Bubble Cars Bow Out

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Share Offer closes 31 October 2017.



Artist's impression of the proposed refreshment room building

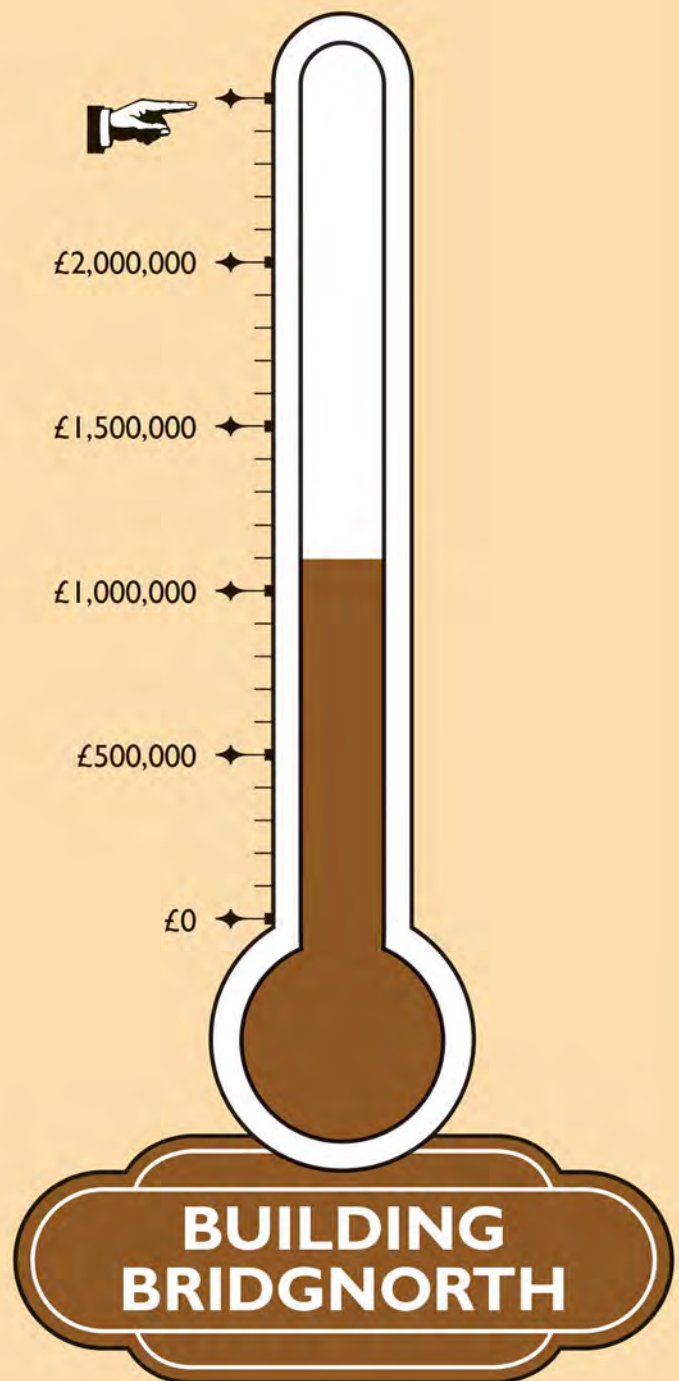


Severn Valley Railway Official Site



@svrofficialsite

Severn Valley Railway (Holdings) plc, Number One, Comberton Place, Kidderminster, DY10 1QR



Total correct at time of going to press.

IN BRIEF

➔ Construction of new Class 800 and 801 IEP trains continues at Hitachi Newton Aycliffe with the latest bodysells to arrive at the site from Japan being for 800024. On March 17 GWR-liveried 800004 left the site in multiple with grey-liveried 800005 bound for the new Hitachi depot in Doncaster.

➔ Accident victim Class 150 52219 has returned to Great Western from the Brodie works in Kilmarnock following repairs to cab damage sustained when it was involved in a collision with an HST at Plymouth in April last year. So far it has not been reunited with 57219, which remains on the temporary three-car set 150938. Meanwhile 150926 has reverted to tow-car set 150216 with the removal of motor coach 57212.

➔ A further four-car suburban EMU has been completed at Bombardier in Derby for Great Western Railway. 387149 was taken for commissioning to Bletchley on April 4 where it joined 387148 on the usual circuit, which includes third-rail running as far as the south coast and AC testing on the WCML. Two further units have completed trials and have been transferred from Bletchley to Reading; 387142/145 made the journey on March 31 behind 37800.

➔ South West Trains 444002 is at Eastleigh Works for repairs following slight accident damage caused to one of its cabs.

➔ Six of the seven centre trailers made surplus from Class 321 sets when they were converted into Class 320s and reduced in length to three cars, have been moved from Wabtec Doncaster for storage at Long Marston.

➔ A second Class 319 has moved to Brush in connection with the proposal to convert some members of the class to bi-mode configuration. Class 319/4 319456 was transferred from Wolverton to Loughborough on April 11 by ROG's 47812 and replaces 319427, which made the opposite journey by road. The unit has been fully refurbished and is already in the new Northern livery, complete with branding. Four other members of the class. 319004/005 and 218/219, have gone off lease due to the arrival of new Class 700s, while 319433 is said to be being prepared for duty with London Midland.

Sheffield Supertram Tests

BRITAIN'S FIRST fleet of tram-trains has begun live testing on the Sheffield Supertram network, although it will be some time before they can run through to Rotherham on the new dedicated route. Vossloh-built 399201-207 are currently being trialled on empty stock moves. Once this phase is completed they will be introduced on conventional tram routes in the city. This should

have happened three years ago, but the project has been dogged by delays, mainly relating to the design of the overhead wiring system. Recent work has included the replacement of a bridge in Rotherham, the connecting up of the junction at Meadowhall and the construction of the new Rotherham terminus. Masts are now in place on the majority of the route.

Double-deck Kiss EMUs for Hungary

A FRAMEWORK agreement for up to 40 Kiss double-deck EMUs, including a firm order for an initial ten, was signed by national passenger operator MÁV-Start and Stadler on April 12. Stadler said they would be the first double-deck vehicles in Hungary when they enter service in spring 2019. The six-car Kiss units will provide a 50% increase in capacity compared to a similar length single-deck unit.

MÁV-Start had announced the tender process in December 2016 for the supply of up to 40 high-

capacity EMUs over eight years. The framework covers the purchase of an initial ten units worth €195m, including training and spare parts, and an agreement enabling MÁV-Start to place additional firm orders subject to European Union funding.

To provide flexibility, the Kiss EMUs will be compatible with the 123 single-deck Flirt EMUs that Stadler has already delivered to MÁV-Start. The 25kV 50Hz EMUs will have national and ETCS Level 2 train control systems, and will be able to run at up to 160km/h on suitably upgraded routes.

GWR Hits Target

A FUNDRAISING campaign to raise £1.25million to extend the Gloucestershire Warwickshire Railway to Broadway has reached its target. The announcement of the successful achievement was made almost a year to the day that rail enthusiast Pete Waterman launched the share offer.

The Gloucestershire Warwickshire Railway is working on an ambitious extension to a new railway station that has been built in Broadway; the project will provide a rail link with Cheltenham. The new facility has been completed more than 50 years after the original Broadway station was demolished.

The money will pay for rails and ballast to close the remaining one-mile gap, as well as fencing materials, drainage and culvert repairs and additional civil engineering work. In addition the funds will go towards completing the station building, platforms and the necessary furniture.

However, one hurdle remains to be surmounted before the track reaches Broadway. A high embankment between Childswickham Road and Station Road needs some attention and the removal of some inappropriate materials used to enable historic repairs, and to stabilise the structure. Once the whole project is finished the line will run for 15 miles.

Class 385 Heads South



DB Cargo 67024 and Hitachi Class 385 385001 pass Plessey near Cramlington with the 0618 Mossend Down Yard to Merchant Park Sidings (Hitachi Shildon) move on April 4. The unit is to receive interior fittings and other equipment before entering service with ScotRail later this year. (Martin Cook)

Low Moor Opens on the Caldervale



The £10.8m new station at Low Moor on the Caldervale route between Bradford Exchange and Halifax opened to traffic on April 2. Northern's 158787 arrives at the station with the first service and is welcomed by plenty of customers. (Russell Wykes)

Multi-era Spectacular on the ECML

VIRGIN TRAINS East Coast was due to stage a spectacular event between Tollerton Jn and York on the ECML on April 23, just after this issue went to press. Four generations of trains used

on the ECML were to run side-by-side in a staggered formation at up to 25mph. An engineering possession was in place on the route on that date, so passenger services would already be diverted.

The line-up was due to feature A3 60103 *Flying Scotsman*, a VTEC HST, a Class 91 and, finally, a Hitachi IEP, most likely 800101 in VTEC Azuma livery. All would be heading south and stopping

for a photo call just north of York. The Class 55 Deltic was not being forgotten as one (probably 55002) was down to haul *Flying Scotsman* into position before the run.



Class 88s under test

Testing of DRS Class 88s got underway in March and by mid-April the type had progressed as far as double-headed loaded runs between Carlisle and Crewe. On April 3, 88002 *Prometheus*, with Class 68 68025 *Superb* along for insurance, heads the 6Z88 0536 Carlisle to Crewe in electric mode. (Mick Langton)

Strictly Bulleid is Swanage's best ever



It is late afternoon on April 1 and 34053 *Sir Keith Park* double-heads 34081 92 *Squadron* away from Corfe Castle, while a third Bulleid heads for Swanage. (Phil Metcalfe)

A RECORD-BREAKING 5,700 passengers made the Swanage Railway's three-day 'Strictly Bulleid' gala its most successful event ever.

The three-day gathering from Friday March 31 to Sunday April 2 saw the largest number of working Bulleid Pacifics – five – together since summer 1967. The Bluebell Railway had previously held the record with four in steam in 2007. The event marked the 50th anniversary of the end of Southern steam, when it was displaced with the start of London-Bournemouth electric services on July 10, 1967.

The four visiting locos were West Country 34046 *Braunton* (running as 34052 *Lord Dowding*) and 34092 *City of Wells*, plus Battle of Britain 34053 *Sir Keith Park* and 34081 92 *Squadron*. They joined resident Battle of Britain 34070 *Manston*.

The huge frames of yet-to-be-restored West Country 34010 *Sidmouth* were on display at Corfe Castle station. A sixth Bulleid, Battle of Britain 34072 257 *Squadron* in the final stages of restoration, was on display at the Swanage Railway's Herston Works, opened especially for the event.

Steam also ran on the railway's newly completed four-mile extension from Norden westwards to the River Frome – half a mile short of the



ABOVE: The intensive timetable and large crowds saw timings slip somewhat on April 2. Running more than an hour late, 34070 *Manston* is near Corfe Castle with the 1620 from Swanage. (Tim Easter)

LEFT: In full regalia, 34092 *City of Wells* puts on a show as it leaves Swanage behind on April 2. (Martyn Tattam)

main London to Weymouth line. Swanage Railway General Manager Matt Green said: "The event saw the most intensive operation over the nine-mile branch since the major infrastructure was completed last year. While we had some train delays, in what was a tight timetable, there was a great atmosphere."

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Colas Railfreight

Two more Class 70s were delivered to the UK for Colas at the end of March. The pair, 70811 and 70813, left Seaford Docks on April 5 and entered the active COLO pool in the process. Working their first revenue train, top and tailing an engineer's working from Hinksey to Westbury; the pair passes Fairwood Jn on April 8. The remaining locos, 70814-817, arrived in the UK on April 18. At Washwood Heath the repaint of 37254 into Colas colours was completed on April 19. (Mark V Pike)



Railway Support Services

WHAT IS believed to be the first fitment of a permanent tightlock coupler to a Class 08 shunter has been performed by Railway Support Services. The loco, 08511 (D3673), was delivered in May 1958 from BR's Darlington workshops and is

nearing the end of its sixth decade in service. Tightlock couplings differ to standard buckeye in that they prevent vertical movement within the jaws while traversing uneven track. A number of 08s have in the past been used to

move tightlock-fitted vehicles, however this has been done with the use of an 'emergency' tightlock/buckeye-to-drawhook coupling unit as opposed to a permanent fixture. The new coupling has been fitted to the

No1 (radiator) end of the loco.

08511 is on hire to Abellio East Anglia at Arriva TrainCare's Cambridge Coldham Lane Depot to provide traction for the movement of Class 317 units in and out of the maintenance shed.

Stored		
37603	XHSS	Derby RTC
60019	WQAA	Toton
66058	WQAA	Toton
67028	WQAA	Crewe EMD
73138	QADD	Derby RTC
Stored then reinstated		
None		
Transfers		
08939	MBDL	Colne Valley Railway – Wishaw
37413	XHSS	Barrow Hill – CF Booth, Rotherham
37601	XHSS	Carlisle Kingmoor – Carlisle High Wapping – Leicester
	GROG	Carlisle High Wapping – Leicester
37607	XHSS	Carlisle Kingmoor – MoD Longtown
37612	XHSS	Carlisle Kingmoor – MoD Longtown
37688	XHSS	Crewe Gresty Bridge – Norwich – Mid Norfolk Railway
47813	GROG	Carlisle Kingmoor – Carlisle High Wapping – Leicester
50008	HTLX	Leicester – Nene Valley Railway – Washwood Heath
66060	WQAA	Toton – EMD, Longport (later reinstated)
92003	WGEE	Dollands Moor – France

92022	WGEE	Dollands Moor – France
92026	WGEE	Dollands Moor – France
Reinstated then returned to store		
None		
Reinstated		
08904	HNRL	(Cardiff Tidal)
60074	WCAT	(Toton)
66060	WBAT	(EMD, Longport)
67002	WAAC	(Crewe EMD)
67020	WAWC	(Toton)
90020	WEAC	(Crewe EMD)
Disposals		
37413	XHSS	CF Booth, Rotherham
Pool Codes		
GROG	Rail Operations Group Class 37/47	
HNRL	HNRC Locomotives	
HTLX	DCR Locomotives	
MBDL	Private Owner Diesel Locomotives	
QADD	Network Rail Locomotives	
WAAC	DB Cargo Class 67	
WBAT	DB Cargo Class 66	
WCAT	DB Cargo Class 60	
WEAC	DB Cargo Class 90	
WGEE	DB Cargo Eastern Europe	
WQAA	DB Cargo Stored Locomotives (Group 1A)	
XHSS	DRS Locomotives Stored	



Class 56/3 56301 receives power unit attention at UKRL's Leicester facility on March 3. (Keith Bulmer)

UK Rail Leasing

CLASS 56 56301 is undergoing a power unit top end overhaul at UKRL's Leicester facility. The loco's roof and exhaust system have been removed to allow access to the power unit so the cylinder heads, pistons, connecting rods and cylinder liners can be extracted. The work has become necessary as 56301 was burning oil as a result of unavoidable periods spent idling while on Railvac duties. The idling glazes the cylinder bores and

allows oil to pass the piston rings. Additional attention will be necessary if the loco is to continue to run on the national network, including a bogie swap with 56006 as the tyres on 56301 have had their last turn, but will be fine to go under 56006 for use in preservation. The bogie swap and B-exam are being deferred and will only take place if some form of guaranteed main line contract hire is secured for 56301.

Direct Rail Services

TRIALS WITH the new DRS Class 88s were completed in mid-April and the type has been cleared for use on Network Rail metals. The trials started on March 27 with 88002 *Prometheus* performing a series of light engine moves between Carlisle and Crewe. On April 3, 88002, with Class 68 68025 *Superb* tucked inside for insurance, headed the 6288 0536 Carlisle to Crewe loaded test train in electric mode. The runs progress and the Class 88 then hauled the train alone, followed by double-heading with 88001, both taking power from the overhead. Meanwhile the ship *Atlantic* arrived at Workington Docks from Spain during the night of March 30, with the remaining 88s and two 68s on board. The locos, 68026, 68027 and 88006, 88007, 88009 and 88010 were hauled to Carlisle Kingmoor by 66421. As RI closed for press, 88003-88010 had

yet to be commissioned. The class has received names, most were previously used on EM2 (Class 77) Woodhead electrics.

Class 68s 68026 and 68027 are yet to receive vinyls (perhaps TransPennine Express?), and in Spain up to 68031 are complete.

Elsewhere two stored Class 20s are to be sacrificed to maintain a Class 20 fleet requirement for the RHTT season. At Barrow Hill a start on raiding 20308 (XHSS) for spares has been made; the other Class 20 appears to be 20304 (XHSS).

After repairs at Barrow Hill 37422 (XHIM) was sent light engine to Crewe on April 7 and returned to action with the 2C41 0845 service from Barrow to Carlisle on April 15. However, it failed near Barrow three days later. 37603 is at Loram, Derby, where its engine is being removed to replace the one in 37407, which was found to have

Class 88 Names		
Number	Name	EM2 No
88001	<i>Revolution</i>	
88002	<i>Prometheus</i>	
88003	<i>Genesis</i>	
88004	<i>Pandora</i>	E27006
88005	<i>Minerva</i>	E27005
88006	<i>Juno</i>	E27004
88007	<i>Electra</i>	E27000
88008	<i>Ariadne</i>	E27001
88009	<i>Diana</i>	E27003
88010	<i>Aurora</i>	E27002

serious issues during load bank tests. 37603 was reallocated from XHNC to the XHSS storage pool after arrival at Loram.

At Eastleigh Works 66304 (XHIM) is now in the DRS basic scheme; it was the final 663xx series to be repainted out of Compass colours.



Running as 0Z89, 88002 *Prometheus* arrives at Crewe on its first main line outing from Carlisle on March 27. (Darren Durrant)



Europhoenix

37611 *Pegasus* (EPUK) has been released from its repaint at Eastleigh Works and travelled light engine as 0Z37 from Eastleigh Works to Derby RTC on April 15. It is the fourth Europhoenix liveried Class 37, and is expected to assume resume test train duties on hire to Colas. (Thomas Stobbs)

IN BRIEF

➔ **DB Cargo** The latest Class 66 to receive DB Cargo's red livery is 66044 (WBAE), which was released from Marcroft at Stoke on April 5.

➔ **GB Railfreight** Royal Scotsman liveried 66743 and 66746 returned to Scotland on April 16 in readiness to resume hauling the luxury train the next day, running as 0S66 from Doncaster to Craigentinny. Shunter 09002 (GBWM) was transferred from Barrow Hill to Whitmoor as a swap for 09009 (GBWM) on April 7, which went in the opposite direction.

➔ **GWR** Following attention at Loram, Derby, 08645 (EFSh), recently based at Bristol St Philips Marsh, has been taken by road to Landore. After dropping 08645 the transport collected one of the two Class 08s (either 08663 or 08822) from St Philips Marsh and took it to Derby.

➔ **HNRC** After a successful stint at the Wensleydale Railway, 47715 *Haymarket* performed a 'farewell running day' on April 15, in advance of the HNRC owned machine leaving the line to go on hire to Wabtec at Doncaster.

➔ **Network Rail** Despite being expected to stand down at the end of March, 31233 continued to work test trains in the Yorkshire area well into April. It worked the 3Q87 Leeds Neville Hill to Doncaster West Yard via Huddersfield on April 11 and the 1313 Derby RTC to Crewe two days later. Meanwhile Class 73/1 Electro Diesel 73138 (QADD), which last saw use in February, was moved to 'stored unserviceable' status over the Easter weekend break.

➔ **Rail Operations Group** While shunting newly delivered Class 707s 707009 and 707010 into Road 7 at Clapham Jn on April 8, 47848 (with 47812) became derailed in the carriage sidings. Consequently ten of the yard's sidings were cut off, with half of the brake force barrier wagons marooned at the wrong side of the offending points. The 47 was re-railed by midday and the yard returned to normal after track repairs.

Little Gems



The first Class 07, 07001, stands outside the trust's storage shed on September 21, 2013. The loco is serviceable and was originally based at Eastleigh for use in the Southampton Docks area. (HST/Andrew Wilson)



The diminutive diesel shunter once played a major part in Britain's railways. The Heritage Shunters Trust, based at Rowsley South, Peak Rail, is working hard to preserve an impressive collection of the unsung heroes. Editor **Mark Nicholls** paid them a visit.

RIGHT: The long storage shed is narrow and provides little space for work to be performed, but it does mean the locos have a dry, secure home. (Mark Nicholls)

If you take a trip around the UK's rail network today there is one very obvious omission from the landscape compared with 40-50 years ago – the diesel shunter. In particular the Class 08, which once numbered 996 examples and was once found at almost every major railway station, depot and yard. Wind the clock forward to today and only a handful remain in use on the network with Freight Operating Companies and hire firms, such as Freightliner, Harry Needle Railroad Company, Arriva Trains, Traditional Traction and a handful of others.

But back in the 1950s and 60s dozens of other types also populated yards around the UK, including the Class 03, 07, 09, along with many less conspicuous types such as the Class 01 and 02. At the time wagon load freight was still commonplace, and so shunting in large and small yards, as well as sidings at stations, was the bread and butter of the small locos. They varied in size and power output, but were generally up to 350hp and of an 0-4-0 or 0-6-0 wheel arrangement.

The flexibility and cost effectiveness of road transport put paid to almost all wagon load freight and as the block train became the best weapon the railways had to fight back, so the need to shunt wagons was considerably reduced. Obviously a need for shunters at depots and works remained, but marshalling yards quickly became just a memory and vast numbers of shunters became redundant and were scrapped. Fortunately, alongside the few still employed across the network, a considerable number have found their way into preservation at the UK's heritage railways, where they continue to provide sterling service. One organisation has set out to preserve several of the many types – the Heritage Shunters Trust (HST) – at its facilities at Rowsley South on the Peak Rail line.

The Heritage Shunters Trust

The trust can trace its beginnings back to the Hallamshire Locomotive Society in the late 1960s and early 1970s, which was initially based at Broughton Lane, Sheffield, beside the site of what is now Sheffield Arena. It had acquired a small 0-4-0 steam loco from steel company Brown Bayleys. With growing aspirations the society moved to Penistone Goods yard on the Woodhead route, although its remoteness wasn't ➔





much help in attracting visitors. By then the society had laid its hands on one or two Ruston 48 diesel shunters. A further move around 1983-4 saw a return to Sheffield and the Newton Chambers Industrial Estate at Chapeltown. A lease was taken on a loco shed that had been on the extensive Newton Chambers industrial railway system. A short length of running line was laid down the side of the shed along with a small wooden temporary halt where passengers could board for short brake van rides.

The shed could hold eight small shunters and the collection began to expand with further acquisitions. Another steam engine was ex-NCB 0-6-0 side tank *Catherine* and a BTH Class 15 from Healey Mills BR yard, purchased by George Atter on behalf of the formative Class 15 group.

In the summer of 1985 the society bought its first ex-BR diesel shunter – Class 04 D2284 from NCB Woolley Colliery, South Yorks, which was in running order. Around this time a name change to the South Yorkshire Railway Preservation Society took place. A second ex-BR loco, Class 01 D2953, arrived in December 1985. A lease was taken on a large building at the rear of the shed that had a 50ton overhead crane installed. This was a bad move as funds could not cover the rent and arrears mounted up. The society moved back to the by then derelict old Brown Bayleys site using a leased two deck lorry garage, which was effectively modified to serve as a loco shed (later the site of the Don Valley Stadium).

With the help of Heritage Railways' Association Chairman David Morgan

ABOVE: Class 04 at one end of the brake van train during last year's gala on June 4. (HST/Andrew Wilson)

ABOVE LEFT: Class 03 03113 provides the power for brake van rides at last year's gala on June 4. (HST/Andrew Wilson)

the society was able to get Sheffield City Council to let it move in 1988 to a site at Meadowhall Yard, at the foot of the defunct Grand Central branch line that ran up the Blackburn Valley to Barnsley via Aldam Junction. Although three miles of track was available to run trains to Chapeltown three miles away, the loss of equipment and infrastructure to thieves and the high cost of the rent demanded by BR were too much; and then the trackbed was sold for £1.00 to Footpaths Ltd, an arm of Sustrans. However, the facilities were used to store, restore and display locos and rolling stock. By 2001 a lack of assistance from Sheffield City Council and increasing thefts meant the site was no longer tenable.

A chance conversation with Jackie Statham from Peak Rail and an invitation to move





ABOVE: The tiny Class 01 is best known for working at Holyhead, although only two out of the five built were based there. Two survive, with D2953 based at Rowsley. (HST/Andrew Wilson)



LEFT: The Gardner 8L3 engine fitted to Class 06 06003 (D2420) awaits the restoration of the rest of the loco in early April. (Mark Nicholls)

HST Fleet					
Class	Number	Notes	Class	Number	Notes
01	D2953	Requires some cosmetic attention; mechanically sound.	04	D2272	Major rebuild required; currently stored.
02	D2854	Active.	04	D2284	Restoration complete and in running order.
02	D2866	Major rebuild required; currently stored.	04	D2337	Stored, requires power unit repairs.
02	D2868	Stored awaiting restoration.	05	D2587	Stored, gearbox problems.
03	D2139	Active, fully restored in BR green.	06	06003	Sole survivor, being restored as D2420 in green.
03	D2199	Stored, restoration pending.	07	07001	Active.
03	03027	In long-term storage.	08	D3000	Pioneer Class 08. Restoration underway.
03	03099	Active; requires cosmetic attention.	08	08016	Active.
03	03113	Active, fully restored in BR blue.	09	09001	Active.
03	03180	Major rebuild required; currently stored.	14	D9525	Under restoration.
04	D2205	Active, fully restored in BR green.	-	PWM654	Active.
04	D2229	Major rebuild required; currently stored.	-	Bigga	Industrial loco, under restoration.

OPPOSITE: Arguably one of the most important preserved locos in the UK – the original Class 08 shunter, 13000 (D3000) – poses on a wet turntable in May 2011. (HST/Andrew Wilson)

there was offered. An area was allotted to allow the society to function and grow and the majority of the collection moved in. A name change was obviously required since the society was no longer in Yorkshire, so to the public it became The Heritage Shunters Trust, although for accountancy and charitable status reasons it still trades under the name The South Yorkshire Railway.

As a not-for-profit organisation, the trust ploughs all revenues into the collection and restoration projects. The HST was a recipient of a lottery grant that paid for the construction of a large storage shed at Rowsley, allowing the bulk of the collection to be stored inside. Under the leadership of Chairman John Wade, considerable progress has been made on many locos, although it is a never-ending process.

Busy times

Looking after and restoring around two dozen locos is no small task, and it is a distinct possibility that some of the stored shunters will never run again. However, with the regular volunteers numbering around ten individuals, this is hardly surprising. Add to that the number of specific skills required and the job gets even tougher. Everything from heavy engineering, metalwork and woodwork through to a knowledge of diesel engines, wheels, pipe bending and electrics is required, and plenty more besides.

But the hard graft is certainly worth it. A look at Class 04 D2205 is testament to the love and attention that goes into restoring these small but historically important locos. Not only does the little Drewry look splendid from the outside, inside the cab is a revelation after John and the team rebuilt it. It retains the small 3ft 3in wheels that were fitted to the early examples of the type. The correct non-reflective black paint is used on the bulkhead-mounted instrument panel, the roof and most of the cab sides have been replaced with new metalwork, new doors have been fitted, as well as a superbly finished wooden floor. No small feat that has involved years of hard work.

Meanwhile, regular maintenance of the running fleet has to be performed, while also trying to continue work on other ➔



restoration projects. In early April, Class 14 D9525 was having its starter motor replaced, an item that is becoming harder to come by, highlighting the many problems in keeping such locos serviceable. Although the trust has a large spares holding, it's not going to last forever, and so it is always on the lookout for components and spares if they become available. The only other option is to manufacture parts as required, and this can involve an outside supplier and a cost.

Other projects on the boil at the moment are the slow rebuild of the sole surviving Class 06, 06003 (D2420), and corrosion repairs on Class 04 D2284. The 06 is currently in grey primer, with work on its Gardner 8L3 engine about complete and the

coupling rods refitted. The 04 is receiving attention to its cab panels, particularly below the doors.

Opportunities

As is the case with so many preservation groups, loco owners and heritage railways in general, support and, in particular, new volunteers are essential for survival. With only ten regulars available to work on the fleet at Rowsley progress can be slow, especially to produce a high quality restoration. The HST welcomes support, donations and offers of help; for details and also histories of the locos and the restoration projects please visit its website at www.heritageshunters.co.uk



The trust is holding its annual Shunter Hunter Gala day on June 3. It was to be a two-day affair; however a main line charter is visiting Peak Rail on June 4 and would have restricted activities at Rowsley, so it was decided to run only on the Saturday. However, a second event, the Last of the Summer Shunter Gala, is taking place on September 2/3, providing two opportunities to see some of the trust's assets in action. The trust will be debuting D2205 on brake van rides, while the workshop and storage sheds will also be open for inspection. Make a note in your diaries and drop by to offer this fascinating collection and the people behind it your support. [RI](#)

ABOVE: The instrument panel in the cab of beautifully restored Class 04 D2205; hundreds of hours of work went into the loco's refurbishment. (Mark Nicholls)

ABOVE LEFT: With its very narrow cab door, the Class 05 was best suited to drivers of slim build! D2587 stands next to Class 03 03180 at Rowsley on May 25, 2014. (HST/Andrew Wilson)



Some of the HST team pose in front of the finished Class 04 D2205 on December 18, 2016. Chairman John Wade is third from the right. (HST/John Wade)

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PICTORIAL

DRS 66303 and 301 head west across the Tyne Valley with a pair of flasks with Seaton. They are heading for Sellafield passing the delightful Stocksfield Station in glorious spring sunshine. (Ian Robinson)



Colas Railfreight's 37116 heads past Kirkham North Jn with the 1428 Blackpool North to Derby test train on March 24; 37025 brings up the rear. Electrification work is underway on this section of line and the signal box isn't expected to last much longer. (Steve Sienkiewicz)



European images do not feature in the pictorial pages very often; however, it's not every day a photo taken from a hot air balloon is submitted! A Trentitalia regional service crosses the viaduct just south of Magliano Crava Morozzo Station near Mondovi in Italy on March 19. (Gary Morris)



Bringing a whole new meaning to the term 'yellow peril', Freightliner's 66519 and 66525 top-and-tail the Network Rail System 5 High Output Ballast Cleaner through Cogload Jn on March 26. The 6V37 1023 Parson Street to Fairwater Yard routed via Bristol, Bath and Westbury due to an engineering possession in the Bridgwater area. (Stephen Ginn)

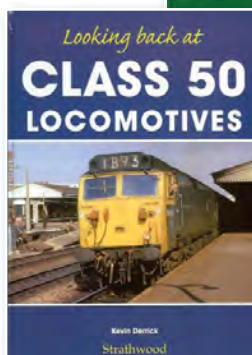
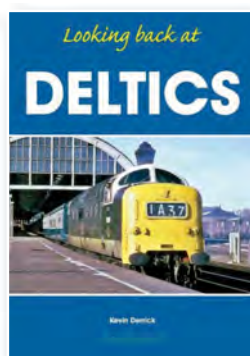
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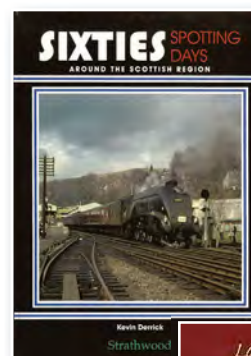
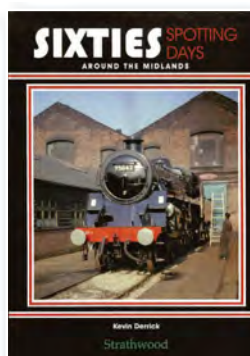
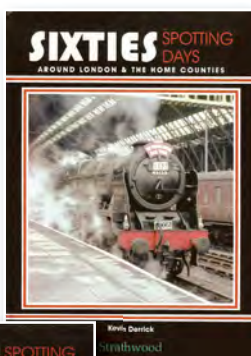
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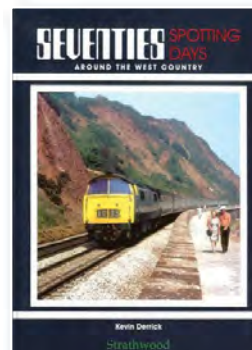
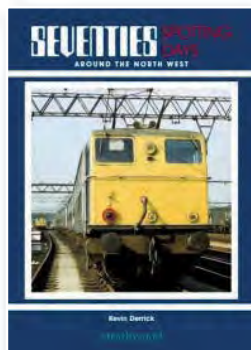


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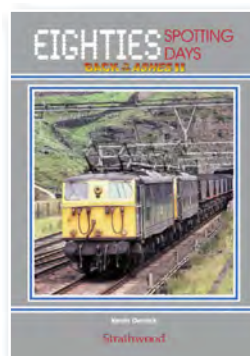
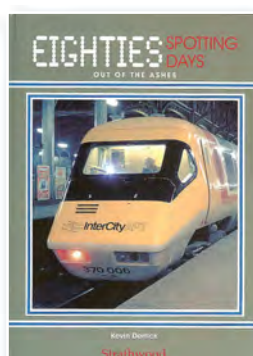
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Bob Darvill
News Writer

DETAILS REGARDING the departure of the last locos from the T J Thomson yard are now available and update the item that appeared in the last issue. The final examples to move from the yard were: English Electric 4003 to Hartlepool Tube Works on February 23 and 01568 Thos Hill 264V that went for preservation to the Chasewater Railway the following day. Of the two 'missing' locos mentioned, one has been found: 01567 Thos Hill 276V is at Cobra, Middlesbrough Goods Yard, and appears to be working there. Other locos at Cobra were formerly supplied by RMS Locotec, and it would appear that Ed Murray has now won the contract to supply traction at the site. At the moment the location of 01555 Thos Hill 288V remains unknown.

Another example not reported was Thos Hill 280V, but it was scrapped in the yard during 2016. The final loco remaining was Thos Hill 282V. It was partly dismantled and was scrapped completely on February 27, with the engine removed for resale. Its scrapping bought to an end industrial locos at this once very busy site.

T J Thomson - The Final Movements



01567 TH 276V, still retaining its *Elizabeth* nameplate, in the Cobra yard at Middlesbrough in February. English Electric 3994 can be seen in the background. (Bob Darvill)

Statfold Barn Railway



Thos Hill 188C on the multi-gauge tram track at Statfold Barn in November 2016, being used to bed in the new track. (Bob Darvill)

ALTHOUGH PRIMARILY concerned with narrow gauge railways, the line also dealt with standard gauge locos and had its own sidings and shunting locos, but this has now finished. The last example was a small four-wheel Thos Hill – TH 188C – which had an interesting history. It was actually constructed on the frame of a vertical-boiler steam Sentinel (9597) that was built in 1955. The rebuild occurred at Kilnhurst in 1967; the 'C' in the works number indicating that it was a conversion.

It was originally delivered to Stella North Power Station in Northumberland and went through

a couple of preservation sites before ending up at Statfold. Before leaving the railway it had an interesting job. Statfold has built a new three-foot gauge line along which to run its fully restored Burton and Ashby tram, but the route was also designed to accommodate a 1ft 6in gauge line; the additional rail was laid outside the three-foot gauge track, enabling the use of standard gauge locos. Once the line was laid, TH 188C was run up and down to help bed the track in.

Afterwards the loco was sold to the transport haulier Duncan Milner. It left Statfold on March 16 and was taken to his yard in Stoke-

on-Trent. However, it didn't stay there very long as on March 28 it was taken to the Ecclesbourne Valley Railway where it will be used for shunting the yard at Wirksworth, apparently on a long-term loan basis.

Another standard gauge loco that was at Statfold was Ruston & Hornsby 305302, a small Type 48DS built in 1951. It was owned by John Scholes, but had been sent on loan to act as the works shunter. However, following the arrival of TH 188C the Ruston became redundant. John was in the process of moving house and offered it for sale. It was acquired by The North Dorset Railway Trust and moved to its new home at Shillingstone Station, Dorset in April last year.

Although it had not been used for a while it was in good order, and not much effort was required to get it back to full working condition. With these efforts completed it was painted in BR Brunswick green and now carries the old BR Departmental number DS 1169. The number was allocated to another Ruston & Hornsby Type 48DS loco (RH 237923) that was used at a number of SR locations. Initially it was at Folkestone in 1948, and ended its life at Yeovil where it was used as an CCE shunter. It was withdrawn in October 1972 and later scrapped.

News and Moves

THERE HAVE been a couple of moves in respect of preserved Ruston & Hornsby locos. Following the closure of the Snibston Discovery Park at Coalville, the small Type 48DS Ruston, RH 393304, was placed in the care of the Mountsorrel & Rothley Community Heritage Centre and was moved to its new home in December 2016. It is in full working order and was driven off the low-loader and into the yard. The location is a branch off the Great Central Railway but is run as a completely separate entity.

There was a report a few months ago of a Ruston loco in the yard at the Vale of Berkley Railway, but at the time its identity was unknown. It has now been identified as RH 418793 (Type 165DH), sold by the South Devon Railway during 2016. It is privately owned and is in store at the railway; more details will be given in due course.

One other move involves a Class 01/5, 01515 TH 306V, from MoD Bicester to HNRC Barrow Hill for some repairs on February 27. It was the first time the firm had taken one of these locos from the MoD, although it was only at Barrow Hill for a short time before being returned to Bicester.



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CLASS 20 20227 has been repainted in to the same maroon livery as carried by 20142, albeit with subtle differences. As well as retaining its domino headcode panels (20142 has roller binds), 20227 has 'No 8' and the LUL roundel logo on its nose end doors, unlike 20142 that has the Metropolitan Railway crest in place of the LUL logo. It also has a maroon cab roof while 20142's is painted

black. The repaint was undertaken by Boden Rail Engineering at Washwood Heath and on April 3 the pair ran light back to Butterley. Both have been confirmed for the North Norfolk Railway's June 9-11 diesel gala and 20227 will be once again staying in Norfolk for the summer season for use on trains to Cromer.

Second Maroon 20

Looking very bright in their London Transport maroon livery, 20142 and the recently repainted 20227 pass Stenson working the 0M90 Washwood Heath to Butterley on April 3. (Rob Reedman)



BLS Shunter drags

A CHARITY HST charter from London King's Cross to Edinburgh and return ran on March 18. Organised by the Branch Line Society, Virgin Trains East Coast, 125 Group, and PLEG, the charter called

in at Bounds Green Depot along the way for some rare depot line haulage by RSS Class 08s 08441 and 08670 up one of the depot roads using the emergency coupler. After reversal and back on the main line,

the charter called into Craighentenny Depot where Wabtec Class 08s 08472 and 08596 were booked to haul it through the depot in a similar manner. Unfortunately, 08596 had failed a few days previously with

gearbox problems and therefore it was left to 08472 to do the honours. The charter raised £50,000 for the Railway Children charity and this is thought to be the largest amount ever raised for charity on one train.

Gloucester loss

A RARE Class 100 DMU vehicle that has been in preservation for more than 40 years has been cut up at EMR Kingsbury.

Driving Trailer 56317, which was built in 1958, was in extremely poor condition and was heavily corroded. After being stored at various locations over the last few years it has now finally been disposed of, reducing the number of Class 100 vehicles in preservation to only three. The coach started its heritage career at the Gwili Railway in 1975 where it was used as hauled stock for 19 years. It moved to the Swindon & Cricklade in 1994 where it remained for two years before it transferred to Long Marston. Over the next 18 years it was moved to a number of different storage sites, but with little progress being made, and eventually it ended up

in the yard of hauliers from where it was taken for scrap.

The Class 100s were built by the Gloucester Carriage and Wagons Works to a lightweight design that proved difficult to maintain, leading to a decision to remove them from main line service in the early 1970s. Of the six vehicles to make it into preservation three have now been scrapped, the others being Driving Motor 50341 and Driving Trailer 56099 that were cut up in 1991 following service at the West Somerset Railway.

Meanwhile, restoration of the only remaining complete Class 100 DMU set has reached a significant milestone with the roll out of the power car at the Midland Railway – Butterley. Driving Motor Brake 51118 last carried passengers in the early 1990s at the West Somerset Railway and has been

in store for more than 15 years in extremely poor condition. Over the last year the bodysell has been extensively renewed, including the replacement of a number of bodyside main members and most of the strengthening steelwork. Around half of the exterior sheeting has also been renewed. The final job has been replacing the glazing with modern, safe materials.

Meanwhile, Driving Trailer 56097, which emerged from similar work about a year ago, has been partially rewired and fitted with a new wooden floor. Its cab rebuild is about half finished and some components for its rebuild have been refurbished off site. During the next 12 months it is planned to advance the interior rebuild, but no date has yet been set for the completion of the project, which has so far cost around £80,000.

03069 Moves Again

CLASS 03 03069, based at the Vale of Berkeley Railway, Sharpness, is nearing the end of its restoration. The refurbished fuel pump has been returned from the restorers and refitted and the rest of the engine was put back together to enable a trial run. Parts of the rotten cab steelwork have been replaced and the bracket that ran along the back of the cab was removed by cutting away a section of the cab side and welding a new angle bracket in place. All that remains is for the cab side to be refitted. The loco was towed out of the shed in early March and after some minor adjustments the engine was started. After sufficient air pressure had been created, 03069 moved under its own power for the first time in seven years, much to the restoration team's delight.

New home for 4-VOP

4-VOP EMU 3905 has left the Dartmoor Railway for its new home at the East Kent Railway, where the owners plan to return it to operational condition for the first time in heritage ownership.

Three of the vehicles, Driving Trailers 76397-398 and Trailer second 70904, were transferred to the current owners as surplus from the Brighton Belle project in 2013. They had formerly been part of set 7753, the motor coach of which has been retained for possible further spares recovery. The final vehicle of the set, Motor Coach 62385, came from 4-CIG unit 1399, which has been in preservation since 2005 and has always been stored at Dartmoor apart from a four-year spell from 2008 when it was at the Pontypool and Blaenavon Railway. The remaining vehicles from 1399 have been disbanded, with Driving Trailer 70508 retained at Dartmoor and the remainder scrapped.

Restoration work began immediately at Shepherdswell to clean up the four vehicles and remove graffiti. A repaint in Connex colours is planned in the near future.

NNR Suburban Coach Project

Beautifully restored Composite with Lavatory (CL) E43041 nearing completion of its restoration at the NNR in December 2016. (NNR/Steve Allen)



THE NORTH Norfolk Railway has completed the refurbishment of its Suburban coach set in a joint project with the Heritage Lottery Fund. An official launch event featuring the set took place on April 15 at Sheringham Station followed by a trip along the line to Holt. The train is four vehicles – two funded by the HLF and the remaining two by the North Norfolk Railway. The HLF contributed

around £90,000, further donations provided £50,000 and the remainder came from railway reserves.

The project was started following HLF approval in 2014 and was completed early this year. It was the brainchild of Clive Morris who was Chairman of the North Norfolk Railway during part of the project period. Sadly Clive passed away part way through the endeavour.

The event also saw the formal opening of the Clive Morris Room at Weybourne, named in his honour.

The loco-hauled Mk 1 Suburban carriages were among the last non-gangway coaches in BR service. They were introduced in 1954 and survived until 1977, with the final examples ending their days out of London's King's Cross before being superseded by EMUs.

DIESEL DAYS AND GALAS



Alistair Grieve
News Writer

■ Class 20s D8059 and D8188 have been removed from the line up for the Severn Valley Railway's May 18 – 20 diesel gala, but DB have confirmed they will be sending a Class 60. Due to low availability of the shunter fleet, the popular shunter shuttles have been cancelled for this year's event and the use of the Bridgenorth Ruston pilot loco at Highley is also in doubt.

■ 33053 will be powering its first booked passenger working since returning to the Mid Hants Railway when it works the 'Real Ale Train', with two round trips from Alton starting at 1930 on May 26.

■ June kicks off with the little engines event at the East Lancs railway with three Class 14s due to be used, D9531, 9537, 9551, plus a selection of shunters and a few steam locos thrown into the mix.

■ Over the weekend of the June 9-11 you can hark back to the summer of 1991 when there were usually two pairs of 20s out on holiday trains, one pair heading to the East Coast

and Skegness, the other the West Coast and Llandudno. Once again we find two pairs of 20s out on the same day, one pair on the East Coast and one pair on the West Coast, although this time it's Sheringham (North Norfolk Railway) and Minehead (West Somerset Railway) as the destinations. The NNR gala will feature the bright red pairing of 20142 and 20227, along with 45133 and Class 46 D182. With none of the home fleet available, 45133 is to remain until September, along with 20227, which will be covering the Cromer dining trains. There are still at least two more locos to announce before the event.

■ Meanwhile, in the green corner, the West Somerset Railway offers the pairing of the currently Severn Valley Railway-based Class 20s D8059 and D8188. Although 20110 has visited the line before (twice), the furthest a pair of 20s has been is Bishops Lydeard when 20308 and 20311 arrived on a Blackpool to Minehead charter in May 2000, being replaced by a Western forward to Minehead. This will be new ground for the Type. The pair will be joined by 26043 from the Gloucestershire Warwickshire

Railway, and the home fleet of Class 33 D6575, Hymek D7017, Class 47 D1661 and hopefully Class 52 D1010 *Western Campaigner*. Friday and Saturday will be diesel only, while the Sunday will also feature one steam loco. There will also be a range of real ales available at Bishops Lydeard, Stogumber and Minehead.

■ The following weekend (June 17/18) the Midland Railway Centre holds its annual diesel gala, although with the number of resident engines on site always in flux it is difficult to say what will be rostered until nearer the time. Some, like Class 20 D8001, will definitely be away, while others, including 20048, could also be back.

■ Over the past few years the amount of diesel running at the West Somerset Railway has been on a slow decline as the diagram has been reduced and shortened. However, 2017 marks a return to some proper mileage running with the announcement of the 'Maybach Memories' trains. These are additions to those in the published timetable leaflet and will consist of two round trips. They commence from Bishops Lydeard at 1150 in the morning and giving 80 miles of

diesel haulage. They will be hauled by either Hymek D7017 or Western D1010, and run on the following dates: May 6/7/14/20, June 25, July 9/22/23 and September 23/24/30. There are also several dates when the DMU service will be diesel hauled; these are planned to be May 23, June 6/27/24, July 1/8/15, August 5/6, September 19/29 and October 24. There are booked turns during the railway's late season gala over the weekend of 2/3 September.

■ The Ecclesbourne Valley Railway has announced its diesel roster, which finds the Tuesday trains handed over to visiting 31206 and semi-resident 33103. These commence on May 30 and run every Tuesday until August 8, with 31206 working the first Tuesday, followed by 33103 and so on. In early August 26043 arrives for a short stay and its welcomed with a diesel gala over the weekend of the 12/13, running alongside 31206 and 33103 before monopolising the summer diesel running. All August dates 15/17-20/22/24/25/28/29/31 and September 1-3 are down for the 26, with the final three dates Sept 5/12/19 given to 33103/31206/3310 respectively.

MULTIPLE UNIT NOTES



Evan Green Hughes
News & Feature Writer

■ An appeal to raise funding to assist with a planned return to the main line of 4-VEP EMU 3417 has raised more than £12,500 and was supported by 344 people. The unit, which was preserved by the Bluebell Railway in 2009, is the last example of the once-numerous VEP class that monopolised services on some areas of the Southern Region. The Southern Electric Group, which is made up of railway staff from across the country, eventually wants to return the unit to main line capability under its own power.

■ The East Lancashire Railway's Class 122 'Bubble Car' 55001 has had its bogies removed so that they

can be sent to Longsight Depot in Manchester for tyre turning. While the bogies are off the vehicle the vacuum cylinders are to be overhauled.

■ Seating inside the Class 108 unit based at the East Somerset Railway at Cranmore is being re-trimmed as part of the unit's restoration. The First Class section of Driving Trailer 56271 recently received new red seating, powdered seat frames and replacement wall panelling.

■ Restoration of Project Commuter's 2-HAP EMU at Shildon is progressing to the point that the first blue undercoat is being applied to Driving Motor coach 61275. The Project has taken on the refurbishment of the National Railway Museum's two-car set, with exterior work being carried out at Shildon and restoration of individual parts at York.

■ Following a programme of work

carried out over the winter, the Chinnor and Princes Risborough Railway was planning to use its 3-CEP EMU 1198 during its Blue Electric event on April 29. As well as some bodywork rectification, detail repainting has been carried out as well as a number of interior improvements.

■ The Keighley & Worth Valley has been working on its two-car Class 101 set in the shed at Haworth. Repairs to cure leaks in the roof have been underway prior to the set making its 2017 debut on its regular early turn.

■ At the Chinnor and Princes Risborough Railway Class 121 55023 has received minor bodywork repairs and spot repainting during the winter. Sister unit 55024 is currently being restored from departmental condition following

preservation four years ago, and once completed is likely to take over services, allowing 55023 be further restored.

■ Work to return to service a rare Class 110 unit is progressing well at the East Lancashire Railway. Driving Motor Brake 51813 and Driving Motor Composite 51842 moved back to Lancashire in November last year after 13 years at the Wensleydale Railway. They are currently being brought back to working order and are having bodywork repairs and a repaint.

■ Interior repairs continue at the Vintage Carriage Trust's Ingrow workshops on Waggon and Maschinenbau railbus 79962, which has been out of service for more than 25 years. Some welding of defective panels has also been undertaken and the Buessing engine was rebuilt some time ago and awaits refitting.

Iris to Star at Llangollen Railway

UNIQUE SINGLE-CAR Derby Lightweight *Iris* is to be the star of the Llangollen Railway's annual DMU Gala, which takes place on June 3 and 4.

1956-built *Iris*, which carries the number 79900, is one of the oldest DMU vehicles in preservation and was

one of only two single-car units built to the original Derby Lightweight design. Normally based at the Ecclesbourne Valley Railway, it will appear in Wales for one weekend before returning to Derbyshire. This will be its second visit to Wales – it was last at Llangollen in 2008 – but it will be the first time the

unique unit has been seen on the Carrog to Corwen section of the line, which only opened in 2015.

The event will feature appearances by all four of Llangollen's resident fleet of units, which will be drawn from classes 104/108/127 and Wickham, running an intensive timetable that

will include services into the Saturday evening, along with the traditional barbecue. The Wickham will make its debut following a nine-month refurbishment, which has included a full repaint and a mechanical inspection that was its first since being fully rebuilt 11 years ago.

Birthday Bash

The well-known photographer and author Colin Marsden (Editor of our sister publication *Modern Locomotives Illustrated*) celebrated his 60th birthday (same date as I K Brunel!) in style with three round trips on the South Devon Railway on April 9. Class 37 D6975 and the GWR Ocean Saloons make a really superb sight on the first run, the 1130 Buckfastleigh-Totnes Riverside, seen here at Hood Bridge. (Bernard Mills)



20 Breaks New ground

Class 20 D8059 stands beside Andrew Barclay 0-4-0 70053 (No 358 of 1941) Grumpy at Bitton on the Avon Valley Railway on April 8, during the line's diesel gala. The 20 was visiting from the Severn Valley Railway and this is believed to be the first time a member of the class has ever worked along the line. (Alistair Grieve)



NEW MOVES AND CHANGES



Alistair Grieve
News Writer

■ With its four-year overhaul basically complete Class 20 8001 underwent a series of loaded test runs at the Midland Railway Centre on March 26 with 20189. The test runs were curtailed after 8001 ran out of fuel, a sticking gauge giving a false reading, showing far more fuel

in the tanks than there actually was. It returned to traffic at the Midland Railway in early April and was due to move to the Epping Ongar Railway for an appearance at its diesel gala.

■ 26043 is due to visit the Ecclesbourne Valley Railway (Wirksworth) in August and remain for the month, with a diesel weekend and several running days thrown in.

■ After a gap of almost five years, the Llangollen Railway's Class 47 1566 was under power again, going for a

test run along the line to Corwen on April 11. The long return to service is nearly at an end and it is hoped the 47 will return to traffic during the railway's 23/24 September diesel gala.

■ 47715 was planned to have its final weekend of running at the Wensleydale railway, before departing for pastures new. Its place will be taken by another ETH-fitted locomotive – 31459.

■ 50026 is down to visit the Spa

Valley Railway for its August 3-6 diesel gala.

■ Martin Walker's 55022 *Royal Scots Grey* continues to be a bit of a schizophrenic locomotive, wearing different numbers and names to recall the other Deltics long since gone to the scrapyard in the sky. Its latest incarnation is as 55018 *Ballymoss*, complete with white window surrounds, a guise it appeared in at the Nene Valley Railway's April 7-9 diesel gala.

Class 20 plus Clayton

THE PROSPECT of seeing a Class 20 rescuing a Clayton on a freight service will become a reality at the Chinnor branch on May 10. A photo charter has been arranged using one of the Class 20s visiting for the Chinnor & Princes Risborough Railway's diesel gala on a consist including a variety of vintage freight vehicles. Clayton Class 17 D8568 will be dead in tow to recall the days when Class 20s rescued the Class 17s on a fairly regular basis.

There are ten places available at £50 a head, giving access to normally out of bounds line side spots to generate rare photographic opportunities. A light lunch is also available for £3. Bookings for the photo charter can be made by contacting Phil Marsh on cleekrail@btinternet.com

37688 Arrives at MNR



D05 Preservation's newly acquired 37688 arrived at the Mid-Norfolk Railway on March 27, with its former owner's (DRS) branding removed. The loco stands in the Wyndham Abbey run round loop awaiting collection by MNR staff for onward movement to Dereham. (Andy Marrison)



47 Cab Survivor

Class 47 47100 (D1687) was scrapped in 1994, but one of its cabs was bought by an individual and kept in the Manchester area, along with several others. The collection has been dispersed, with this example acquired by the Ribble Steam Railway that is restoring it for display at its museum where it will include a simulator. (John Majka)

Cravens runs again

FOLLOWING A restoration that has lasted more than 20 years, Cravens Class 105 DMU trailer 56121 made its first journey while driven from its own cab on March 22 at the East Lancashire Railway.

The coach was taken from Baron Street Works to Bury Bolton Street Station by single car 55001 before being driven back with the Cravens leading. Following the tests the rare vehicle was taken back into the works for painting and lining to be completed. Companion power car 51485 is also well advanced, bringing the possibility that a two-car Cravens unit will be seen in action before the end of the year and for the first time since the early 1990s.

The Cravens set has been in preservation for 35 years, originally bought for use on the West Somerset Railway from British Rail in 1982. It was withdrawn from there in 1996 due to concerns about its condition and the presence of blue asbestos insulation. Following stripping it was moved to the ELR as an empty shell. Since that time a dedicated team has been working on it and has restored it to first-class condition, including completely refitting the interior, extensive bodywork repairs and a complete overhaul of the mechanical parts.

Shunters Rule in March

MARCH WAS a busy time for preserved shunter workings at diesel galas up and down the country. Class 08 08881 hauled passenger trains at Midsomer Norton on the Somerset & Dorset Railway on March 5/6, while Class 10 D3489 was doing the same at the

Spa Valley Railway on the following weekend. The Great Central Railway ran Class 08 shunter shuttles on March 18/19 using recently arrived 08907, as well as residents 08528 and 08694. 08632 was the hoped for hire-in from Rail Support Services; however, it didn't

materialise and 08480 was delivered instead. The same weekend saw Class 08 D3429 hauling passenger services at the Chasewater Railway's industrial weekend. Later in the month Class 03 D2148 and Class 05 D2595 hauled passenger trains at the Ribble Steam Railway's diesel

gala on March 28/29, with Class 14 D9539 and 'Dutch' NS663 also in use. Finally, Class 09 09018 hauled a daily morning full line return at the Bluebell Railway's diesel gala on March 31-April 2; in the afternoons it performed brake van duty hauling the Queen Mary brake van.

PRESERVED SHUNTER NEWS



Andrew Wilson
News Writer

■ East Lancs Railway resident Class 09 09024 has been out-shopped in a new coat of grey with BR double arrow logos attached to the battery boxes. Interestingly, 09024 and 09025 were never fitted with high-level brake pipes as they were part of the batch built at Horwich Works (D4105-D4114, 09017-09026) that went to London Midland depots from new. The pair left Allerton Depot in June 1974 after the rest of the class had been reallocated en masse to the Southern Region some time before where they received the high level brake pipes. However, 09024 and 09025 were never converted.

■ At the Spa Valley Railway work on Class 09026 *Cedric Wares* is moving on swiftly. All roof panels have been removed, the sand boxes emptied and removed ready for cleaning, fan belts taken off and the leaking window frames identified as needing attention as the cab tool cupboard is full of water. Heaters have been applied to the traction motors as the Motak grease has solidified and needs to be liquefied.

■ An inspection of 08757 at the Telford Steam Railway has revealed that the previously reported multiple faults were somewhat erroneous. No shifted cranks were found and the loco had not been stripped of parts internally, just the oil valve from the governor was missing and the compressor that had been removed some years before.

■ In early March, Class 03 03901 (D2128) left Longcross Studios,

Surrey, after completing a filming contract and returned to its home at Briddon Rail, Darley Dale. The same day saw Class 14 14901 (D9524) also return to Briddon Rail after a period on loan to the Churnet Valley Railway.

■ After two months in the workshops at Tenterden on the Kent and East Sussex Railway, Class 08 08888 has had most of the external remote control fittings removed and work continues on the exterior, which still wears the yellow and gold EWS livery.

■ Restoration of Class 03 03179 *Clive* continues at the Rushden, Higham & Wellingborough Railway. All the pistons have been removed and while they were out the crankcase covers were cleaned ready for painting. The engine room doors were cleaned off site. The inside of the cab is half way through needle gunning and when this has been completed it will be painted. The

vacuum pipe has been stripped down, sanded and painted.

■ At Peak Rail, Rowsley restoration and maintenance work carries on with Class 14 D9525. The repaired battery boxes have been fitted, together with new conduit for the battery connections. Progress has also been made to reinstate the air control pipework to the buffer beams. All the roof vents have been pop riveted into place and a complete rewiring is taking place.

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

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What's happeni



D9537 - Bury: Having returned from a visit to the Ecclesbourne Valley Railway, routine repairs have been completed on the 'Teddy Bear'. All the radiator elements have been replaced by refurbished equivalents removed from D9502. One side is now complete and tightened; the right hand side is held in place and needs nipping up before refilling with coolant.

The exhaust system was dismantled on B-bank and the spilt flexible bellow from the turbo replaced; re-assembly will now take place. The turbo had new mounting bolts fitted and 'double-nutted' to hopefully stop it coming loose again. The engine oil and hydrostatic oil were drained and it was refilled with fresh oil. The shafts were fully greased along with brake rigging and axle box guides, and the engine governor was changed and the centrifugal

filter cleaned out. The fuel pump camboxes were refilled with oil and the turbo exhaust and intake sides had their oil changed.

In the cab, the armrests were reattached and a chair received repairs; the seat backs and bases were removed for replacement. The engine temp gauge was also removed as it was faulty; a replacement is on order. A check on all the electrical machines was undertaken and the control cubicle's contactors and relays were cleaned as there was oil residue on everything. An attempt to run the engine was made, however the replacement governor wasn't working properly so the engine was manually controlled. In light of this, the governor was removed and the bottom base unit swapped before the assembly was refitted. The engine was run up again and this

time the governor took control and, once the damper was tweaked, it settled nicely.

The engine room covers were lifted back into position and bolted up, and the exhaust cowl and horn box were also refitted. A B1-exam was then completed, the batteries inspected and topped up and the terminals greased with petroleum jelly. After an engine run, the Class 14 moved up to the workshops and half yellow panels were applied. D9537 is in desert sand, as carried by Class 52 D1000 *Western Enterprise* in the early 1960s, and after a spell with no warning panels, just like D1000, small yellow warning panels are being added to keep the loco's look fresh.

20007 - Swanwick: Work continues to return the Class 20 to main line condition. It should be painted

into BR blue. Sadly, like 20205, its vacuum brakes are being removed, which will make it very inflexible for its visits to preserved railways.

D8059 - Kidderminster: The 20 and its classmate D8188 are expected to be ending their residency at the Severn Valley Railway, which has been their home for many years. A new permanent home has not been finalised yet, but the locos have a busy year ahead on the gala circuit. D8059 visited the Avon Valley Railway on April 8/9, and both are due to visit the Swanage Railway in early May, the Chinnor & Princes Risborough Railway in mid-May and the West Somerset Railway on June 9-11.

D8188 is also pencilled in for a visit to the Dean Forest Railway on September 16/17. The pair will not be appearing at the SVR's May

ng to...?

Our monthly round up
of restoration projects around the country.
Compiled by **Pip Dunn**



Progress continues on the restoration of Class 47/4 47417 at Swanwick, with the repaint of both cabs and other bodywork repairs well under way on April 17. (Bill Pizer)

repairs are continuing and it is expected the 20 will be returned to Ruddington and should be back into service this year.

D5910 – Barrow Hill: Progress on the No 2 nose end continues. Following the removal of all the remaining old sections, a start has been made on the framework for the new nose end. Students of the loco (and geometry) will know that the nose on a Baby Deltic is shorter than a Class 37, and as a result the width at the leading end of the nose is greater. To account for this the framework needs to be remade to the correct width and this is the present workload.

D5054 – Bury: The Class 24 at the East Lancashire Railway is on the road to recovery as a start on a top end engine overhaul has started. The power unit is now stripped, the pistons and liners are out, the loco has been lifted and the traction motors are ready to go away for overhaul. The brake frame is also out to allow the generator to be removed, and this was due to be lifted out in mid-April.

D5394 – Strathspey: The Class 27 has lost its BR blue for a coat of British Railways green. It has been out-shopped initially without small yellow warning panels.

31101 – Bitton: After another successful diesel gala weekend at the Avon Valley Railway on April 8/9, the recently revived loco completed a troublefree weekend, with no issues with the automatic voltage regulator that had been giving some problems.

31130 – Bitton: More time has been spent working on 31130, with the No 2 end driver's droplight being refitted, and woodwork renewed/replaced around it. The Class 31 was also successfully started in early April

to make it mobile in preparation for work to continue over the coming weeks without the need to rely on a shunter.

After a pretty uneventful start up, a couple of minor rectification jobs were identified, and exam work will also be carried out before it is made available for traffic during the summer.

37003 – Dereham: The Class 37 Locomotive Group has announced that the loco will be moving to UKRL's Leicester Depot in April for repairs to be completed that will allow it to return to traffic. The 37 will be away from Dereham for between 18 and 24 months, and during its time at Leicester the plan is to rebuild and recommission the power unit, refurbish the bodywork and carry out a repaint.

The C37LG says: "We aspired to complete the work at Dereham ourselves, but without the right facilities, and too many Norfolk winters now chalked up to experience, we decided that something else had to happen to stop the rot. The loco's 60th anniversary is fast approaching, and this is an event we don't want, and can't afford, to miss. And if we time it right, we could end up playing a starring role at events during 2020.

"For pretty much the last 12 months we have been planning how to make this happen, and now with the support of our members, our friends at UKRL and Class 37 fans, it is soon to become a reality."

To raise funds for the work, the C37LG is launching Project 3-60, which the group says, "will allow us to wind back the clock to 1960, from where we can go 'full circle' through the chronological history of our loco once again: D6703, 6703, 37003 and 37360, and, most importantly, celebrate the loco's 60th anniversary in 2020, in style." The group's donations page is open, and readers are encouraged to "spare a few pennies towards ➔

18-20 diesel gala as previously expected, although 20189/205 will be attending.

D8098 – Loughborough: The Class 20 based at the Great Central Railway, along with the GCR's Class 25 D5185, will be attending the Gloucestershire Warwickshire Railway's July 28-30 diesel gala, allowing D8098 to join D8137 in working trains. The Class 25's appearance will compensate for the loss of Class 24 5081, which is stopped for repairs.

D8154 – Longport: The loco remains out of traffic, but there is light at the end of the tunnel and repairs are progressing nicely. The main generator, which had been sent away for overhaul, has now been returned and it was ready for a refitting in early April. Bodywork



The repaint of Class 52 D1062 Western Courier from maroon to BR blue was in hand in early April at the Severn Valley Railway's Kidderminster Diesel Depot. (SVR/D Sheldermine)

this work". Please visit: www.c37lg.co.uk/donations.aspx

D200 – York NRM: Progress in enabling the loco's overhaul to commence has been made with the confirmation that the asbestos contamination has now been treated and D200 is safe to work on. This is a major step forward in the long road to returning the pioneer Class 40 to traffic.

40012 – Barrow Hill: The 40 was due to benefit from an 'Aureol Day' at Barrow Hill on Sunday April 30. Its owner, the Class 40 Appeal, teamed up with the D213 *Andania* team to run a number of special trains using D213. Ex-works BR blue 40012 was to be specially positioned on site for taking pictures and a photo event with the two named 40s was planned.

45041 – Wansford: The repaint of the Peak's BR blue livery has been completed, enabling it to appear at the April 7 Nene Valley Railway diesel gala. However, there was a fault on the power control circuit, suspected to have been caused by one of the control governor switches not closing, which meant it failed on the first day of the three-day event. It was not deemed to be a major issue and the Class 45 was expected to take up its visits to the Swanage and Severn Valley Railways as booked.

45133 – Weybourne: The Peak was collected from Dereham by Rail Operations Group's 47812/848 and taken to the nearby North Norfolk Railway on April 6. Also in the convoy was Class 46 D182, which had been collected from Swanwick. The two Peaks will star at the NNR's June diesel gala; the 45 is due to have an extended stay as cover because the NNR's resident diesel fleet – 25057, D5631 and D6732 – are all presently, stopped.

45149 – Toddington: The loco was started for the first time this year on April 5. A fault that hindered its Christmas 2016 outings has been traced and rectified; it was diagnosed as a faulty interlock in the ETH cubicle.



Class 14 'Teddy Bear' D9551 stands inside the Bridgnorth Depot on April 9 after has received its top coat of Desert Sand livery. (Richard Hargreaves)

1566 – Llangollen: The ETH Class 47/4 (47449) made a successful test run to Corwen on the Llangollen Railway on April 11. The move broke new ground for the class as well. Class 37 6940 (37240) was taken along for both load and insurance, hauling the 47 back to Corrog as the run round loop at Corwen is not yet complete. Only a couple of minor issues required attention and the focus is now on completing the paintwork into 1970s BR blue. The 47 has been out of traffic for nearly five years for overhaul after withdrawal in 2012 when water leaks from the power unit and cooler group became too serious. The power unit has received a top end overhaul, with new head gaskets and transition joints, liner seals have been replaced on B3 cylinder, and B bank cooler group has received extensive repairs to corrosion damage. The removable section of the roof has been repaired along with the body sides. Headcode panels and working blinds have been reinstated on both nose ends, which included restoring the recessed panel to Number 2 end, lost after collision damage repairs at Crewe works in BR days. A new set of batteries have been fitted and numerous other repairs and component overhauls have been carried out to get the only remaining Crewe-built series-parallel Class 47 operational again.

47771 – Southampton Maritime: After several years at the Colne Valley Railway (it arrived in June 2003), during which time it was attacked by copper thieves, the former 47503 finally left Essex on March 20. It was taken by road to the Freightliner Depot at Southampton Maritime and unloaded to be tripped to the nearby Arlington Fleet Services site at Eastleigh Works for its long-awaited restoration to start.

47828 – Dartmoor: External repairs are being undertaken prior to a repaint into InterCity Swallow livery and an appearance at the Severn Valley Railway gala in May. The loco's windscreen rubbers have been replaced and original radiator shutters have been installed.

50007 – Kidderminster: The engine and overhauled generator were refitted to *Hercules* at the Severn Valley Railway's Kidderminster Diesel Depot on April 10. The power unit was lowered in using Allelys crane hire. The train heat generator was also put back in but needed realigning, work that was undertaken the following day. There were plenty of other connections that had to be made on the air intake manifolds and water pipes. Once these were done, the roof was refitted. The No 1 end traction motor blower also has to be put back in after overhaul. Coolant

and oil will then be added and then the start button can be pressed. The Class 50 is not expected to work at the SVR's May 18-20 diesel gala, but it will be given some running turns to bed it in before its first main line charter booking. This is due on July 8 when it works with 50049 *Defiance* from Worcester to Kingswear and back.

50021 – Eastleigh Works: The crankshaft on the engine in *Rodney* is being repaired and polished, and this is the most difficult part of the loco's restoration. After this job has been completed, the owners hope the restoration will really progress.

50035 – Kidderminster: *Ark Royal* was due to accompany 50049 *Defiance* for a visit to the Bluebell Railway in late March, but when the loco was being prepared an issue was found with a corroded air pipe under the cab floor. Therefore it was unable to join its classmate for a trip to West Sussex and was left behind. With 20189/205 (drafted in as a replacement for D6700, which was also unable to attend) and 50049 being the only locos visiting, the Bluebell was going to be unable to cover all three diagrams, as 20205 is air-braked only and cannot work solo on vacuum-braked coaches. GBRf helped out at late notice and supplied 73107 *Tracy* and 73119 *Borough of Eastleigh* to cover the third turn.

56097 – Ruddington: Much work has been undertaken on the Class 56 in recent weeks and it now has watertight cabs and has been moved under cover at Ruddington. The metal strip between the dome and the roof has been partially replaced and sealed. The windscreen wipers have had seals replaced and the NRN aerial has been removed. Volunteers have sanded, primed, fettled and undercoated both cabs in preparation for two top coats of black. After painting, the gutters will be refitted and the loco restarted. It is anticipated it should be back in traffic soon. [RI](http://www.railwaysillustrated.co.uk)



The long-awaited restoration of 47771 is about to begin by Arlington Fleet Services at Eastleigh Works after it arrived via the Freightliner Depot at Southampton Maritime on April 4. (Carl Watson)

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Painting by Eric Bottomley
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Early Galas

Time flies and already the first of this year's events has come and gone. The Great Central Railway's Spring Diesel Gala was a resounding success, boosted by the

appearance of 37714 *Cardiff Canton* in its shiny new Trainload Metals livery. Further south the Bluebell Railway pulled out the stops and despite the non-availability of 50035 *Ark Royal*,

50049 *Defiance* put in a sterling performance, supported by two class 20s and two GB Railfreight Class 73/1s among others. With events now often running for three days, there is a better

chance of catching a few glimpses of sunshine, as can be seen from the images from the Bluebell Railway. Let's hope the rest of the year's galas, open days and other events are as fortunate.





MAIN IMAGE: GB Railfreight supported the Bluebell Railway's diesel gala between March 31 and April 2 and sent 73/1s 73107 *Tracy* and 73119 *Borough of Eastleigh*. The pair chug around the curve at Freshfield Bank in beautiful spring weather on the first day of the event with the 1610 service from Sheffield Park to East Grinstead. (Jonathan Hughes)



LEFT (FROM TOP): Visiting Class 33/0 33063 *R J Mitchell* joins resident 37714 *Cardiff Canton* at Woodthorpe with a service to Loughborough on March 19 during the Great Central Railway's Spring Diesel Gala. (Alexander Cromarty)



RSS guest 08480, formerly Toton No 1, and 08694 top-and-tail with D3690 (08528) and 08907 at Woodthorpe with the 1135 Quorn to Loughborough shuttle service at Great Central Railway's Spring Diesel Gala on March 18. (Paul Biggs)

On its way home from the Spa Valley Railway to the East Lancs Railway, Class 14 D9537 dropped in at the Ecclesbourne Valley Railway's diesel gala. It pauses at Shottle with 33103 while working the 1612 Duffield-Wirksworth on March 19. (Bill Pizer)

Class 20s 20205 and 20189 arrive at Horsted Keynes with the 1145 East Grinstead to Sheffield Park service on April 2. The 20s were drafted in to replace the NRM's Class 37 D6700. (David Butcher)



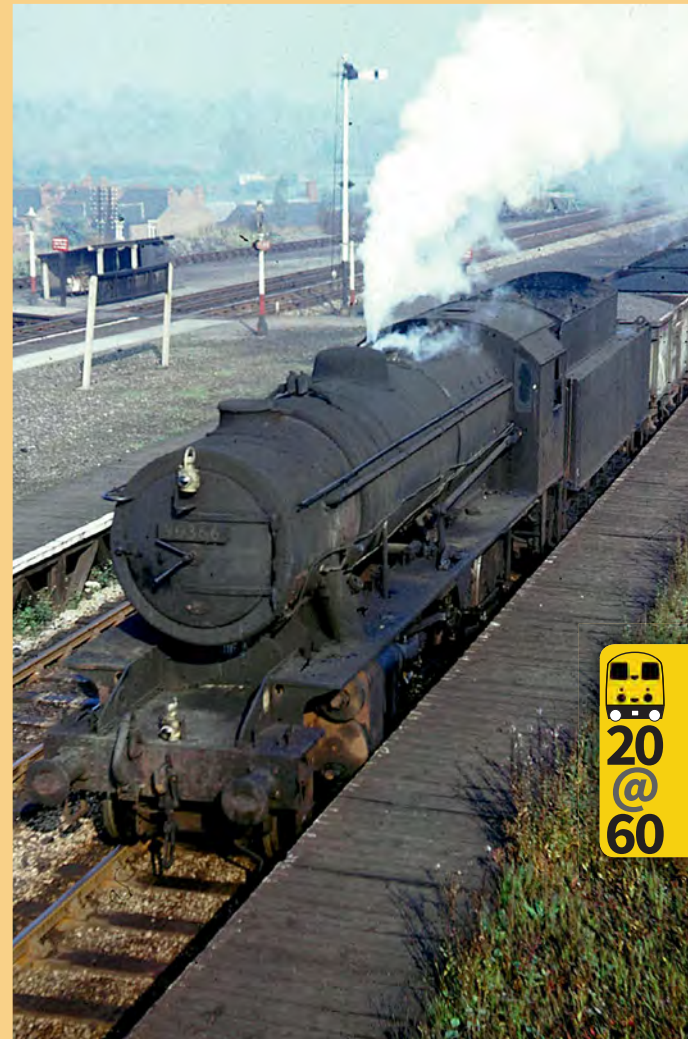
MIDDLE LEFT: 09018 exits the south end of Sharpthorne Tunnel on March 31 with a returning brake van trip during the Bluebell Railway's diesel gala. (Steve Lee)

OPPOSITE BOTTOM: 50049 *Defiance* passes Holywell/Keysford Lane with the 12-coach 1730 Sheffield Park to East Grinstead on April 1. 20189 and 20205 were on the rear. (David Butcher)

Erewash *Valley*



Russell Saxton provides some personal recollections of his local line through the Erewash Valley in the East Midlands.




20
@
60

We all have our own patch of railway that we think of as 'ours,' I suppose. It isn't necessary to live there or even to have grown up nearby. Most people would profess to love, even claim a personal attachment to, the Settle to Carlisle for example, and with some justification, but my own personal patch is more prosaic, though in its own way just as fascinating, at least to me.

I grew up in Langley Mill, Nottinghamshire, a few miles north of Toton, and I was surrounded by railways. I lived a few hundred yards from the Erewash Valley Line that ran from Toton north to Clay Cross, with colliery branches running literally across the bottom of my street. I've always thought it a line that is neglected by rail enthusiasts. Comparatively few photos made it into the rail press of the 1960s, '70s and '80s and it was rare to read anything mentioning the route in the traffic reports published in the back of the rail magazines of the day.

So I'd like to take a look at the changing traffic patterns and motive power over the years I've spent observing the line and compare the scene then to today, chucking in a few spotting notes I made at the time. ➔

ABOVE: By the mid-1960s steam had almost been ousted from the Erewash Valley route, with sights such as this WD (90366) at Pye Bridge in October 1963 just a memory. (David Ford)

MAIN IMAGE: The final Class 66 built for EWS, 66250, passes Trowell Jn on August 16, 2013 with a diverted Humber-Kingsbury tank train. (All photos author unless stated)



ABOVE: Bennerley open-cast mine near Ilkeston made use of former BR Class 04 D2258 well into the 1980s.

1966

Let's wind the clock back 51 years to 1966 as the first in a series of snapshots of a changing scene. The FIFA World Cup is what most people remember about that year I imagine. It was once said that football is not a matter of life and death, it's far more important than that. But to me, the archetypal nerd who never cared one jot for football, what was on the footex was always more important. However, 1966 was the real beginning of my lifelong fascination with railways and my oldest memories of the Erewash.

In 1966 the steam era atmosphere was still very much in place and of much fascination to a small boy like me. The local stations along the route at Stapleford, Trowell, Ilkeston, Langley Mill, Codnor Park, Pye Bridge, Alfreton etc, were still open (although doomed to close at the end of that year) and a stopping service, usually formed of two car Class 114 DMUs, plied between Nottingham and Sheffield. Otherwise, the passenger services were almost entirely in the hands of Peaks and consisted of Midland Main Line services from St Pancras to Sheffield, Leeds and beyond, which roared through without calling at any of the small stations.

During the summer of 1966, ex-LMS steam had a final fling. The Bradford-Poole SO train was gloriously powered by an ex-LMS Jubilee as far as Nottingham, and the other odd SO steam working such as the 1402 Portsmouth to Sheffield was often

a Black 5 from Nottingham northwards. Otherwise, much to my Grandad's disgust, it was diesels all the way.

Freight was heavy, with trains every five to ten minutes, and you could still see the last embers of steam with 8Fs, 9Fs, WD 2-8-0s, 'Flying Pigs', Black 5s and ex LNER B1s an everyday sight, though there was little time left to observe them and the steam turns were outnumbered many times by diesels. Coal dominated the freight, but you could also see iron ore from Northants to Frodingham and Scunthorpe, oil, parcels trains and lengthy mixed freights powered by BR/Sulzer Types 2s, Brush Type 2s, English Electric Type 3s, Peaks of all varieties, especially the ten original examples (D1-10), and Brush Type 4s. Besides the Peaks, one class of diesel that was indelibly associated with the Erewash was the English Electric Type 1, but in 1966 they were rare birds and most of the plentiful coal workings were in the hands of pairs of BR/Sulzer Types 2s. This lasted until the new deliveries of EE Type 1s from mid-1966 forced out the remaining steam turns and supplanted the BR/Sulzer Type 2s.

One type you certainly never associated with the Erewash was the Type 1 Clayton, but until May 1966 D8604-16 were based at Barrow Hill and were a common sight. I still have an old cine film shot in 1966 showing three of the class running through coupled together light engines. Naturally, the diesels were all in BR green livery, until Toton resprayed a couple of dozen Peaks

into BR corporate blue that July. The blue/grey livery for coaches was only just making an appearance.

The line was semaphore signalled at the time, and remained so until October 1969. Every mile or two there was a signal box, due to the many junctions and yards fed by colliery branch lines and assorted industrial sites, some of which survived into the 1980s. I can't recall any of them being steam worked in my lifetime, but the industrial shunters caused much fascination as they hauled coal from the mines at Ormonde, Pye Hill, Moorgreen, Blackwell etc, into the sidings beside the main line every couple of miles or so to be collected by 8Fs and assorted diesels.

The pick-up goods was still extant and a daily train called at all the many and varied sites along the line running north from Toton, often steam worked by a wide variety of types, one day an Ivatt 'Flying Pig' 2-6-0, the next a huge 9F.

New deliveries of EE Type 1s and the closure of Westhouses Depot to steam in October and Colwick in December put paid to the remaining steam workings and from early 1967 they were few and far between. Toton yard teemed with activity and though the depot closed to steam in 1965, the new diesel depot, the largest in Western Europe, was open and had a vast allocation of more than 200 locos. The third largest in the UK, at Tinsley, was not too far away either.

1970

My personal memories of 1966 are hazy childhood ones, but if we fast forward a few years to 1970 they come into sharp relief. By then the stations, semaphores and steam were gone, and so too was maroon stock for the most part, but Toton yard was as busy as ever with hump shunting still going on and the line surrounded by industry. Rail Blue was common, with roughly half the loco fleet in the new livery. The BR corporate image fought for dominance over the old British Railways and steam era one.

Traffic in both style and substance remained much as it had been in 1966, apart from the disappearance of the DMUs and the steam locos. Blue Peaks dominated passenger workings with Class 47s occasionally appearing, usually on the 'Master Cutler' (usually blue 1575). Every other 47 you saw was still two-tone green.

Coal trains still made up a majority of the freight and pairs of Class 20s seemed to work two thirds of them; Class 25s had become much less common. Merry-Go-Round coal trains had appeared and accounted for about 25% of the coal traffic, the rest being loose coupled rakes of 16, 21 and 24t mineral wagons.

The ten Class 44s were still a daily sight and it took the determined spotter about a fortnight to clear them for sight as a rule, but this is the time that rail interest in the UK was at its lowest ebb, certainly for adults, with steam having gone just two years before. As a consequence few photos seem to exist from the period.

1978

By 1978 the interest for many had returned, the Class 52 Westerns had disappeared from BR the year before (not that you ever saw a Western on the Erewash) and chasing them had revitalized interest in railways for many.

I had drifted away from railways around



BELOW: Just off the Erewash Valley line near its northern end was Westhouses Depot, guaranteed to be full of Class 20s at the weekend, as depicted by 20030, 20193 and others on March 27, 1978. (Rail Photoprints)



LEFT: Class 40s were regular visitors to the Toton area, as illustrated by 40121 with a short rake of 21 ton coal hoppers on May 15, 1979. Note the busy up yard sidings.

1973 for a year or two and so the TOPS renumbering came as a total shock to me. Instead of the old familiar D6 *Whernside* we now had 44006 etc, and it took some time to adjust. The old numbers were still seen, though, as several of the NCB collieries had purchased redundant ex-BR shunters. Bennerley opencast mine near Ilkeston had Rail Blue Class 04 D2258 and retained it well into the 1980s. Moorgreen Colliery, which joined the line at Langley Mill and fed the extensive yard there, had no fewer than three Class 10s, ex-BR D3613/8/9, which were minus their BR numbers and renamed *David*, *Robin* and *Simon* respectively. And, best of all, Pye Hill had Class 03 D2138, still resplendent in BR green livery. It had been withdrawn from Swindon in 1969!

Not much else changed during the 1970s on the Erewash. It was a time of much stability and the motive power in 1978 was more or less unchanged from 1970. Though the Diesel-Hydraulics of the WR and many pilot scheme classes had been withdrawn, they were never seen along the Erewash and their disappearance had little effect. LMR-based Class 24s, also on the brink of extinction in 1978, had been occasional visitors through the decade, but more than a year had passed since 24023 ran through light, heading for Toton in June 1977. Long withdrawn 24137 was dumped at the north end of Toton shed, but the class was otherwise history.

However, there had been one major change – the appearance of Class 56s from early 1977, the first new diesel class since 1967. The Romanian-built ones appeared from April, allocated to Tinsley, followed by the British-built examples from roughly June, allocated to Toton. They appeared slowly and had little impact on the status quo as they were almost entirely confined to the frequent MGR trains.

The main event was the reopening of the old Alfreton station in May 1973 under the title Alfreton and Mansfield Parkway, and all the passenger trains routed along the Erewash now called there. For the first time since 1967 it was actually possible to catch a train on the Erewash Valley route.

Passenger services had standardised on

St Pancras to Sheffield workings every two hours, formed of eight Mk 2 coaches and a Mk 1 buffet hauled by 45/1s, with three Nottingham to Glasgow trains via the S&C each way per day formed of Mk 1 stock and hauled by steam heat 45/0s and 46s. There were no longer any direct London to Glasgow trains via the MML.

From 1973, the Harwich-Manchester Boat Train was diverted from Lincoln and Retford along the Erewash and it livened up the diet of Peaks with a Stratford 47/0 (and sometimes a 37) as power. The 11-coach train sometimes featured a Gresley buffet car until 1977. Working north around 1100 and south behind the same loco at 1700 it was a 'must see', especially as you knew what would be on the return if you missed it in the morning and there was a 'cop' to be had.

Freight was as busy as ever and coal still prevalent, MGRs making up about half the total, with new 56s gradually making inroads into the Toton 47/3s and pairs of Tinsley 37s, but it wasn't unknown to see 45s, 46s and even pairs of 20s on the workings. The evening train of HAA wagons from Langley Mill yard to Ratcliffe Power Station, previously monopolised by Toton 47/3s, was often used as a running-in turn by Toton for new-build Class 56s. These were usually in numerical order and eagerly ticked off by the local teenage spotting gang, which numbered about two dozen.

Class 40s had been sporadic visitors for years, but from the early 1970s became steadily more common as the decade wore on, from one or two a week in 1975 to one or two a day by 1978. Their usual turn was the Carlisle-Toton and Healey Mills-Toton mixed freights.

Iron ore traffic had gone by the early 70s as ironstone mining ceased, but they were replaced by more modern types of train. Cartics were to be seen and the Speedlink services had begun.

Lackenby to Corby steel coil trains powered by pairs of 31s (later on by 40s and then from the early 1980s by pairs of 37s) were a daily sight, as were the many Mountsorrel to Doncaster ballast trains and the 'vinegar' tanks (actually acetic acid from

Hull to Spondon), which usually produced a 37. There was an evening Beeston to Glasgow freightliner service at around 1930 and it was always eagerly awaited by the local spotting gang, as virtually anything from Class 45/6/7 could appear and a 'cop' was often to be had.

In those days BR transported locos by rail and often a newly overhauled shunter such as an 03 or 08 could be seen in the consist of a freight. By this time BR was withdrawing some of its older classes and although the passing of the hydraulics made no impact on the local traffic, the sporadic appearances by Class 24s were a thing of the past, apart from 24137 still dumped at Toton.

Westhouses shed, just north of Alfreton, remained open throughout the 1970s and early 1980s, though the roof had been removed leaving the locos out in the elements. Most of the coal trains left the Erewash at Pye Bridge Jn and freight was much less north of there, so we rarely bothered with trips to Westhouses shed. It remains the only place I went spotting where I never once copped anything!

1986

The near static motive power scene of the 1970s had changed dramatically by the mid-80s. The main event of the year, or ➔

BELOW: Toton-based 45121 runs past the depot and the yard complex at the head of the up 'Master Cutler' on May 17, 1979. (Rail Photoprints/John Chalcraft)





ABOVE: Stratford's silver roof 47150 passes Ilkeston on April 16, 1980 with the Harwich to Manchester Boat Train.

possibly the decade in terms of the local line, was the reopening of Langley Mill Station on May 23, 1986 and the reintroduction after 19 years of a stopping DMU service along the route by Nottingham to Leeds trains. They were usually formed of Class 150 units but occasionally by loco-hauled stock.

The May 1982 timetable brought many changes to the long standing traffic patterns. HSTs had begun to take over from the

Peaks in 1982 and had totally supplanted them on MML turns by 1986, though there were still many loco-hauled passenger services to be seen. The old Nottingham-Glasgow services were diverted off the S&C from May 1982 and thence ran via Manchester and the WCML, dividing at Carstairs

for Edinburgh and Glasgow, in the hands of 47/4s. The erstwhile Harwich-Manchester Boat Train was extended to Glasgow from the May 1983 timetable and relaunched as the 'European' with a marathon ten-hour journey time.

The 40s were long gone by this time and the local collieries at Pye Hill and Moorgreen went in 1985 and with them the yards at Ironville and Langley Mill, the latter remaining derelict for several years afterwards. The yard at Codnor Park remained for running round coal trains from the Mansfield area to Avenue near Chesterfield and was destined to experience a minor revival in the early 2000s with the Forge and Monument opencast.

Class 58s were introduced from 1983 and rapidly almost monopolised the LM-worked MGR traffic, with 47s and 56s mainly powering the ER workings. The once ubiquitous pairs of 20s were now thin

on the ground as more modern types took over and the traditional loose coupled coal trains were disappearing, though they persisted for a few years yet. BR blue livery was no longer the dominant colour scheme, with large logo and sector liveries livening up the scene.

1997

Jump forward a decade and while some of the late 1980s' scenario remained, much had altered. The major change politically was the privatisation of BR but, bar a handful of locos in the new EWS livery, no real effect had been felt. The mass takeover by Class 66s was a few years in the future. For the meantime, there was another new freight loco in the shape of the Class 60 to add to the variety, and the near total displacement of loco-hauled passenger trains from most of the network had produced some odd sights on the local freight scene.

Plenty of freight still consisted of coal (nearly all MGR) powered by 56s, 58s and 60s, limestone from Tunstead/Peak Forest to Ratcliffe Power Station and Washwood

BELOW: Nottingham Division EE Type 1 8180 arrives at Toton with a local trip freight on July 7, 1971. At the time such workings were frequent along the Erewash Valley, picking up a wide variety of wagon loads and also vehicles requiring repair. (Rail-Online)





in the morning and evening, powered by HSTs or Meridians, but the rest of the traffic is freight, consisting of coal, aggregates, steel and oil, almost entirely worked by Class 66s from various companies. Other types do crop up, Class 60s, 67s and 70s are fairly common and the line is a frequent route for specials, often steam hauled.

By 2017 standards, freight traffic is fairly heavy, but nothing like it was even as recently as 15 years ago and certainly nothing like the 60s, 70s and 80s. Hours can pass without a single freight whereas in, say, 1978 you'd have been unlucky if you'd had to wait more than 15 minutes between them. On the other hand, there are now four passenger workings each hour, and after a protracted wait Ilkeston's new station is about to open again after an absence of more than 50 years.

Little of the old steam era infrastructure remains, although the line is still crossed by the spectacular iron viaduct at Bennerley and a few old MR style latticework footbridges exist, for the short term at any rate. Toton yard is much less used than it was, although the depot remains the largest in the UK and possibly in Western Europe. It remains to be seen what electrification and HS2 will bring, but the line clearly has a future and for the open minded enthusiast it remains a line of much interest.

However, the lesson that today's everyday event is tomorrow's history remains as a warning that nothing lasts forever; the time to get your photographs is now. **RI**

LEFT: Tinsley-based English Electric Type 3 6816 with a lengthy train of empty mineral wagons heads in the down direction at Langley Mill in June 1969. (David Ford)

Heath, and steel coil trains from Lackenby to Corby, which were all regular 60 turns. The regular ballast workings from Mountsorrel to Doncaster produced the most variety, with 37s, 47s and 56s all likely to appear.

Passenger workings were much less interesting as they were entirely formed of Class 158s DMUs working Liverpool-Norwich services, with the morning and evening MML London duties powered by HSTs.

2007

A major re-signalling project closed the line completely between June 10 and August 6, with trains being diverted via Derby. The long disused down slow was removed from just north of Trowell Jn as far as Ironville, and most of the remaining steam-age track layout finally disappeared, particularly the elaborate diamond crossing at Trowell.

It's doubtful if the sheer amount of freight seen in the 1970s could have been diverted anywhere due to capacity issues, but by 2007 it wasn't such a major issue with a few coal, oil, aggregates and steel workings. Over the course of a day there were several coal trains to and from Ratcliffe, Ironbridge, Daw Mill, Drax, Milford Jn etc, and a few Mountsorrel to Doncaster ballasts and the limestone workings from Peak Forest and Tunstead, plus oil tanks that ran on certain days. The oils were usually worked by Class 60s, but just about everything else was Class 66 powered by Freightliner and EWS-owned examples.

Besides the locos the old wagons were mostly gone. Rakes of HAA wagons, once seen a couple of times an hour, were a memory. Passenger workings were more mundane, with the morning and evening HSTs and Meridians

providing much less variety.

Another change, that had nothing to do with the motive power but was a sad state of affairs, was the increasingly unkempt lineside, seemingly left untouched. Silver birch trees grew uncontrolled and robbed the enthusiast of many formerly good vantage points. Sod's law also dictated that new signals were placed in the exact spot best calculated to disrupt the view of the photographer, and that palisade fencing completed the picture.

2017

Today the line is still a busy one. Passenger services consist of hourly Norwich to Liverpool workings and hourly Leeds to Nottingham trains, worked for the most part by Class 158s. There are also a couple of MML workings from Sheffield to London

LEFT: Tinsley's 37122 and 37209 make a splendid sight at full thrash through Ilkeston on August 10, 1979 with a Northfleet to Shirebrook empty MGR working.



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60 Years of

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Whistling



Remarkably it is 60 years since the first English Electric Type 1 rolled onto the UK rail network. Editor **Mark Nicholls** examines why the Class 20 was, and remains, such a success.



One of the most significant, yet largely uncelebrated, days in the history of Britain's railways was June 18, 1957. Why? It was the day the first of the pilot scheme locos, ordered as part of the British Transport Commission's 1955 Modernisation Plan, entered service. The loco was English Electric Type 1 D8000 (later 20050), the first of what was to become a 228-strong fleet of 1,000hp Class 20 diesels that rapidly gained a reputation for reliability and productivity.

ABOVE: Eastfield's 20039 runs bonnet first past Whiffley Jn with three Railfreight-liveried OBAs and several spoil wagons on September 5, 1980. (Gavin Morrison)

Battle won

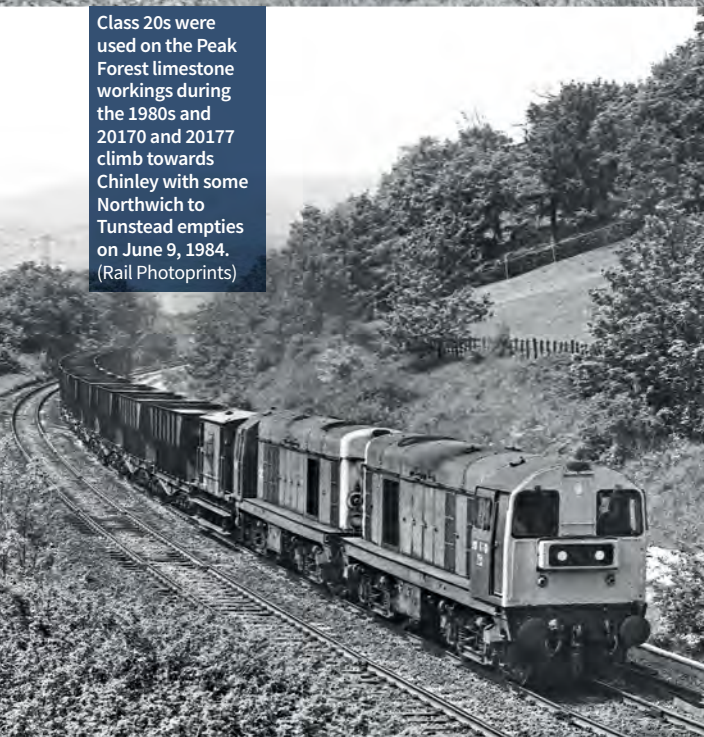
The EE design was competing with two other types ordered as part of the pilot scheme – British Thomson Houston's D8200-09 (later Class 15) and North British's D8400-09 (Class 16). Although BTH secured a further order for 33 of its design, North British didn't. The latter's product was not the most reliable, but the BTH offering performed a little better. However, EE's loco was a solid performer from day one, thanks to its simple rugged design and its highly dependable EE 8SVT eight-cylinder turbocharged power unit; one reason why a further 108 were ordered (nos D8020-D8127). The associated EE 819/8C main generator supplied electricity to four EE traction motors; the initial 50 locos used the EE526/5D and the remainder the EE526/8D.

One deficiency was the single cab at one end, meaning driving bonnet first limited ➔

MAIN IMAGE: A typical working for a pair of Class 20s in 1980 before the demise of the mining industry. Toton's 20170 and 20143 join the line from Nottingham at Lenton South Jn with loaded Class 9 unfitted coal train from one of the Leen Valley collieries for Toton Yard on September 3, 1980. (John Woolley)



LEFT: Pioneer EE Type 1 D8000 at Frodsham in May 1957 with a test run from the Vulcan Foundry before it entered British Rail service; note the through steam pipe to the left of the right-hand buffer – the class had no boiler fitted. Running bonnet first gave the driver the same restricted view as experienced with steam locos. (Rail Photoprints/A Whitfield)



Class 20s were used on the Peak Forest limestone workings during the 1980s and 20170 and 20177 climb towards Chinley with some Northwich to Tunstead empties on June 9, 1984. (Rail Photoprints)

MAIN IMAGE: Toton-based 20160 and 20180 depart Sleaford with the 0825 Leicester to Skegness on Sunday August 14, 1983. The use of pairs of 20s on the seasonal holiday trains was very popular with the haulage fraternity. (Rail Photoprints)



A rather unusual working as Tinsley's 20213 and 20208 approach Mexborough with a freight train of basically incompatible wagons on March 29, 1978. The first ten wagons are vacuum-braked 12ton vans while the rest of the formation is formed of air-braked HAA MGR coal hoppers; a brake van brings up the rear. It was most likely running as a Class 8 with a 'fitted head'; perhaps conveying the HAAs for repairs? (John Woolley)



Edinburgh's Haymarket Depot furnished locos for use on the Fife MGR workings, with the locos out-based at Dunfermline Townhill Depot and at Thornton Jn. 20184 and 20216 head through Dunfermline Lower bound for Longannet Power Station with a loaded MGR coal train on April 14, 1977. (John Woolley)



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The last of the original 20 pilot scheme locos, D8019, at Stratford Depot in East London on April 7, 1969. The loco was new to Devons Road on March 4, 1958 and unlike many of the class led a nomadic life as it was allocated to several depots during its 33-year career, including Stratford, Tinsley, Gateshead, York, Haymarket, Polmadie and Immingham. (Rail Photoprints)



Technical Specs	
Manufacturer	English Electric
Power Train	Diesel-electric
Power plant	English Electric 8 SVT Mk 2
Wheel arrangement	Bo-Bo
Max tractive effort	42,000lbf (186.8kN)
Continuous tractive effort	25,000lbf (111.2kN) at 11 mph (17.7 km/h)
Max speed	75mph (121km/h)
Brake force	35 tonnes
Power at rail	770hp (574kW)
Wheel diameter	3ft 7in (1.092m)
Fuel capacity	380gal (1,700ltr)
Coolant capacity	130gal (591ltr)
Weight	73 tonnes
Length	46ft 9in (14.26m)
Height	12ft 8in (3.85m)
Width	8ft 9in (2.66m)
Multiple working	Blue Star
Route availability	5
Total produced	228

Western Region having already gone. By then an additional order for 100 Class 20s had been made, numbered D8128-D8199 and D8300-D8327.

The 20 pilot scheme locos were first based at Devons Road in Bow, East London and later Hornsey, which proved very useful on cross-London freight traffic. In August 1958, D8000 went to Toton for evaluation, while others were sent to various depots, including D8004 to Crewe and D8006 to Kittybrewster (Aberdeen). The subsequent production locos were delivered in batches, with D8020-8026 and D8035-8049 officially for the Anglia region – although many

worked in pairs). Dual braking of the rest of the fleet started in 1970, with 29 completed by the end of the following year and a further 24 by 1977. There was a five-year lull in the process, but it recommenced in 1982 with the remainder of the fleet treated by 1986, apart from withdrawn examples, of course.

Heydays

With much of the light pick up work the Type 1s had been designed to haul rapidly vanishing from the network, it was the flexibility of the EE design that enabled it to thrive, especially when used as pairs in multiple. Such working had several advantages apart from the excellent vision ahead – if one loco failed the other could continue in order to clear the line. Two locos meant more brake force was available (especially useful when working un-braked Class 9 freights), and double the power. A visit to the Nottinghamshire and Yorkshire coalfields during the 1970s would find literally dozens of pairs working unfitted coal trains between mines, marshalling yards, steel works, power stations and domestic coal distribution centres. North of the border, Class 20s were similarly employed, although working singularly was perhaps more common.

With a maximum speed of 75mph and geared for hauling freight, the type was not particularly common on passenger duties, although in the early days some summer suburban commuter services into London, such as King's Cross and along the widened lines, did use the type. Early examples were equipped with through steam pipes for use when working in multiple with boiler fitted locos, such as Class 37s on the West Highland Line.

Summer season holiday trains also attracted Class 20s, and this increased notably during the 1970s with pairs used on 'Jolly Fisherman' trains between the Midlands and the Lincolnshire resort of Skegness. With dozens of 20s laid up at weekends with no coal workings it made sense – no train heating was required and two locos in multiple had the insurance against one of them failing. More diagrams were allotted to Class 20s, including one from Sheffield for a Tinsley pair in 1977, and the numbers increased in the early 1980s until DMUs gradually took over from 1986, but 20s soldiered on until the last appearance in 1993.

Other passenger work was more sporadic, although Scotland was often a good bet as →

ABOVE: A fine study of 20214 at Tinsley on April 24, 1985. Delivered as D8314 to Thornaby on May 20, 1967 the loco spent some time at Hull Dairycoats in 1968-69 before transferring to Tinsley where it remained until withdrawal on June 9, 1993. It is preserved at the Lakeside & Haverthwaite Railway. (Rail Photoprints/Gordon Edgar)

the driver's vision somewhat. However, by the late 1960s the locos almost always ran in pairs, coupled bonnet to bonnet, meaning forward visibility was excellent. The bonnet was lined with access doors, providing easy access to the engine and ancillary equipment for maintenance staff working from the raised platforms provided in new modern diesel depots. Fuel capacity was limited to 384 gallons, so the range was restricted to around 400 miles, although for most of the work of the type this was not a problem. One example, 20084, received an additional tank mounted on its solebar on each side to increase fuel capacity to a little more than 1,000 gallons, but the modification was not applied fleet wide.

Even with the EE design proving itself from the outset, British Railways decided to order 117 Type 1 equivalents from Clayton, without any prototypes. What became the Class 17 was a twin engine 900hp loco, but was destined to be a complete disaster due to poor reliability, leading to the entire fleet being withdrawn by the early 1970s when only a few years old. The Class 15s and Class 16 were retired around the same time, leaving the Class 20 as the sole remaining Type 1; the Class 14 diesel hydraulics on the

actually worked ECS duties out of London Euston – and D8027-8034 heading north to Scotland. The Scottish locos were equipped with cabside recesses to allow the fitting of tablet/token catching gear, snowplough brackets and enlarged cabside windows.

The next batch (D8050-8127) were all built at Darlington by Robert Stephenson and Hawthorne, and D8050-8069 were allocated to Tinsley, with the remainder all going to Scotland. The follow-on batch of 100 examples was delivered between 1966 and 1968; the most obvious difference to the early examples being the replacement of the disc headcode equipment with four-character train indicator boxes at each end. No tablet-catcher recesses were included, but the snowplough attachments were now standard. Allocation was again divided, with D8128-8133 going to Tinsley, D8134-8199 to Toton (actually the Nottingham Division), D8300-8315 to the North East Division (York) and D8316-8127 to Scotland. The final 11 locos were dual braked and also came with slow speed control to allow use on MGR coal trains in the Fife coalfield area. The 11 also received two compressors each, although subsequent dual brake modified locos simply retained the one (as they usually

BELOW RIGHT: Class 20s remain extremely popular railtour locos and on June 1, 1996 DRS 20301 and 20302 cross Eskmeals Viaduct on the Cambrian Coast line with a Pathfinder tour from Workington to Bristol. (Gavin Morrison)



LEFT: Toton-based 20178 and 20194 head north on an overcast February 20, 1982 with a northbound mixed freight. The Erewash Valley line to Toton veers to the left in the background. (John Woolley)

BELOW: Class 20s 20137 and 20198 pass Lochgelly with a Mossend to Thornton Speedlink freight on May 30, 1990. Leading loco 20137 is preserved at the Gloucestershire-Warwickshire Railway, currently as D8137 in green livery. (Rail Photoprints)



BELOW: Brand new Class 20 D8319 outside the Vulcan Foundry in September 1967. It entered service on January 27 the following year and is one of the examples delivered with air brakes fitted for use on Scottish MGR workings. (Rail Photoprints)



Class 20 Survivors						
Number	Colour scheme	Pool code	Status	Location	Notes	
20001	BR Green	MBDL	P	Midland Railway Centre	As 8001	
20007	Grey	MOLO	R	Midland Railway Centre		
20016	BR Blue	HNRS	S	Long Marston		
20020	BR Blue	RAJV	P	Bo'ness & Kinneil Railway	As D8020	
20031	Trainload Coal		P	Keighley & Worth Valley Railway		
20035	CFD Industries	TTLS	P	Gloucestershire-Warwickshire Railway	As 2001	
20048	BR Blue	MBDL	P	Midland Railway Centre	As D8048	
20050	BR Green	MBDL	P	NRM York	As D8000	
20056	Corus Green	HNRL	S	Scunthorpe Steel Works	As 81	
20057	BR Blue	MOLO	P	Churnet Valley Railway		
20059	BR Green	MBDL	P	Severn Valley Railway	As D8059	
20063	CFD Industries	TTLS	P	Battlefield Line	As 2002	
20066	TATA Blue	HNRL	A	Hope Cement	As 82	
20069	BR Blue		S	Mid Norfolk Railway	As D8069	
20081	BR Blue	HNRS	S	Long Marston		
20087	BR Blue	MBDL	S	East Lancashire Railway		
20088	RFS Grey	HNRS	S	Long Marston		
20096	BR Blue	GBEE	A			
20098	BR Green		P	GCR-N	As D8098	
20107	BR Blue	GBEE	A			
20110	BR Green	MBDL	S	East Lancashire Railway	As D8110	
20118	Railfreight Red Stripe	GBEE	A			
20121	HNRC	HNRS	S	Barrow Hill		
20132	Railfreight Red Stripe	GBEE	A			
20137	BR Green	MBDL	P	Gloucestershire Warwickshire Railway	As D8137	
20142	LU Special	MOLO	A			
20154	BR Green	MBDL	P	Longport	As D8154	
20166	HNRC	HNRL	S	Wensleydale Railway		
20168	Hope Construction	HNRL	I	Hope Cement	As No 2	
20169	BR Green		P	Wensleydale Railway		
20177	BR Blue		S	Severn Valley Railway		
20188	BR Green	MBDL	P	Severn Valley Railway	As D8188	
20189	BR Blue	MOLO	A			
20205	BR Blue	MOLO	A			
20214	BR Green		P	Lakeside & Haverthwaite Railway		
20227	LU Special	MOLO	A			
20228	CFD Industries	TTLS	P	Barry Island Railway	As 2004	
20301	DRS Compass	XHSS	S	Barrow Hill		
20302	DRS Compass	XHSS	S	Barrow Hill		
20303	DRS Compass	XHSS	S	Barrow Hill		
20304	DRS Compass	XHSS	S	Barrow Hill	Spares?	
20305	DRS Compass	XHSS	S	Barrow Hill		
20308	DRS Compass	XHSS	S	Barrow Hill	Spares	
20309	DRS Compass	XHSS	S	Barrow Hill		
20311	HNRC	GBEE	A			
20312	DRS Compass	XHSS	S	Barrow Hill		
20314	HNRC	GBEE	A			
20901	GB Railfreight	GBEE	R	Barrow Hill		
20903	DRS Unbranded	HNRS	S	Burton		
20904	DRS Unbranded	HNRS	S	Burton		
20905	GB Railfreight	GBEE	A			
20906	Hope Construction	HNRL	I	Barrow Hill	As No 3	

Key: A = Active, I = Industrial, S = Stored, P = Preserved. Source: www.wnxx.com



ABOVE: Hunslet Barclay's 20901 and 20904 approach Castle Cary with the Chipmans Weedkiller Train on April 12, 1989. (Rail Photoprints)

they were occasionally used as insurance locos in case of the main train engine failing, and to rescue other casualties. In England the latter was also a possibility, but from the mid-1980s the class saw increasing use in the north west on freight work and was often called upon to perform 'drags' of electric locos diverted due to weekend engineering work, such as between Preston and Wigan via Lostock Jn. The type



Illustrating the variety of liveries now carried by some of the surviving Class 20s is this view of the 6M24 0642 Barrow Hill to Old Dalby

barrier wagon move near East Goscote on April 27, 2016. BR blue 20107 leads HNRC orange 20314, with BR blue 20096 and Railfreight Red Stripe 20132 bringing up the rear. (Paul Biggs)

BELOW: DRS 20314 and 37607 run through Moreton Cutting (Dorset) with the 1202 Winfrith to Crewe nuclear waste train on September 3, 1999. The service was a short-term one lasting approximately six weeks following the de-commissioning of the Winfrith nuclear facility. Note the additional fuel tanks fitted to the loco side in front of the cab. (Rail Photoprints)

also found itself employed on the North Wales coast route as far as Llandudno and between Derby and Crewe, due to DMU shortages during the late 1980s.

Demise and limited salvation

By 1979 11 Class 20s had been withdrawn for one reason or another, but after 1986, and despite the dual braking programme, more withdrawals followed, with BR deciding it didn't have the budget for major overhauls. The pace of retirements was slow to start with, but as sectorisation began to bite at the end of the decade and the movement of heavy bulk loads increased, so more fell by the wayside.

It was not all doom and gloom, however, and in the 1990s Hunslet Barclay of Kilmarnock bought seven examples from BR and modified six of them to haul weedkilling trains; they were painted grey and renumbered to 20901-906. In 1990, BR stopped using 20s on engineering trains and around 90 remained in traffic, split between Railfreight Distribution in Scotland and

Trainload Metals and Coal sectors. The following year BR offered 11 examples for preservation, and they were snapped up by various organisations and heritage lines around the country.

After privatisation in 1996 the future for the class looked rather uncertain. The telecoms sector acquired 13, although only four were overhauled for use. British Nuclear Fuels Limited (BNFL) purchased 15 that had been used during the construction of the Channel Tunnel; five were overhauled and renumbered 20301-305 and painted in Oxford Blue. Many modifications were also made, with the fronts of each end made flush, all headcode discs/boxes removed, WIPAC-style light clusters fitted, a completely new multiple working system installed, vacuum brakes removed and extra fuel tanks added. By the time they entered traffic BNFL had changed names to Direct Rail Services and the locos were based at Sellafield for use on nuclear flask trains. A further six Class 20s were similarly modified to become 20306-311, followed by four more (20312-315) in 1999. Today the remaining locos are stored, being used primarily in the autumn on RHTT diagrams. It is also worth remembering that four Class 20s (20035, 20063, 20139 and 20228) even worked in France, with Compagnie des chemins de Fer Départementaux (CFD) in industrial use, and received an orange and white livery. All were later returned to the UK.

During the 2000s Harry Needle Railroad Company began acquiring Class 20s for various contracts and it has overhauled several examples. They are hired out to the

Hope Cement Works, Scunthorpe Steel Works and also to GB Railfreight. The latter uses them for London Underground stock transfers between Derby and West Ruislip and Neasden, and also employs them on infrastructure, RHTT and snow clearance duties from Tonbridge. Some HNRC locos have received more flamboyant colour schemes, with 20121, 20166, 20311 and 20314 wearing bright orange and black, 20118 and 20132 wearing a modified version of the Railfreight Red Stripe livery and 20901/905 in Europorte blue and gold for GBRf. 20056 was painted silver for hire out to Corus, but was later painted bright yellow, and 20066 received a blue paint job for Tata Steel.

Two other examples, 20142 and 20189, were turned out in blue and white for Balfour Beatty in 2013, but were later returned to a variation of BR blue. 20142 and 20227 have since been repainted into a modern London Underground livery of Metropolitan maroon.

Looking ahead, the most likely red flag for the remaining main line examples could be the European Rail Traffic Management System (ERTMS) when it is eventually rolled out across the network. Designing and fitting the equipment to fit a handful of Class 20s might be too expensive. However, that's several years away and in the meantime the delightful whistling exhaust note can still be heard on the main line. The much-loved locos will remain a feature of heritage lines for many years though. The Type 1's reliability and cost effectiveness make it ideal for such activities and a pair of 'Choppers' at full thrash is music to many an enthusiast. **RI**

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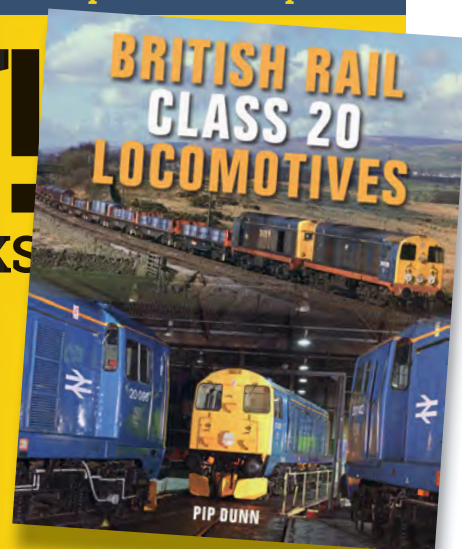
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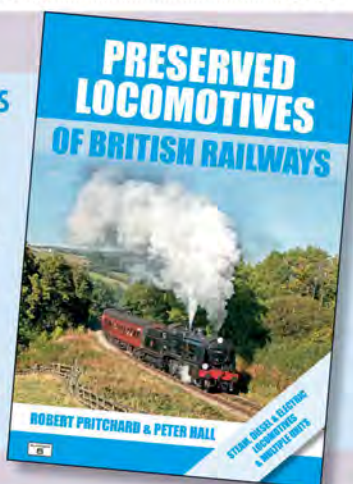
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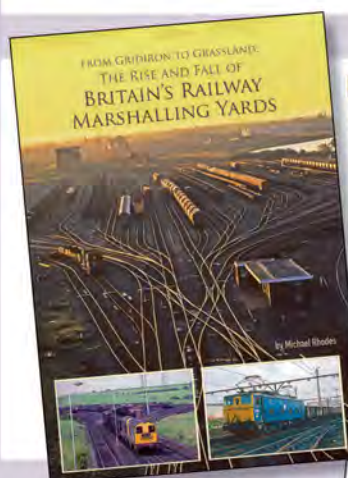
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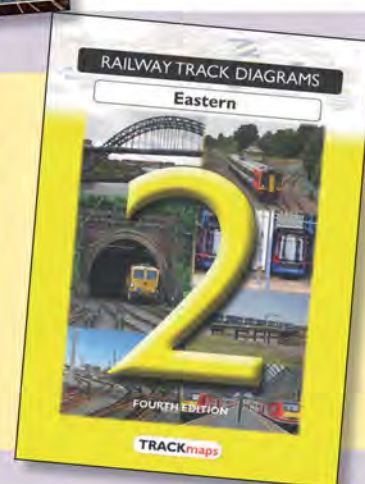
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Morning

In 1994 the highest-grossing film of the year was *Forrest Gump* and the A-Team was no more as George Peppard had sadly died. Closer to home the Conservative Government, first under Thatcher and then John Major, had presided over the electricity generation and coal industries' near total privatisation and was intent on privatising the railways as well. Although the day-to-day running of the railway was much as it had been for the last few decades, its structure was changing. The passenger side had been split into shadow train operating companies, and trainload freight was only months away from being split into three regional freight

companies as a precursor to being sold to the private sector. Coal was still being carried in large tonnages, but the mass pit closures of 1992 had delivered another blow to the diminishing overall picture. This look at a morning's worth of trains at Toton shows what traffic was around on the bleak Saturday of January 29, 1994, shortly before Toton became the main depot for Trainload Freight South West and then Mainline.

Early turn

With the demise of the manual signal boxes and absolute block working in the

Nottingham to Clay Cross area, thanks to the introduction of the Trent Power Signal Box, there were few manned boxes near Toton in 1994. However, one of them was at Stapleford and Sandiacre. Although it was technically a shunting frame it was very busy, as it controlled all the locos moving on and off shed and the shunting of New Bank Yard, the former reception sidings for the hump in to the Up Yard. By 1994 the yard was used mainly for stabling loaded coal trains for Ratcliffe and various other power stations, while over in the North Yard empty rakes of wagons for the collieries were stored.

For the signaller starting at Stapleford and Sandiacre on the early turn that morning,



ing *Trains* at Toton

It's a winter's morning at Toton on Saturday January 29, 1994, but as **Alex Fisher** describes it's still a hive of activity, although Class 20s were no longer part of the scene.

the first train was at 0547, the 7A22 Bentinck to Ratcliffe loaded MGR headed by 58009. The 58 had clocked up over a decade at Toton by that time and such a train was a regular working for the class. The second train was OG43, 60075 as a light engine from the Diesel Depot to the North Yard at 0552. The loco had been allocated to Toton since November 1991 and, as it made its way over, 58038 was also there ready to leave for Oxcroft as the 0626 6A25 departure. Alongside it and also ready in the North Yard was 58035 with 6G08 for Worksop, and it ran virtually straight behind 6A25, leaving at 0633. Both trains would head along the Erewash Valley (see pages 42-47), with 6A25

carrying on to Chesterfield and Tapton Jn, while 6G08 would head for Pye Bridge Jn and what is now known as the Robin Hood line. It would buzz in on Sleight's East signal box's area, rousing the early turn man into action as he belled it straight on to Pinxton as a five-bell.

Another Class 60 came off shed for the North Yard a minute later – 60004 as 0A32. After a brake test of its train and the driver satisfying himself the loco and wagons were fit to run, 60075 was ready for departure as the 0649 6G43 Toton to Bilsthorpe empty MGR. To reach Bilsthorpe Colliery the train would run north to Pye Bridge Jn. Much to the annoyance of Sleight's East and

Pinxton, they'd have to do more work as the empty wagons traversed their crossings and headed for Shirebrook. The train was on the Eastern Region at that point and the Shirebrook signaller would set his junction for the line towards Warsop where the freight approached Welbeck and then Clipstone box deep in the Nottinghamshire coalfield.

Only five years previously such a working would never have been possible due to the strict demarcation by the unions of the areas each train crew depot could work. Toton men referred to the lines towards Shirebrook as being "behind the iron curtain", and Toton men were only cleared to go there after Shirebrook train crew depot closed ➡

By 1994 the lines of locos stabled at Toton Depot were no longer dominated by Class 20s and 45s, but by Class 58s and 60s. 60089 *Arcuil* is joined by several Class 58s at the depot on November 11, 1993 and was noted several times by the author during his morning's observations the following January. (Chris Booth)



Class 58 58048 takes a break at Toton; the author recorded it at around 0700 when it arrived at the North Yard with a rake of MGR empties from Ratcliffe Power Station. (Colour-Rail/D Pye)

in 1991. After passing Clipstone box 6G43 went through the remnants of Mansfield Concentration Sidings and headed east at Bilsthorpe Colliery Jn where the line diverged south for Rufford and the former Blidworth Colliery and eastwards to Bilsthorpe Colliery in order to load.

Plenty of traffic

Back at Toton and just before 0700, 58048 arrived at the North Yard with a rake of empties from Ratcliffe. The usual disposal method would be for the train to continue northwards and then be called back into an empty road of the former Down Marshalling Yard, which by then had been renumbered

1-16. With the sky beginning to lighten from the east, 60004 was ready to depart the North Yard with empties for Welbeck Colliery as 6A32. This train followed 6G43 as far as Welbeck Colliery Jn where it set back onto the colliery branch and then ran round in order to head to the mine itself. The 48-lever Welbeck Colliery Jn box was built by the Great Central Railway in 1915 and closed in 1997 when a new panel was placed inside Clipstone Colliery box as part of Railtrack's Economic Replacement Of Signal (EROS) scheme. Given the state of the mining industry at the time, it seemed quite a gamble to spend such money on closing a box that would have gone when the colliery shut. As

it happens, Welbeck stayed open until 2010, perhaps vindicating Railtrack's decision.

At 0709 one of the many OF54 movements, a Toton North Yard to Toton Depot light engine, was made by 60089. A stream of locos were also ready to come off shed: 58003 at 0713 as 0P87 to Toton New Bank, 58021 at 0715 as 0P84 to Wellingborough and 56058 at 0719 as 0V46 to Toton Old Bank. After a quarter of an hour's lull, 60091 followed as OZ96 for Saltley.

Shunting Toton's yards in the 1960s was a continuous and relentless job for around a dozen locos. The decline of unfitted freights made up of individual wagons for numerous destinations, and the introduction of MGR trains, drastically reduced the need for shunting. By 1994 there was a requirement for only three Class 08s and their duties included shunting the Carriage and Wagons Works, Old Bank Pilot, tripping to Sandiacre Ballast Sidings and Beeston Clue Circle Cement sidings. Working in the yard on January 29, 1994 was 08623 as it tripped across to Sandiacre Ballast Sidings as 0T94 at 0738. This particular 'Gronk' had been at Toton since October 1985, but was in its final months as a Toton machine, as it was transferred away in March 1994.

Shortly before 0800 a trio of engines arrived – 56046 and a pair of 31s, 31537 and 31554. The Grid had only been allocated to Toton that month, having come north from Stewarts Lane. It only stayed three months before moving on to Immingham in March. Both of the Class 31s were former ETH-fitted 31/4s and after its isolation they were used by the Civil Engineer's Department.

With dawn just breaking, 60046 headed south at 0758 on a Bilsthorpe to Didcot service. Usual practice was for the driver to take the train as far as Saltley where one of its men would relieve him so he could return north to Toton with an empty set, which was then backed into the



RIGHT: Class 60 60004 Lochnager, resplendent in its Trainload Coal colours at Toton on June 6, 1991, two days before it officially entered service. It was gainfully employed on MGR duties on the day the author was there. (British Railway Photographs)



North Yard. Having previously come from the North Yard to the depot, 60089 was off again at 0801 over to the New Bank to take a loaded MGR to Ratcliffe. Another 0F54 move, this time for 58040 at 0804, was passed by 58041, on its way to the North Yard as 0A28. All of the Class 58s had been Toton residents since their introduction and the early ones had clocked up ten years' use.

Toton once had a large allocation of Class 47s for MGR and freight work, but none remained at the depot in 1994. The appearance of 47674 running light engine as 0T89 from Derby Etches Park to Sandiacre Ballast Sidings at 0811 was, therefore, a rare sight. As 47674 was allocated to Bristol Bath Road, at first glance it was an odd loco to be at Toton. However, at the time it was part of the IMJC Intercity Cross Country and Midland Infrastructure Fleet pool and was there to collect 6T89 for Chaddesden spoil tip. The crew was obviously in a hurry as only 21 minutes after arriving they were ready and off, leaving the sidings at 0833 with the weekend engineer's train.

At 0820 a second shunter, 08773, was out on the main line for a foray to shunt the Beeston Sidings as 0F67, ex-Toton Depot at 0807. Over in the New Bank 58003 was ready for departure with its train to Rufford. The colliery at Rufford had closed two years earlier and instead of the train being a rake of empties to clear stockpiled coal, it was in

fact loaded with coal from Asfordby Mine. It was taking it to the Rufford Stocking site to be unloaded, stockpiled and blended with coal from other collieries to produce a product of the right calorific value for onward sale to the generating industry. The train headed for Pye Bridge and the Pinxton line, and to the notorious incline through Kirkby Summit. As a result, such workings were limited to only 29 HAAs, compared to the more usual 36 and sometimes 42. The Rufford stocking site was on the former Blidworth Colliery branch which, perhaps uniquely, had had a special bridge built into the embankment under the train and was fitted with MGR-style rapid discharge equipment to allow the HAA wagons to unload onto the ground below. The coal was then removed by dumper truck for stacking as the train crept forward a wagon at a time.

A busy morning

When 58041 was ready for departure it left the North Yard with its rake of empties for Oxcroft Disposal Point as 6A28 at 0841. Oxcroft DP was a collection point for locally produced open cast coal and was on a short branch off the former Seymour Jn to the Creswell branch east of Barrow Hill. To get there was a simple run northwards along the Erewash Valley line through Alfreton to Clay Cross Jn, onwards through Chesterfield and onto the 'Old Road' at Tapton Jn. After

travelling past the recently closed Barrow Hill Depot it was on to Hall Lane Jn and a steady run down to Seymour Jn, where the signaller would be ready with the staff for the truncated branch to Oxcroft. Although the trains utilised HAA wagons the service wasn't run on the MGR principle, because more often than not the empties would be deposited and a loaded set were awaiting the loco upon arrival.

Back at Toton, Class 31s 31113, 31537 and 31554 set off together light engines to Bescot Sidings at 0845. 31113 was also a Bescot machine and the three were heading back for the ensuing Saturday night possession trains that emanated from the Black Country yard. A third 08 of the morning was noted shunting and making up another 0F54 North Yard to depot run – 08607 at 0916.

With the sun rising a little more, the previous night's frost was starting to thaw as 58008 headed through the yard with 7Z85, a Gascoigne Wood to Ironbridge Power Station at 0932. The generating site was taking between 3,000 and 6,000 tonnes of coal a day at the time. Historically its coal was more likely to have come from Littleton, Cannock and Daw Mill collieries, but post 1990 and the privatisation of the generating industry it was free to pick and choose its suppliers, hence the long distance flow from Gascoigne Wood. At 0943, 56011 came off shed as 0A31 to the North Yard, while 7A24, a Denby ➔

The need to shunt wagons was considerably reduced by 1994, with block MGR trains dominating proceedings. However, Toton's remaining Class 08s could be still be glimpsed moving wagons around, as illustrated by 08723 on a sunny day in 1994. (Colour-Rail/ Paul Chancellor)

RIGHT: Class 56s were still very much in evidence at Toton during the 1990s, despite the arrival of the 58s and 60s. 56011 receives attention to its power unit on November 11, 1993. During the author's morning a couple of months later it was back in traffic working MGR empties to Welbeck. (Chris Booth)

to Ratcliffe MGR, also departed. The Denby jobs used to be the preserve of Derby men, especially when the coal went to Willington, but as each depot became more specialised in the pre-privatisation era, Derby concentrated on its InterCity turns and Trainload Coal jobs were migrated to Toton. These services were easily identifiable for their inclusion of an air-braked brake van at each end of the rake for the guard/travelling shunter to ride in and open and close the gates on the line. But around this time they were replaced by a shunter utilising a van to drive to each crossing and open the gates for the trains.

08607 was still busy shunting and noted running as 0T71, depot to North Yard. With the requisite brake and safety tests done, 56011 was ready for departure and left at 1017 as the 6A31 for Welbeck. A pair of rare visitors were 37009 and 37513 at 1036 running as OF54 onto the shed. Presumably the two locos were there for an infrastructure train from Sandiacre Ballast sidings.

Lunchtime action

After 58028 went on shed at around 1045 another trip from Oxcroft returned behind 58038, running as 7A25 to Ratcliffe Power Station. A few minutes later 58040 ran from the depot to the Old Bank as OP89 at 1051. Working a rare Class 8 freight was 37501, coming in from Doncaster to the Old Bank as 8T10. The Railfreight Trainload Metals liveried machine was another Immingham-based FPJ1 Infrastructure example. After 60075 passed light engine the 37 was detached and ran north as 0J03 to Tinsley. Adding another 37 to the morning was 37092 at 1136, running as OF52 Toton Depot to West Yard. The loco was one of the few Class 37s that Toton had allocated and it was in the IMJB-InterCity-Midland/Cross Country Infrastructure pool.

At 1148, 08773 arrived back as OF54 from Beeston and proceeded to the depot. Beeston is remembered as the site of the Nottingham Freightliner terminal that used to dispatch a daily service to Coatbridge. By the early 1990s the terminal had closed and the only freight in the area was the stabling of the odd MGR set from the Calverton, Gedling and Cotgrave services, along with



wagons of scrap from McIntyres yard.

Over in the North Yard, 58009 had readied another MGR train, this time the 6A29 to Bentinck, a relatively short run northwards along the Erewash Valley line to Pinxton where the travelling shunter and single line staff would be picked up. A short branch line from Langton Colliery Jn ran to Bentinck Colliery where the train would load, run round and head back to Pinxton to drop the staff off to the signaller. It proceeded to Pye Bridge Jn where it would be easy running downhill towards Toton and usually straight through to whichever power station the coal was destined, which more often than not was Ratcliffe.

As midday approached, 08623 took a rest from shunting the Ballast Sidings with a trip over to the depot as 0T94, while a 58 went in the opposite direction to the North Yard. With diesel fuel tanks from Stanlow to Derby Etches Park, 37711 ran through as 6D18 at 1204. The Trainload Metals liveried loco was another Immingham machine, but was in the correct FPCI, Trainload Petroleum, Immingham loco pool at least. The final trains of the morning at Toton were 60089 returning to the Old Bank with a rake of empties from Ratcliffe as 6A23, 58028 arriving three minutes later with another set of empties for Welbeck as 6A30, and finally

60089, which dropped its wagons off and headed to the depot as 0A23 at 1237.

22 years later

By way of contrast, on Saturday October 1, 2016 the morning's trains started at 0458 with 66717 on 6Z35, a 1956 Coton Hill to Tinsley stone train, a service that alternates with one from Bardon Hill. 220027 passed through Toton at 0611 with the 0556 1E34 Derby to York in order to maintain route knowledge of the diversion route for the Arriva CrossCountry Staff. Northern Rail's 158853 also passed for the same reason at 0650 with the 0554 1Y03 Sheffield to Nottingham. 66594 worked through at 0722 with the 0527 4O90 Leeds to Southampton Freightliner service. 5C27, an empty stock service formed of unit 222102 from Derby Etches Park to Sheffield meant East Midlands Trains had also sent one of its services that way, again for route knowledge. At 0803, the 6Y07 0500 St Albans to Sandiacre Ballast Sidings arrived early behind 66599 and 66621. With all of the UK's deep collieries closed, the only coal train that ran was 6M04 headed by 66095 with 23 HTAs of imported coal, which departed Immingham at 0602, reached Toton at 1102 and continued to Ratcliffe. At 1154, 66198 passed through with the 4O52 0931 Wakefield Euro Port to Didcot. Seven minutes later 66717 with 20 empty JGAs passed with 6M01 returning GB Railfreight stone wagons from Tinsley, but they were headed to Bardon Hill as part of the alternating service with Coton Hill. The final train was a Heywood to Stratford special, top-and-tailed by 40145 and 57313 and running as 1Z49 throughout.

The Saturday in 1994 showed there were still plenty of coal trains around and, for a Saturday morning, it was quite busy. In 2016 there were still trains, but, apart from the Immingham imported coal service, pit to power station traffic was non-existent. The ballast sidings are still in use and look set to be around for a good while to come. Over the 22 years from 1994 there have been various plans for the reinvigoration of Toton Yards, including new freight terminals with road access to the motorways and distribution centres. Most recently Toton has found itself the centre of attention for the proposed HS2 East Midlands station. The station will put Toton back in the upper echelons of Britain's railway locations. The growing trees and rusting rails will be swept away in 2033 to make way for considerably faster traffic, and hopefully the Erewash Valley route will remain as a vital freight artery. **RJ**

BELOW: 58003 was out and about on January 29, 1994, but is seen stabled at Toton Depot on April 6, 1986, barely three years old and at a time when Class 20s were still very much in abundance. (British Railway Photographs)





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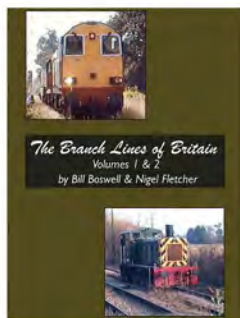
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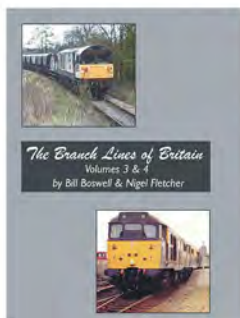
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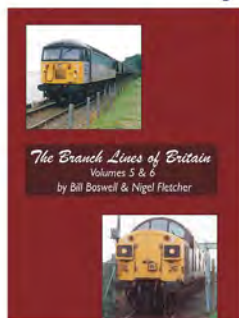
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In the spring of 1987 all assets in the BR fleet were allocated to business sectors, and for locos that meant either 'owned' by InterCity, Network SouthEast and Provincial for passenger use, or Railfreight, Departmental and Parcels for freight. The business sectors were further defined from July 1987 to denote the traffic and areas the assets would be used in. Each business started a process, which wasn't completed until January 1989, of making the four letter sector codes more prescriptive.

In October 1987, Railfreight was split further into Trainload Coal, Construction, Metals, Petroleum, Railfreight Distribution and Railfreight General, though the latter was quickly dissolved. The history of pool codes was detailed in RI Dec 2014. Trainload Metals (TLM) had activities in North East, West Wales and Scotland and a fleet of Class 20s, 37s, 47s, 56s and later Class 60s. Locos appeared with the Trainload Metals livery of yellow and blue chevrons on the base triple grey livery from October 1987, and 47079 was the first.

The Class 20 fleet was based at Immingham and was coded FMYI, and was one of the first specialised sector codes to come into existence. In July 1987 it had 20 002/022/025/030/031/043/044/046/061/063/064/069/083/086/092/096/098, 20100/102/107/110/112/126/139/145/146/148/176, but over the years several others were added to the various pools, some moved on and some were withdrawn.

Fleet

20002: The only pilot scheme loco in the FMYI pool when it was created, it was withdrawn on February 2, 1988 and dumped at Immingham. It moved to RFS at Kilnhurst in May 1988 with rumours it could be rebuilt into some sort of new heavy industrial shunter, but this never came to fruition and it moved to Doncaster Works on July 6, 1989. It stayed there until October 8 when it went to MC Metals in Glasgow for scrapping. This did not take place for several months but it was finally broken up in late September 1990.

20022: A long time Eastern Region loco it

Trainload Metals' 20025 and 20044 pass Ryecroft Junction on August 15, 1988 with the 6E52 0826 Wolverhampton to Scunthorpe steel empties. The photo cannot be repeated today, not just because Class 20s on steel trains have long gone, but because trees now dominate the scene here. (Martin Loader)



Where are

was part of the initial FMYI pool, but was condemned on August 16, 1988 and taken straight to Doncaster Works for stripping. The shell was sold to Vic Berry and moved by road to its yard at Leicester on April 21, 1990 and cut up by mid-May.

20025: Another long-time ER machine,

January-September 1967 was its only lengthy spell away from the region, when it was added to the TRM fleet. In December 1989 it moved to Toton's Departmental fleet, but in May 1991 it returned to TLM at Thornaby where it only lasted a couple of months before being retired on September 9,

1991 and dumped at Frodingham. It arrived at MC Metals in Glasgow on February 28, 1995 and was scrapped on March 17.

20030: Along with 20064, this was one of a pair of locos painted in green livery (not BR green) in February 1987 for a railtour, and was part of the initial FMYI pool. ➔



They now?

One of the first bespoke sectors introduced by BR was the Trainload Metals Class 20 fleet, pool code FMYI, based at Immingham. **Pip Dunn** describes what happened to the locos.

In January 1988 it shifted to the DCEA sector for infrastructure duties and later moved to Toton in March 1990 where it lasted another six months. As with so many Class 20s, MC Metals was its final resting place, arriving as it did on August 12, 1991 and being cut up by the 27th. It is worth mentioning that while it was a DCEA loco it was still used on TLM duties.

20031: Part of the initial FMYI fleet, 20031 was withdrawn by TLM on October 4, 1989. However, that was not the end and in November 1989 the London Midland Region Departmental sector took on the loco, revived it and it worked until it was withdrawn on September 14, 1990. While it, too, went to MC Metals, that was not for scrap: it made the journey for asbestos removal as it had been sold for preservation at the Keighley & Worth Valley Railway. It arrived there on August 14, 1991 and has been resident ever since. It has made visits to the East Lancashire and Great Central Railways. Currently it is painted in two-tone grey Trainload livery, with very small Trainload Coal sector symbols – a sector that never owned it.

20043: In 1985 there was a major swap round of locos between Toton, Tinsley and Scotland and 20043 was moved from Eastfield to Sheffield in July along with 20044/054, which then moved to Immingham in July 1987 when the FMYI pool was created. It stayed in the sector until January 1989 when, along with 20069, it was transferred to the Railfreight Distribution sector at Toton and then to the Departmental pool at the same depot. In October 1990 it returned to TLM at Thornaby, but was withdrawn on June 27, 1991 as part of the drive to replace Class 20s with new Class 60s. 20043 hung about



RIGHT: DRS-liveried 20905 on display at Doncaster Works Open Day on June 26, 2003. The ex-20225 was briefly in the FMYI pool between May and June 1988. (Rail Photoprints/Andrew Berry)

at Frodingham until February 1995 when it moved to MC Metals, arriving on March 2. It was scrapped in late April.

20044: Another loco to move from the ScR to the ER in July 1985, it stayed in the TLM sector until May 1989 when it moved to Toton to bolster the Departmental fleet. It had a bizarre claim to fame for a Class 20 – its last working was a passenger train. Having worked the 2142 Crewe-Derby on August 8, 1989 with 20188, the pair returned to Toton and 20044 was stopped and eventually withdrawn on September 4. In August 1991 it made the trip to MC Metals and was scrapped on September 26.

20046: A loco with a fascination for many, simply because it lasted in traffic until February 1992 yet did not appear on any passenger train after August 23, 1980. It arrived at Tinsley from Scotland

in December 1978 and stayed on the ER for the rest of its life, being part of the FMYI pool from its inception. When the Immingham TLM fleet was reallocated to FMTY at Thornaby in May 1990, 20046 made the switch, but its day-to-day usage did not change. Despite so many of its classmates falling by the wayside, it hung on until February 10, 1992 when it was stored. However, on May 1 it was finally axed, just two weeks before a hoped for appearance at the North Yorkshire Moors Railway might have been possible. Despite some of the locos dumped at Frodingham finding buyers in preservation, 20046 was not so lucky and was shipped off to Glasgow on August 23, 1993 and cut up within a fortnight.

20061: Another long-time ER loco. Only a two-year secondment to Toton in the late 1960s prevented it from spending its whole

BELOW: Trainload Metals pair 20112 and 20098 approach Melton Ross with a Scunthorpe to Immingham Steel trip working on July 12, 1990. (Rail Photoprints)





career based on the Eastern. It, too, was a nailed-on loco for the FMYI pool and like 20046 stayed there until the transfer to Thornaby in May 1990. It was withdrawn on September 11, 1990 and like so many of its classmates shipped off to MC Metals for scrap, arriving on January 8, 1994 and being scrapped by the 20th. Its claim to fame came on November 25, 1989, when along with 20093 it worked the 0825 Leeds-Carlisle and 1242 return, piloting 47444 *University of Nottingham* as part of an initiative by the Provincial sector to promote the Settle to Carlisle line, and entice enthusiasts to enjoy its scenic splendour.

20064: Like 20030, the well-travelled loco was painted in 'Tinsley green' and was part of the FMYI sector, apart from between November 1987 and January 1988 that was spent in the Thornaby fleet until it moved to Toton in March 1990. Like 20030 it was withdrawn in September 1990 and sent to MC Metals for scrapping. It arrived on July 8, 1991 and was disposed of by October 9.

20069: The loco was one of the 13 that exchanged the Scottish Region for Tinsley in March 1985 as part of a massive swap round of Class 20s between the three regions that used the Type 1s. It was paired with 20043 in January 1989 when they moved to Toton, having been FMYI locos since July 1987. 20069 also moved back to the Trainload Metals fleet at Thornaby on October 1990 and stayed there until it was withdrawn on May 20, 1991. It was sold for preservation

in November 1991, which meant a trip to Glasgow for asbestos inspection and removal. It arrived at the Mid-Norfolk Railway in June 1992 but in May 2016, having been out of traffic since 2012, it was sold to HNRC, but remains stored at Thuxton pending developments.

20083: For so long a Scottish loco, 20083 arrived at Tinsley in the March 1985 shuffle so it was a natural choice for the FMYI sector. It left in May 1988 for Thornaby, but moved to Toton in July. In December 1988 it was one of eight Class 20s earmarked for sale to Hunslet Barclay, the other seven being 20041/060, 20101, and 20209/219/224/225. In the end 20224 was rejected and just six were converted to Class 20/9s for operating weed-killing trains (20209 not making the cut), with 20083 becoming 20903 *Alison*. All 20/9s were sold to DRS in 1998. 20903 along with 20901/902 made history in September 1999 when the trio travelled overland to Kosovo to help with the United Nations peacekeeping force. They were used until January 2000 when they moved to Skopje, returning to the UK in April 2000 to be put back into traffic. All were then sold to HNRC in March 2003, and while 20901/905/906 were reactivated, 20902 was scrapped, while 20903/904 remain stored at the Nemesis Rail site at Burton, their futures uncertain.

20086: This loco followed the same moves as 20083, but its arrival at Toton in July 1988 was followed by a main generator failure that brought about its

withdrawal on September 1, 1988. It was one of 14 20s (20005/054/065/086/097, 20100/147/158/179/183/193, 20201/217/224) dumped at Stanton Gate, just north of Toton, from September 1989. In January 1990, it was moved back to Toton and taken to MC Metals in December 1990. Scrapping occurred in February the following year.

20092: Having arrived on the ER from Scotland in May 1973, 20092 stayed at ER depots for several years and was part of the FMYI fleet until May 1989 when it and its then partner, 20102, were transferred to Toton's Departmental fleet. It was one of seven pairs of 20s – 20025/096, 20029/042, 20035/228, 20070/072, 20048/063, 20092/102 and 20139/160 – moved to Bescot in October 1990 for Birmingham cross-city electrification wiring trains. In May 1991 it moved back to TLM at Thornaby and was one of the last two Class 20s to be retired from the fleet on September 28, 1992. It was due to go on hire to the Channel Tunnel tracklaying team in early 1993, but instead was taken on by Central Services, along with 20169, and repainted in CS livery in spring 1993. It was hired to LUL in April 1993 for engineers' trains. Withdrawn on December 11, 1994, it was acquired by EWS when it bought the majority of the freight businesses in February 1996. Still dumped at Bescot, it was sold to HNRC in September 1999, then to DRS in December 2000 and then back to HNRC in 2003. It was moved to Long ➔

ABOVE: Former FMYI pool 20s 20096 and 20107 bring up the rear of the 7X23 0933 Derby Litchurch Lane to Old Dalby London Underground S-stock move near Melton Jn on September 5, 2014; 20132 and 20118 are leading.



ABOVE: As part of an initiative by the Provincial sector to promote the Settle to Carlisle line, and entice enthusiasts to enjoy its scenic splendour, 20061 and 20093 piloted 47444 *University of Nottingham* on the 0825 Leeds-Carlisle and 1242 return on November 25, 1989. The pair and the 47 cross the Ribbleshead Viaduct with the 1E11 1242 Carlisle to Leeds. (Martin Loader)

Marston and then Barrow Hill, but despite some restoration work being undertaken, it was eventually sold for scrap and broken up in August 2016.

20093: Another long-term ER loco after arriving from Scotland in December 1978. It was an FMYI stalwart and like many moved to Thornaby, but continued working in North Lincolnshire. It was withdrawn on May 20, 1991 and moved to MC Metals, arriving on May 5, 1992 and being cut up the following day.

20095: One of nine Class 20s that moved from Scotland to Tinsley on September 28 1986. It was part of the FMYI pool from its inception and remained as such until March 1989 when it moved to Toton's Departmental fleet. It was returned to TLM at Thornaby in October 1990 but was withdrawn on January 29, 1991. This was not its end as it became one of 20 sold to RFS for resurrection for Channel Tunnel tracklaying duties alongside 20040/047/051/084/085/088, 20102/105/108/113/120/127/133/145/159/173/175/194 and 20208, although 20040/051/085/173/208 never made the cut. It moved to the Channel Tunnel in September 1992 and worked there until August 1993. It was then sold to DRS and refurbished as 20305, the last of the first batch of 20/3s. Despite periods in and out of store it has recently been in traffic on RHTT duties in Yorkshire.

20096: Arriving at Tinsley in November 1978 from Scotland, 20096 spent the next 11 years at ER depots and became part of the FMYI fleet in July 1987. It moved to Toton in December 1989 along with 20025, and remained on the LMR until February 12, 1991 when it was stored, only to be revived

Locos with brief spells in FMYI	
20009	May-Oct 1988, March-May 1989. Withdrawn July 19, 1989, scrapped November 1993 at MC Metals.
20054	Jul-Oct 1987. Withdrawn September 11, 1989, scrapped October 1991 at MC Metals.
20066	May-Oct 1988. Withdrawn October 13, 1993. Sold to HNRC; and now in store (serviceable) at Hope Cement Works.
20076	Feb-May 1988. Withdrawn May 4, 1988, scrapped October 1988 by Vic Berry at Thornaby.
20139	Jul-Oct 1987. Withdrawn May 10, 1991, sold to CFD, scrapped May 2010 at EMR Kingsbury.
20145	Jul-Oct 1987. Withdrawn May 19, 1991, scrapped August 2008 at EMR Kingsbury.
20146	Jul-Oct 1987. Withdrawn December 7, 1988, scrapped April 1989 at MC Metals.
20185	May-Oct 1988. Withdrawn May 20, 1992, scrapped August 1994 at MC Metals.
20201	May-Jul 1988. Withdrawn September 2, 1988, scrapped March 1990 by Vic Berry, Leicester.
20202	May-Sep 1988. Withdrawn December 8, 1989, scrapped August 1993 at MC Metals.
20203	May-Sep 1988. Withdrawn December 7, 1988, scrapped February 1992 at MC Metals.
20204	May-Jun 1988. Withdrawn May 10, 1989, scrapped November 1989 at MC Metals.
20225	May-Jun 1988. Withdrawn January 6, 1989, converted to 20905 and still in main line use with GBRf.
20226	May-Sep 1988. Withdrawn September 26, 1988, scrapped June 1992 at MC Metals.

and taken on again by TLM at Thornaby. It only lasted until June 9, 1992 before being retired again. However, it was not destined for scrap but was instead sold to Trevor Dean for preservation in September 1993, which meant it also made a visit to MC Metals for asbestos removal. The loco was hired to HNRC, which returned it to the main line in 2005 and repainted it into Trainload Metals livery in 2008, complete with blue and yellow chevrons; it was the only Class 20 to carry this livery. When Trevor Dean died, he bequeathed the 20 to a colleague and HNRC employee who sold it outright to the company. It was repainted into BR blue in 2009 and has been a main line regular ever since, on hire to both DB Schenker and more recently GBRf. It and fellow ex-FMYI machine 20107 starred on last year's GBRf 15 charter, working from Edinburgh to Inverness.

20098: The loco was another solid TLM performer from 1987 and was able to avoid any transfer to Toton. Other than moving to Thornaby in May 1990, it ended its days as TLM member when it was withdrawn on June 24, 1991. However, like 20096, it was only sent to MC Metals for asbestos removal having been bought by the Type 1 Loco

Company to be based at the Great Central Railway. It arrived on May 22, 1992, and was back in use by November. It now runs in original all-over green as D8098, and has made visits away to the GCRN recently, and also to the Spa Valley Railway.

20100: Like 20095, it was another loco that moved from Scotland in September 1986, along with 20095/102/110/122/126/145/156/175, and so was another inclusion in the FMYI pool. It also moved to Toton in July 1988, but managed to linger on in traffic longer than the likes of 20086, and it was May 5, 1989 when it was finally laid up. It was dumped at Stanton Gate and eventually moved to MC Metals where it was scrapped at the end of February 1991.

20102: Another arrival at Tinsley in September 1986, the 20 was making its first move away from Scotland. After joining the FMYI fleet it was deployed on Metals traffic until May 1989 when it moved to Toton with 20035/044/092/110. It was retired on June 27, 1991, but was part of the batch of locos sold for Channel Tunnel tracklaying. Afterwards it returned to the UK in 1993 and was part of the job lot of locos sold to DRS. It was selected for conversion as 20311, the sixth and final example of the



second batch of 20/3 refurbishments. It was sold to HNRC in 2011, along with 20314, repainted orange and returned to main line use in 2012. It is now on hire to GBRf.

20107: An ER loco from November 1978, it followed a similar pattern of joining the FMYI fleet in 1987 and was withdrawn on January 21, 1991. It was originally sold for preservation and was to move to the East Lancashire Railway, but was one of five preserved Class 20s – 20001/048/056/166 being the others – hired to RFS for Channel Tunnel work. When that ceased, the loco was denied a place at Bury and was sold to RMS Locotec and moved to Flixborough Wharf in the summer of 1993. It was retired in 1999 and by 2001 had been removed from its bogies. In October 2006 it was remounted on bogies and moved by road to Wolsingham for repairs. It was sold to Martin Ashworth who then sold it to HNRC in 2008 and it was taken by road to Barrow Hill for overhaul on October 14. By March 2009 it was running again and, repainted in BR blue, has been active on the main line ever since.

20110: One of the handful moved to Tinsley in late 1986, this ex-Scottish 20 was FMYI-allocated from the start of the sector and then moved to Toton in May 1989 to join the Departmental sector. It lasted in traffic until September 14, 1990 and was then sold for preservation. It moved to MC Metals in July 1991 for asbestos removal and then to the South Devon Railway in August. In 2013, it was sold to HNRC, but didn't leave Devon until April 2014, initially going to the Wensleydale Railway and then moving to Tata Steel at Scunthorpe to provide cover for 20056/066. In April 2016 it moved to the East Lancashire Railway and remains there to this day, although it has not been used at the line. Talk of a return to the main line had been mooted, but it was put up for sale on March 28.

20112: Like several others, it arrived at Tinsley in November 1978 and stayed on the ER for the rest of its life, which ended on January 21, 1991 when it was withdrawn. It was a FMYI loco from July 1987 until transfer to Thornaby in May 1990. It was April 1993 when it made the final trip to MC Metals, via a three-month stopover at Ayr, and on July 1 it arrived in Glasgow. But it was to be September 6 before it was disposed of.

20126: One of the September 1986 arrivals at Tinsley, it too transferred to Immingham in July 1987 and joined the FMYI sector. On September 18, 1989 it was withdrawn and after spells dumped at Woodhouse Jn and Tinsley Yard it was despatched back to its old Scottish homeland in March 1992 and scrapped at MC Metals in June.

TLM 20s after FMYI

The FMYI pool ended when Immingham lost its final three pairs of Class 20s, 20046/112, 20061/093 and 20098/107, on May 13, 1990. They moved to the FMTY pool at Thornaby, but their work was still the same. The same day, Thornaby's remaining eight locos in the FCTY pool, 20118/119/122/124/137/138/156/165, were moved to the FDSE pool at Glasgow Eastfield.

20061 was withdrawn on September 11, 1990 and on October 14 20043/069/095 and 20127/145/176 were added to the pool to give 11 locos. 20107/112/127 were then laid up on January 21, 1991, followed by 20095 eight days later. With the fleet back down to seven, further redundant ex-Departmental examples were added on May 19, namely 20025/029/042/092, but at the expense of 20069/093/145, so the fleet only had a net gain of one. 20098 was next for the chop, on June 24.

When 20042/043 and 20029 were laid up on June 27 and July 5 respectively, the fleet

was down to four again. 20025 fell by the wayside on September 5, but on October 6, ex-FDSE locos 20118/137/165 were all added to the fleet. 20176 was withdrawn on the 21st while the three new arrivals were added to a new FMYI pool for out-basing at Tinsley to work the Deepcar trip (one pair and a spare loco).

20046 was withdrawn on February 10, 1992, but 20096/185 were added to the pool on February 14 to bring the TLM fleet back up to six – three in FMTY and three in FMYI.

On March 29, 1992, 20094/214 were added to the FMTY fleet, followed by 20104/117/121/169/190 on April 19 – so the fleet was ten in FMTY and three in FMYI. The ten FMTY 20s were recoded FMSY on May 3, 1992. Slowly they began to be withdrawn due to age and the arrival of Class 60s; 20185 went on May 20 followed by 20096 on June 9, 20094/117/121/190 on July 31, 20104 on September 11, 20214 on September 26 and the last pair, 20092/169, two days later. The withdrawal of the last pair, which worked a charter to Redmire on September 20, brought to an end the use of Class 20s for Trainload Metals. ^{RI}

ABOVE: One of the classic diesel railtours, the Class 20 Locomotive Society's 'Three To The Sea' tour on May 2, 1987. 20064 *River Sheaf*, 20030 *River Rother* and 20118 *River Don* are deep in third rail territory as they pass through Balcombe Station with the 1226 0924 Sheffield to Brighton special. (Martin Loader)

BELOW: Harry Needle Railroad Company's Class 20 20066, bearing the TATA fleet running number 82, while on hire to Tata Scunthorpe Steelworks. It was acquired by HNRC in 2005 and during 2010 it was overhauled and repainted at Barrow Hill in the TATA blue livery. (Rail Photoprints/ Gordon Edgar)



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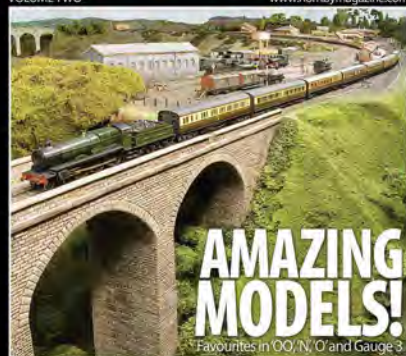
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A CrossCountry HST, with Power Car 43285 leading and 43384 at the rear, passes The Sidings restaurant and hotel at Shipton by Beningbrough, just north of York, on March 23 with the 1V50 0606 Edinburgh – Plymouth. The firm's five HST sets are undergoing refurbishment and the fitting of plug doors and retention toilets to enable them to work past 2020, but for how long? (Paul Biggs)

The 'rumour mill' has been working in overdrive once more and a selection is provided below. While every effort has been made to ensure the veracity of these entries, *Railways Illustrated* cannot be held responsible if the conjecture does not become fact.

Delays to the Midland Main Line electrification has required East Midlands Trains to plan life-extension work for its HST fleet, with at least three more years' work ahead of them. Mk 4s are once again being rumoured (with electric locos) for the electrified MML. * **With Chiltern still committed to year-on-year expansion in passenger numbers of 12%, additional stock will be needed. One possibility is the Class 172s that will be released after the completion of the delayed Gospel Oak – Barking electrification scheme.** * With reconstruction work (including a substantial retaining wall and a long-term problem with diesel spillage to clean up) due to begin shortly, storage space for rolling stock will be limited at Wembley Depot on working weekdays. To free up space one silver main line hauled set will replace 168s on the 1040 London Marylebone to Birmingham Snow Hill and 1312 return from the start of the May timetable changes. Additionally, the empty stock from the slam door commuter service will be sent ECS to Banbury and back for stabling during the day. The extra hauled trains are likely to continue into 2018. * **GBRF is widely reported to be in the**

market for HSTs to be used for high speed parcels traffic. The units, to be based at Doncaster, would be sourced from VTEC (following introduction of the Azuma fleet) and/or Grand Central, as the smaller operator converts to a Class 180-only fleet. * CrossCountry is hoping to introduce the first of its five refurbished HSTs later this year, complete with plug doors and retention toilets. The life extending work will see the units used for a further five years, allowing doubling up of Voyagers elsewhere to increase capacity. The HSTs will work predominantly Newcastle to Bristol services. * **TransPennine Express has indicated it will be hiring the Pretendolino coaches from September, initially for crew training and formed into two rakes of five with DVTs; passenger services using the stock will begin in December.** * Class 68 fans will have to pay a bit more to enjoy the locos destined for TPE as they are expected to be coupled next to the First Class coaches on the new CAF stock. There is also a possibility that Class 88s could be used on some services at a later date. * **With no sign of the completion of 170204 at Kilmarnock, following its collision**

with a tractor near Thetford, and East Anglian managers concerned about possible unit shortages during leaf fall season, the Class 68 hauled short set is set to stay on Wherry Line services until the end of December. * Latest rumours indicate the East Anglian Mk 3 fleet, set to be replaced from 2019 onwards, is earmarked for storage in the sidings at Great Yarmouth. Bad news for any operators wishing to reuse the stock at a later date; but potentially good news for the local graffiti vandals. * **TPE is set to take over the Huddersfield-Manchester stopping services, upgrading the rolling stock to Class 185s.** * The Oxenholme to Windermere branch may see services formed of bi-mode Class 319s. With some services working to and from Preston, the units would travel south of Oxenholme under electric power. * **Some of the latest unit cascade rumours includes Class 321s to go North West to replace 319s.** * Rumours have resurfaced that London Midland will employ Class 88s on loco-hauled 'Cobbler' commuter services from Northampton to London Euston, using Mk 3s, possibly released from East Anglia. * **Freightliner has still not sold 47830 to the Rail Operations**

Group, despite the loco being sidelined for minor repairs and used only for light duties. * Freightliner is thought to be considering various options for its Class 70 fleet, with many of the locos sidelined by a combination of low availability and lack of spares. Transferring them to Poland may be an option until the end of the locos' lease period next year. One of the conditions of the lease is to return all locos to the ROSCO in running condition, which may be a challenge for some examples, particularly 70001. * **Capacity along the busy Birmingham to Leicester corridor is due to be upgraded drastically from 2018 with longer trains and up to six services an hour, including the extension of London Midland's Shrewsbury to Birmingham service through to Leicester.** * 33108 is set to stay at the Severn Valley Railway for a year following its upcoming visit for the Spring Diesel Gala. * **Freightliner will decide whether or not to extend the life of its Class 86 fleet, possibly for another ten years.** * GBRf is thought to be planning another of its successful four-day charity railtours in 2018, again featuring a wider variety of motive power. *



Pip Dunn
News Writer

A new name in railtours, 565 Charters, is planning a charity fundraising trip on September 2 using a pair of Colas 37/0s and WCR as stock provider and train operating company.

The plan is to run from Lancaster at 0555 to Carmarthen and back. The outward leg will be with a WCR 37 to Crewe, picking up at Preston, Wigan North Western and Warrington Bank Quay, where the Colas locos will work forward via Chester, Wrexham General, Gobowen, Shrewsbury, then outward via the Marches, Hereford (through line), Newport, Cardiff Central (through line) then the main line to Bridgend, Landore (avoiding line), Llanelli and Carmarthen where there will be a break of about 80 minutes.

It is hoped the return trip will then be via the scenic Central Wales line to Shrewsbury, with a 30-minute leg stretch at Llandrindod en route. However, the promoter is aware the Northern Belle is also due to run over the Central Wales line that day and this may require the specification to be altered. A plan B has already been identified.

In mid-April the train was purely provisional and in the planning stages, albeit quite well advanced, with the availability of stock and locos having been confirmed. Fares have not yet been set, nor has a booking facility been set up, although a third party booking agent is likely to be used. Standard, First and Premier Dining Classes are expected to be offered and prices will be 'affordable'. As soon as we have more details, we'll let you know.

Fancy a Class 56 to Hull?

After a series of false starts, 52A has finally nailed down a main line charter train for 2017, its first since April 12, 2014 when it took 55002 *The King's Own Yorkshire Light Infantry* from York to Aberdeen and back. The 'Humber Grid' will run on September 9 from Linlithgow to Hull, and is booked to be hauled by a Colas Class 56, with the Scottish Railway Preservation Society providing its rake of Mk 1s. The TOC will be DB Cargo.

The train will pick up at Edinburgh, Berwick, Alnmouth, Morpeth and Newcastle. It will then head along the Durham coast route through Sunderland and Hartlepool to rejoin the ECML near Northallerton. After a stop at York, the train will continue to Selby, then Brough, and arrive at Hull, the 2017 UK City of Culture. A three-hour break is planned in the city.

The return run to Scotland will be via Goole, the new Doncaster North Chord flyover, Knottingley, Milford Jn and York. The final leg back to Linlithgow will be direct via Darlington and Newcastle, allowing the Class 56 a good chance to perform to its maximum. A lot of the route is familiar to Class 56s from their days in the North East and Yorkshire, although it is unusual for the type on a passenger train. It is also the first high-mileage Class 56 charter for several years, and Colas locos have remained rare on main line charters since the company added the ex-BR Type 5s to its fleet. 56087 did work a 'Scarborough Spa Express' from Carnforth to York on July 28 last year, but the only other outing by an orange and yellow Grid was on December 22, 2012 when 56094 worked from Birmingham New Street to Euston and back from Waterloo to Crewe for Pathfinder Tours on its 'Thames Angerman' special.

Colas has 56049/078/087/090/094/096, 56105/113, and 56302 in its operational fleet, although at the time of writing both 56049/090 had yet to be returned to full active service. The train will feature First and Standard Class and the SRPS will provide meals on a pre-booked basis. There is also the option of Executive Class, which allows the opportunity to travel in the leading coach behind the loco in both directions. Fares are £129 Executive Class, £109 First Class and £79 Standard Class, and more details are available on www.52atours.com.

ROG looks to use its tractors

Another Class 37-hauled charter in the pipeline, but also yet to be confirmed as we closed for press, is a Rail Operations Group special set for Sunday October 15. A pair of Europhoenix Class 37s is expected to work from Derby and head first to Sinfyn sidings before returning to Derby and continuing to Matlock and onto the heritage Peak Rail line to Rowsley for a break.



Then the train will head to Gloucester via Derby, Coleshill Parkway, Sutton Park, Walsall, Kidderminster and Cheltenham Spa. The return to Derby will be direct via Bromsgrove and Burton, but before the train terminates at Derby, there will be a brief trip to Chaddesden and back. Again, there will be more details when the train is confirmed, but in the meantime it's a date for the diary if riding behind Class 37s or traversing rare track (or both) appeals to you.

BLS keeps busy

The Branch Line Society has a number of interesting charters in the pipeline for the summer. The first is set for June 25 when the BLS joins forces with PLEG in planning a track bash of the rare lines in the AV Dawson complex at Middlesbrough using AVD's two Class 08 shunters, 08600/774. A brake van is being brought in by road from the Wensleydale Railway to provide the passenger accommodation for the trip, which is now open for bookings.

Looking further ahead, the BLS is also looking to confirm a July 15 trip to the North Yorkshire Moors Railway using an East Midlands Trains HST set.

A few weeks later, on September 9, the BLS is planning another main line charter. It is still to be confirmed, but the outline plan

RIGHT: West Coast ran its 'Spirit of the Lakes' formation, consisting of former Manchester Pullman Mk 2s, on April 1 on a coast-to-coast run from Cleethorpes to Weston-super-Mare. Class 57s No 57316 and 57313 top and tailed the formation, and on the southbound run, 57316 is leading the 1Z56 0551 from Cleethorpes as it traverses the Birmingham Cross City route on the fast line through Northfield. (David Bissett)



Colas Class 37s

...for charter



is to use two ROG Class 37/7s and 86259 Les Ross on a Burton to North London special, which the group says will (inevitably!) cover some “very rare freight lines with a ‘royal’ flavour” in London, plus another highly sought after railhead on the way out in the Birmingham area.

Retro returns

Retro Railtours has announced two charters for the summer, both using its preferred suppliers – DRS as train operator and traction provider, and Riviera Trains as rolling stock provider.

First up, on Saturday July 15, is the ‘The Retro Welsh Dragon 2’, which is a repeat of a trip to Swansea that ran in April 2013 with Class 20s. This time two Class 37s are down to haul the train, which will start at Huddersfield and run via Stalybridge, Stockport, Crewe, Shrewsbury and Cardiff. After a break the train will return via the same route to West Yorkshire.

A high mileage Class 68 tour is planned for August 28 – the ‘Retro Edinburgh Festival Express’. It will start at Chesterfield and travel via the Hope Valley, Stockport, Stalybridge, Huddersfield and Dewsbury for a run along the ECML to Edinburgh. Full details of fares, pick-ups and provisional timings are available on www.retrorailtours.co.uk

More from Pathfinder

Pathfinder has confirmed a few more trains, plus highlighted some ‘dates for the diary’ that many will need to block off to avoid double booking.

The ‘Lakeland Explorer’ on July 22 is a Class 68-hauled day excursion from Bristol Temple Meads to Carlisle, which will serve the DRS open day at Kingmoor, but also provide other off-train options for day trippers. Next up, on August 12, is a repeat of May 20’s ‘Settle and Carlisle Explorer’, albeit with different pick up points, starting at Newport and serving Welsh Marches stations. Again a Class 68 is the planned traction south of Crewe, and a pair of Class 88s is lined up for the run north – using their 25kV AC capability under the wires then their diesel engines for the run over the S&C. Both the trains are open for bookings.

Dates for the diary are July 29 for a ‘Buffer Puffer’ using Class 37s around Essex. This should feature an overnight portion to visit the likes of Colchester Town, Sudbury, Braintree, Southend Victoria, Southminster and other places where getting a loco-hauled train during the day is not possible due to pathing.

August 27 should provide a DB Cargo freight line tour of South Wales, and if previous trips are anything to go by then there is every chance this train could be

top-and-tailed by Class 60s. On September 29 it is planned to run a Class 20-hauled train in the North East, but the exact route, operator and, indeed, supplier of the aging Type 1s have still to be nailed down and confirmed. Watch this space!

When was the last time?

The good news for 2017 is that there is the chance to travel behind a Class 40, 50 and 55 on the main line, but what of some of the other heritage classes? When was the last time they worked on the main line?

Believe it or not, it was as long ago as 2011 when anyone enjoyed Class 31 power on the main line. Technically, the last such trip was December 17 that year, but it was just the meagre distance of Walton Old Grange Yard to Latchford Siding that 31601 worked on Pathfinder’s ‘Festive Jungle Jangle’ special. Before that it was June 25 when 31190/601 worked from Tame Bridge Parkway to Penzance and back.

For Class 33s it has been slightly better, with West Coast Railways’ 33207 *Jim Martin* having a few jaunts on steam specials, plus last year working with 37668 to top-and-tail the Branch Line Society’s ‘Cliffe Hopper’, although the Sulzer mileage on this train was minimal. That said, earlier in the year, on September 8, it worked from Carnforth to York (Holgate ➔

ABOVE: A pair of Colas Railfreight Class 37s is due to run from Lancaster to Carmarthen and back on September 2, hauling a 565 Charters charity railtour. (Tom Dumelow)



ABOVE: Pathfinder Tours ran its marathon 'Everywhere Again' charter on March 31/April 1, taking more than 24 hours to complete using top and tailed DRS Class 37s. In this view, 37716 approaches Evesham with the 1Z77 1035 Crewe to Long Marston on April 1; 37069 was on the rear. (Matt Clarke)

Sidings) and back, piloting 47237 on the 'Scarborough Spa Express' via Hellifield and Leeds. But the last time there was a proper, bona fide, nothing else included, Class 33 tour is further back – in fact, you have to go all the way back to August 23, 2008 when 33025/207 worked from Crewe to Weymouth and back for Pathfinder.

What the railway really is missing is a Peak on the main line. It was Class 46 D182 *Ixion* that 'broke the ban' on preserved diesel way back in 1994, and it went on to work many a charter. In 2003 it was repainted into BR blue and worked to Penzance on the Mazey Day special on June 28. Since then, nothing. The loco was stopped for an 'E-exam' shortly afterwards and only returned to use last year.

The first Class 45 back on the main line

in the privatised era was 45112 *Royal Army Ordnance Corps*, owned by Fragonset. It also ran several tours and visited many old haunts; a highlight was bringing down the curtain on the Barlow Trainshed at St Pancras station at the end of the road for the Midland Main Line operations on April 8, 2004. After that, 45112 hauled an occasional train, but the last was on May 28, 2007 when it worked back from Minehead to Derby, although it needed rear end assistance from 47828 *Joe Strummer* for most of the journey. So it has now been a decade since a Peak of any kind worked on the main line. Despite the best optimism emanating from Nemesis Rail, the owners of 45112, there is no light at the end of the tunnel for the loco ever returning to traffic.

So as we pass a decade without a Peak on the main line, is it worth asking whether we will see one back on the big railway any time soon? The answer is probably 'no' unless there is a concerted effort by one of the established and respected Peak preservation groups, but as the 50s and 55s have proved, a long hiatus off the main line need not mean it's the end forever.

New UKR tour

UK Railtours has announced a new train for Saturday October 14, with Yorkshire as the destination. The 'Pennine Chough' will start at King's Cross and head to Leeds, with an off-train option of a visit to the Kirkstall Light Railway, a 15in gauge preserved steam line running for three and a half miles on the old Clayton West branch, which closed in 1983.

The return journey from Leeds will be via two crossings of the Pennines, first via Huddersfield and Stalybridge and then taking the line to Stockport and heading back east via the Hope Valley line. The train will take the Dore curve and head south through the Erewash Valley to Syston Jn, and then via Stamford back to Peterborough. Expect a Class 67 to haul this DB Cargo-operated train.

GBRf date

It has still to be confirmed, but fans of quality ex-BR traction or new 'lines in their haulage book' are advised to keep July 16 free. The word from GB Railfreight is that there could be something of interest for that date. Once again, watch this space! [RI](#)

Charter Train Diary

Date	Route	Promoter	Operator	Traction	Date	Route	Promoter	Operator	Traction
May					17	Burton-Llandrindod	PF	DBC	55009
6	Willington-Hull-King's Cross	PF	DRS	68, 55009	24	Worcester-Penzance	PF	DRS	37x2
6	Bridlington-Stratford-upon-Avon	WCR	WCR	57x2	24	Reading-Seaforth	UKR	DBC	66x2
9	Euston-Carlisle	UKR	DRS	88	25	AV Dawson track trip	BLS	BLS	08600/774
13	St Neots-Betws-y-Coed	WCR	WCR	57x2	Promoters				
13	Glenrothes-Fort William	SRPS	WCR	47x2	A1ST	A1 Steam Trust	contact UKR		
13	Paddington-Minehead	GWR	FGW	HST	BATC	Bishop Auckland Travel Centre	01388 661394	www.ba-rail.co.uk	
19	Derby-Barrow Hill	ROG	ROG	37, 47	BLS	Branch Line Society	07785 112044	www.branchline.org.uk	
20	Derby-Barrow Hill	ROG	ROG	37, 47	CFPS	Class 40 Preservation Society	075000 40145	www.cfps.co.uk	
20	King's Cross-Carlisle	UKR	DRS	68	CRS	Continental Rail Solutions	+361 7923021	www.continentaltrain.com	
20	Didcot-Appleby	PF	DRS	68, 88x2	GWR	Great Western Railway	0345 7000125	www.gwr.com	
27	North Berwick-Kyle of Lochalsh	SRPS	WCR	47x2	NT	Nenta Traintours	01692 406152	www.nentatrains.co.uk	
27	Hungarian 47 trip	CRS	CRS	47375	PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk	
29	Penzance-Paddington (one way)	A1ST	DBC	59	RTC	Railway Touring Company	01553 661500	www.railwaytouring.co.uk	
June					SRPS	Scottish Railway Preservation Society	0131 2021033	www.srps.org.uk	
2/3	Edinburgh-Wick	SRPS	GBRf	37x2	UKR	UK Railtours	01438 715050	www.ukrailtours.com	
3	Norwich-Ravenglass	NT	WCR	47/57	VT	Vintage Trains	0121 7084960	www.vintagetrains.co.uk	
9	Camforth-Bury	CFPS	WCR	40145	WCR	West Coast Railways	0844 8504685	www.westcoastrailways.co.uk	
10	Bury-Llandudno	CFPS	WCR	40145	Operators/stock providers				
10	Glenrothes-Scarborough	SRPS	DBC	67	WCR	West Coast Railways			
10	Gloucester-Leeds	PF	DBS	66x2	DBC	DB Cargo			
14	Finsbury Park-Tuxford	UKR	DBC	66x2	DRS	Direct Rail Services			
15	Crewe-Liverpool LS	BLS	DRS	66, 68	GBRf	GB Railfreight			
17	Bishop Auckland-Skegness	BATC	WCR	47/57	ROG	Rail Operations Group			

Correction

In May's issue, the photo of 57312 on page 70 was incorrectly credited; it was by Nick Edmonds and not Mick Langton. Apologies to both photographers for the error. The photo was taken at Saxilby and the train was the 1Z53 York-Leeds Northern Belle working on February 17.



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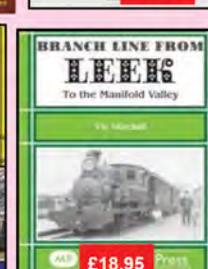
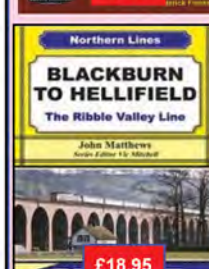
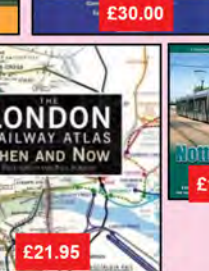
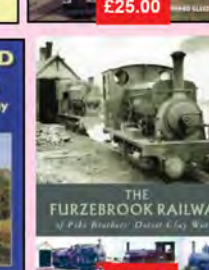
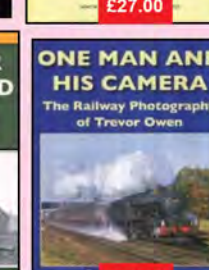
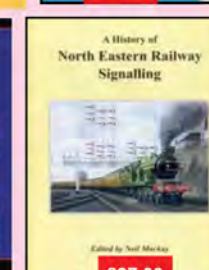
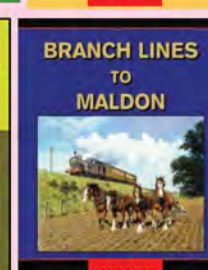
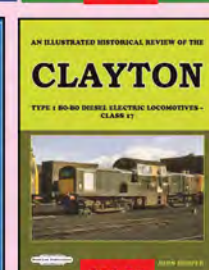
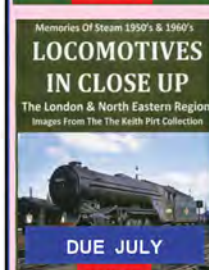
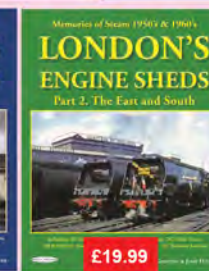
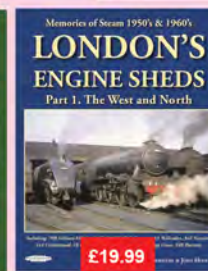
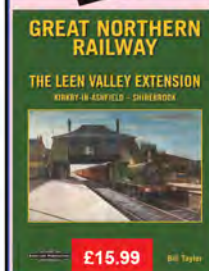
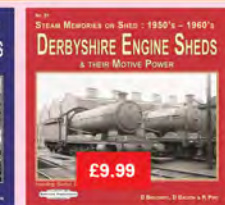
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60103 *Flying Scotsman* crosses the well-known Mytholmes Viaduct with the 1448 Keighley to Oxenhope during the warm afternoon of April 8. (Steve Sienkiewicz)

Famous locomotive, famous spot

THE APPEAL of *Flying Scotsman* shows no sign of abating. The Keighley & Worth Valley Railway's nine-day visit by 60103 *Flying Scotsman* was not only operationally perfect but also its most successful.

"All the services were on time and everything went well," according to the railway.

The line welcomed more than 17,000 visitors, making it its best-ever event. Appropriately, the

line's two K-Class Pullmans *Ann* and *Mary*, which originally worked on the Eastern Region, formed an accompaniment to the Pacific during the seven days it worked trains. The other two days were

for static viewing only at Ingrow yard. Upon leaving the KWVR it was moved by rail to the Bluebell Railway. It will work a series of main line tours there during the spring and summer (see diary section).

Lucky survivor donated to the Swanage Railway

LONDON AND South Western Railway 4-4-0 T3 563 – which survived thanks to a display in 1948 – has been donated by the National Railway Museum to the Swanage Railway. In recent years it has been used as the centre-piece of stage productions of *The Railway Children* in Canada and latterly in a tent at King's Cross. It moved from London, where it has been in the open for a number of months, to Norden on April 12.

There are no plans to restore it to steam; instead its tired finish will be

cosmetically freshened and it will be put on display. Built in 1893 for hauling express trains on the LSWR, it was withdrawn by the Southern Railway in August, 1945, at the end of World War Two, by which time it had covered 1.5m miles. It was put into store and then selected for cosmetic restoration and display at the centenary celebrations for London's Waterloo station during 1948, a move that helped its preservation. It is the sole survivor of the class of 20.

Three icons celebrate Barrow Hill re-opening

THE FIRST main line steam loco, *Rocket*, and the latest, 60163 *Tornado*, alongside 60103 *Flying Scotsman*, will star at Barrow Hill's September 21-24 grand re-opening gala.

Barrow Hill Roundhouse has confirmed the initial details of the event, celebrating completion of the £1.2m Heritage Lottery funded restoration project, currently taking place at the Grade II listed complex. Visitors will see the comprehensive but sympathetic restoration.

This will be the first visit to the Roundhouse by *Flying Scotsman* since a BR Open Day in 1974, and the facility also welcomes back *Rocket*, 12 years after it took part in the celebration of George Stephenson's connections with Chesterfield in 2005. This will be the first opportunity for many in the region to get up close to 60103, alongside sister East Coast racehorse *Tornado*, against the unique and authentic backdrop of the Roundhouse.

Final steel castings ordered for P2

THE FINAL steel castings for new Gresley Class P2 2007 *Prince of Wales* have been ordered from William Cook Group of Sheffield. This fourth and final batch of 61 steel castings comprises three piston crossheads, the remainder

for the tender including horn blocks, spring safety brackets, tender axleboxes, spring hook brackets and buffer casings.

In total, 127 steel castings have been ordered for 2007 to-date, of which 66 have already

been produced and machined. So far £1m has been spent on its construction from the £5m total. William Cook Group (WCG) has been the principal sponsor, providing all the steel castings for 60163 *Tornado* and 2007, including

all the wheels, at preferential rates and on generous terms. WCG also owns *Tornado's* tender, which is leased to the Trust under a 15-year loan agreement that is due to end in 2021 when it will be bought outright.

In trouble on the grade

BR Standard 2MT 78018 is suffering from a stuck snifting valve. With steam obscuring the train, the loco is losing power as it struggles to climb the 1-in-176 to Quorn & Woodhouse, Great Central Railway on April 2. (Rick Eborall)



Five visiting locomotives for Cotswolds festival

CELEBRATING THE 'unsung steam heroes' of Britain's railways, the Gloucestershire Warwickshire Railway's 'spectacular' Festival of Steam will have up to nine locos working over the late May bank holiday weekend. Up to four visitors are expected to bolster the home fleet during the May 27-29 event and three had already been confirmed when the magazine went to press.

The most eye-catching is USATC S160 2-8-0 6046 from the Churnet

Valley Railway; appropriately the type worked over the line during World War Two. LMS Black Five 45305 is coming from the Great Central Railway and the GWR welcomes back an occasional diminutive visitor in the shape of Great Western Railway 0-4-2T 1450, which will be working with an auto-trailer from Toddington towards Broadway, as far as possible along the new extension.

There will also be a rare chance to see Merchant Navy 35006 *Peninsular*

& *Oriental SN Co* in action. It made its debut after restoration last year, but is rarely steamed. The railway is also selling footplate rides to/from Cheltenham, and 'driver for a tenner' in a siding. An unusual opportunity will be the chance to ride in a brake van on one of the freight trains during the gala, for only £10.

On the Saturday evening a 14-coach special will task one of the locos to flex its muscles. The normally private garden and

siding at Gotherington station will be open, and people can try their hand on a pump trolley or ride in a Wickham platelayers' trolley. Visitors are encouraged to use Cheltenham Racecourse, where there will be unlimited car parking. For the first time the new Platform 2 will be in use, so the station will be busier than usual. For those coming by public transport, there will be a free classic bus service from Cheltenham Spa Network Rail station to Cheltenham Racecourse.



Southern style on SVR

One of the visiting locos for the Severn Valley Railway's Southern Styled spring gala was newly overhauled BR Ivatt 41312 from the Mid Hants Railway. It departs from Hampton Loade on March 21. (Jack Boskett)

Construction of GCR bridge starts

CONTRACTORS HAVE started work on the foundations for a new bridge over the Midland Main Line at Loughborough, to carry the Great Central Railway. The 30m bridge will be craned into position this autumn. Along with the reinstatement of two more bridges and 500m of missing embankment, the £3m project will create an 18-mile railway from Leicester to the outskirts of Nottingham.

Initial work involves the preparations for its foundations, with pile driving the next step. Construction of the bridge and rail link will also give the southern half of the Great Central access to the national network. In turn this will mean excursion trains can travel to the planned Heritage Lottery-funded rail museum to be built at Leicester North.

IN BRIEF

➔ The Bluebell Railway's Branch Line event on May 13/14 will see five of the railway's SECR locos take centre stage alongside the LNWR Coal Tank 0-6-2T 1054, visiting from its base at the Keighley & Worth Valley Railway. The two-day event will see all locos running passenger trains to an intensive timetable.

➔ Restoration of 'dock tank' USA 'S100' 0-6-0T 30075 at Shillingstone, North Dorset Railway Trust, has started. It was last overhauled in 2004. Work has started on the boiler, currently still in the frames, with the grinding off of the welded ends of 150 tubes, so they can be removed.

➔ Out-shopped in an attractive lined blue after a four-year overhaul, Andrew Barclay 0-6-0T *Doll* has returned to traffic at the Leighton Buzzard Railway, which means the line has seven working steam locos this year.

➔ 'Quarry' Hunslet 0-4-0ST *Velinheli* has been withdrawn from service at the Launceston Steam Railway as the 92-year-old boiler is beyond repair. It will go on static display.

➔ The new Kirk Terminus on the Royal Victoria Railway, Hampshire, has been officially opened, although more work is needed on the track layout before it can be used on a regular basis. Trains on the steeply graded one-mile line run every weekend and daily in school holidays.

➔ The West Somerset Railway Association is continuing to raise money for the ongoing overhaul at Williton of GWR 'Small Prairie' 4561. The next phases of the overhaul include the blower ring (£900) and work on the cylinders (£12,500).

Rheidol overhaul

THE VALE of Rheidol Railway has won a contract to complete the restoration of Baldwin 4-6-0T 794 for the Welsh Highland Heritage Railway and Imperial War Museum.

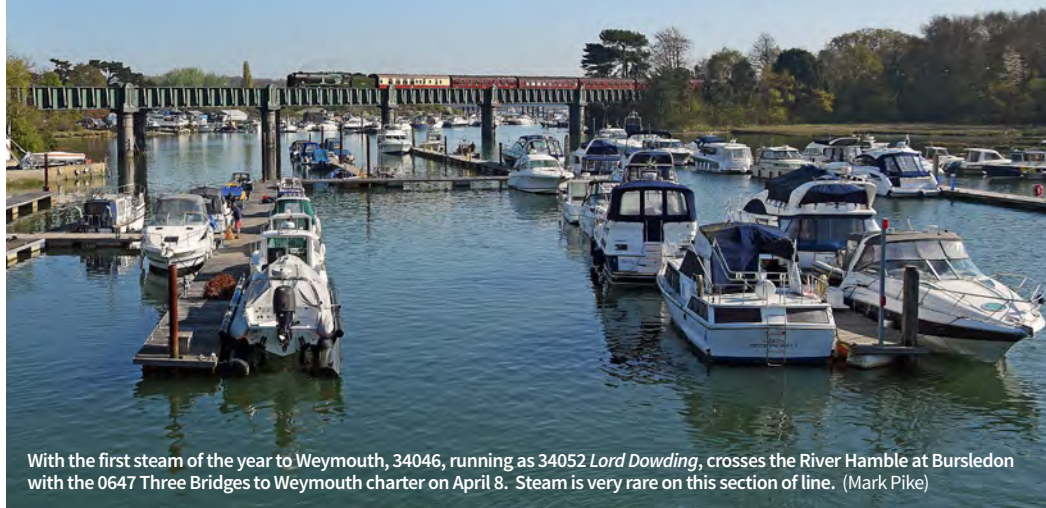
It is to be restored as 590, which worked on the original Welsh Highland Railway but was cut up in 1942. Once finished it will run on the Welsh Highland Heritage Railway. Repatriated to the UK in 1985, it is owned by the Imperial War Museum and restoration began in 2004 at the Welsh Highland Heritage Railway. It will become the second example in steam in the UK, the other being 778 at the Leighton Buzzard Railway.



Wandering Prairie returns

Currently sporting GWR 'shirt-button' livery, Prairie 5542 is spending the summer season on loan to the South Devon Railway on its first visit since 2005. On April 17 it waits to depart from Buckfastleigh with the 1045 to Totnes Riverside. (David Hunt)

A rare treat on the Hamble



With the first steam of the year to Weymouth, 34046, running as 34052 *Lord Dowding*, crosses the River Hamble at Bursledon with the 0647 Three Bridges to Weymouth charter on April 8. Steam is very rare on this section of line. (Mark Pike)



A Duchess delights

In soft spring evening light, 46233 *Duchess of Sutherland* approaches Clay Cross, Derbyshire, with a Barrow Hill-King's Cross excursion on April 5. (Robert Falconer)

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Little and large dominate NVR's schedules

TWO EVENTS at the Nene Valley Railway will present both ends of the steam spectrum. The line's May 13/14 'Small Loco Fest' will have as its main attraction LMS 3F Jinty 0-6-0 47406 visiting from the Great Central Railway. There will be an intensive passenger, local and freight timetable. Other locos in service will be Hudswell Clarke 0-6-0 1800 *Thomas* and Hunslet Austerity 0-6-OST 75008 *Swiftsure*. They will be supported by Sentinel 0-6-ODM DL83, and Class 14 D9520/Corby Quarries 45.

The line's major event this

year, on June 2-4, marks its 40th anniversary. For this it has secured visitors LMS 4-6-0 46100 *Royal Scot* and Deltic 55022 *Royal Scots Grey*, running as 55018 *Ballymoss*. They will work alongside the home fleet, including Bulleid Pacific 34081 92 *Squadron* and 31271. There will be the added attraction of brake van rides from Orton Mere station over the freight-only Fletton Branch. On the Sunday, classic bus services will run hourly from Wansford with a LT Routemaster and a London Country Guy special.

'Leader' stunt is unique experience



The *Leader* mock up at Herston Works was built using a wooden frame and cardboard. (Chris Worby)

AS THE second day of the Swanage Railway's Strictly Bulleid gala (see News p14) fell on Saturday April 1, when volunteers were due to open Herston Works to visitors, they decided to stage an April fool's joke. Rather than resort to Photoshop trickery, volunteers from Southern Locomotives Limited (SLL) built a full-size cab front of Bulleid 'Leader' Class 0-6-0+0-6-0 steam loco. Of the experimental class of five only one, 36001, was completed and underwent trials in 1949/50 before BR scrapped the project. The result of the volunteers' work was that, for the first time in nearly 60 years, people had the opportunity to see that stark, boxy, design 'in the flesh'.

Several weeks before the event,

work started on the mock cab built from cardboard on a wooden frame and painted grey. Windows were fitted, it was lined out, and wipers, lights and lamp brackets followed. The prank was completed with a spoof press release on social media, and during the weekend 600 people visited the works to see, for the first time, a full-scale mock-up of what the 'Leader' cab would have looked like.

SLL, which owns seven steam locos including five Bulleid Pacifics, is in the final throes of the overhaul of 34072 257 *Squadron* at Herston Works, and this was on show. Next to be completed will be 34028 *Eddystone*, followed by long-term restoration of 34010 *Sidmouth*.

STEAM EVENTS DIARY

Heritage Railway Events			
Date	Railway	Event	
May			
6/7	GCR	Goods Galore Gala	
6/7	CVR	Double-Headed S160 Weekend	
13/14	BR	Branch Line Weekend	
13/14	LR	Victorian Weekend	
13/14	GCR	Vintage Vehicle Festival	
13/14	RHDR	90th Anniversary Gala	
13/14	NVR	Small Locomotive Fest	
14	IWSR	Heritage Goods Day	
19/21	KWVR	1940s Weekend	
20/21	KESR	1940s Weekend	
21	IWSR	IoW Festival of Transport	
27-29	IWSR	May Spring Gala	
28/29	NNR	Dad’s Army Live!	
29	KESR	Made in Swindon event	
27-29	GWR	Cotswold Festival of Steam	
27-29	ELR	1940s Weekend	
June			
1-4	BWR	Tornado at the BWR event	
2-4	GCR	1940s Wartime Weekend	
3	NYMR	50th Anniversary event	
3/4	ELR	Small Engines Weekend	
4	DRC	Transport Rally	
10/11	MHR	War on the Line	
11	IWSR	Heritage Goods Day	
11	GWR	Classic Vehicles Day	
11	CVR	Transport Festival	
16-18	GCR	Model Event	
17-18	BWR	Heritage Transport Festival	
18	BRC	Historic Commercial Vehicle Rally	
18	EOR	Classic Car Show	
23-25	CVR	Anything Goes & Cider Festival	
24/25	NNR	Tracks & Trenches	
24/25	EOR	Victorian Steam Weekend	
Railway codes			
BR	Bluebell Railway	01825 720800	www.bluebell-railway.co.uk
BRC	Buckinghamshire Railway Centre	01296 655720	www.bucksrailcentre.org
BWR	Bodmin & Wenford Railway	01208 73666	www.bodminandwenfordrailway.co.uk
CVR	Churnet Valley Railway	01538 750755	www.churnet-valley-railway.co.uk
DRC	Didcot Railway Centre	01235 817200	www.didcotrailwaycentre.org.uk

Foxcote is star at Kent event

VISITING GWR 7822 *Foxcote Manor* will be the highlight of the Kent & East Sussex Railway's 'Fabulous 40s' event on May 20/21. Unusual for the line, which normally runs tank locos, the *Manor* will also be a rare visitor to the south-east.

All the stations will have activities to present a 1940s atmosphere,

including re-enactors, live performers and displays. On both days there will be a Spitfire flying display above Tenterden station. Also running the following weekend, in a one-day event on Bank Holiday Monday May 29, 7822 will join Class 14 D9504 and 0-6-0PT 1638 for a 'Made in Swindon' gala day.

ELR	East Lancashire Railway	0161 7647790	www.east-lancs-rly.co.uk
EOR	Epping Ongar Railway	01277 365200	www.eorailway.co.uk
GCR	Great Central Railway	01509 632323	www.gcrailway.co.uk
GWR	Gloucestershire Warwickshire Railway	01242 621405	www.gwsr.com
IWSR	Isle of Wight Steam Railway	01983 882204	www.iwsteamrailway.co.uk
KESR	Kent & East Sussex Railway	01580 765155	www.kesr.org.uk
KWVR	Keighley & Worth Valley Railway	01535 645214	www.kwvr.co.uk
LR	Llangollen Railway	01978 860979	www.llangollen-railway.co.uk
MHR	Mid-Hants Railway	01962 733810	www.watercressline.co.uk
NNR	North Norfolk Railway	01263 820800	www.nnrail.co.uk
NYMR	North Yorkshire Moors Railway	01751 472508	www.nymr.co.uk
NVR	Nene Valley Railway	01780 784444	www.nvr.org.uk
RHDR	Romney, Hythe & Dymchurch Railway	01797 362353	www.rhdr.org.uk

Main Line Steam Tours				
Date	Itinerary	Promoter	Operator	Locomotive
May				
1	Newcastle-Edinburgh	UKR	DBC	60163
1	Inverness-Kyle	RTC	WCR	44871+62005
2	Inverness-Glasgow	RTC	WCR	60009/62005
3	Glasgow-Oban	RTC	WCR	44871+62005
4	Glasgow-Oxenholme	RTC	WCR	46233
5	Grange-over-Sands-Bristol	RTC	WCR	45690
6	Bristol-Truro	RTC	WCR	34046+46100
6	Doncaster-York-King's Cross	UKR	DBC	60163
7	Penzance-Paddington	RTC	WCR	34046+46100
7	Linlithgow-Inverkeithing	SRPS	WCR	60009
10	Hellfield-Carlisle	WCR	WCR	Pool
13	York-Edinburgh	SD	WCR	60103
13	Carnforth-Carlisle	RTC	WCR	Pool
13	Tyseley-Leicester	VT	WCR	9466+9600
16	Edinburgh-Crewe	SD	WCR	60103
17	Victoria-Bath	BEL	DBC	35028
19	Shrewsbury-Cardiff	SD	WCR	60103
19	Newport-Bristol PW	SD	WCR	60103
20	Carnforth-Carlisle	RTC	WCR	Pool
23	Newport-Bristol (AM)	SD	WCR	60103
23	Bristol-Minehead (PM)	SD	WCR	60103
26	Minehead-Westbury (AM)	SD	WCR	60103
26	Bishops Lydeard-Westbury (PM)	SD	WCR	60103
27	Hellfield-Carlisle	RTC	WCR	70013

27	Waterloo-Exeter	UKR	DBC	35028
27	Nuneaton-Llandudno Jn	VT	WCR	5043
29	Paddington-Penzance	UKR	DBC	60163
30	Hellfield-Carlisle	WCR	WCR	Pool
31	Salisbury-Eastleigh (AM)	SD	WCR	60103
31	Salisbury-Victoria (PM)	SD	WCR	60103

June				
1	Carnforth-Scarborough	WCR	WCR	Pool
3	Victoria-Shalford (AM)	SD	WCR	60103
3	Victoria-Southampton (PM)	SD	WCR	60103
4	King's Cross-Rowsley	RTC	WCR	61306
6	Paddington-Bicester x 2	SD	WCR	60103
6	Hellfield-Carlisle	WCR	WCR	Pool
8	Carnforth-Scarborough	WCR	WCR	Pool
8	Victoria-Swanage	RTC	WCR	60009
9	Paddington-Bicester x 2	SD	WCR	60103
10	Liverpool-Scarborough	WCR	WCR	Pool
13	Paddington-Chester	SD	WCR	60103
13	Chester-Carlisle	WCR	WCR	Pool
15	York-Scarborough	WCR	WCR	Pool
16	Victoria-Shalford	BEL	DBC	35028
17	Manchester-Scarborough	RTC	WCR	Pool
17	Paddington-Worcester	RTC	WCR	60009
17	Tyseley-Minehead	VT	WCR	46233
18	Bristol-Kingswear	TB	DBC	60163
20	Hellfield-Carlisle	WCR	WCR	Pool
22	York-Scarborough	WCR	WCR	Pool
24	Scarborough-King's Cross	RTC	WCR	60103
24	Bristol-Kingswear	RTC	WCR	34046
27	Hellfield-Carlisle	WCR	WCR	Pool
29	York-Scarborough	WCR	WCR	Pool
29	Victoria-Shalford (AM)	SD	WCR	45305
29	Victoria-Dover (PM)	SD	WCR	45305

Notes: 1. 'The Jacobite' Fort William-Mallaig-Fort William (two trains per day, each way) runs Mondays-Fridays until June 9, then daily June 12-October 1. Then Mondays-Fridays until October 27. Promoter and operator WCR; locos 45212, 45407, 62005.

2. Pool - unspecified locomotive from the Carnforth Pool of 44932, 45690, 45699, 46115, 48151.

Promoters			
BEL	Belmond	0845 0772 222	www.belmond.com
RTC	Railway Touring Company	01553 661500	www.railwaytouring.co.uk
SD	Steam Dreams	01483 209888	www.steamdreams.com
SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk
TE	Torbay Express	01453 834477	www.torbayexpress.co.uk
UKR	UK Railtours	01438 715050	www.ukrailtours.com
VT	Vintage Trains	0121 7084960	www.vintagetrains.co.uk

Telford to become 'gateway'

THE TELFORD Steam Railway (TSR) could become a gateway to the World Heritage Ironbridge Gorge site and attract more visitors to the area. The suggestion comes as plans by TSR to extend its line to the south, and connect with the now-disused Ironbridge Power Station branch, were backed by local

councillors and Lucy Allan MP.

TSR's plan would see steam into Ironbridge Gorge. It wants to extend its line from its recently opened Lawley Village stop into a major tourism attraction. The route would cross the A4169 by a bridge, already acquired by the TSR from Network Rail. A heritage

service would provide visitors with an 'authentic means' of accessing the World Heritage Site and would interconnect key sites across the local area from Lawley Village through to English Heritage's historic Buildwas Abbey.

Vandals attacked the TSR on April 12, breaking 13 windows in a

number of carriages and causing £5,000 damage. The following day, as a cleanup was underway, the perpetrators, believed to be three children aged 12/13, returned and threatened a volunteer with a metal bar. Anyone with information should contact the line or the local police.



Scot returns to the goods

Becoming the first BR Green 'Scot' to work a goods since the end of BR steam, 46100 *Royal Scot* storms through Goathland on March 27. It was visiting the North Yorkshire Moors Railway for its 'Royal Scot Week' gala. (Karl Heath)

DESPITE ITS own negative publicity raising concerns about sold-out trains and limited platform tickets, the Bluebell Railway successfully hosted 60103 *Flying Scotsman* during the Easter period. The railway hurriedly issue a 'clarification' to media outlets explaining that it had plenty of space on other trains, and a six-loco gala surrounding Scotsman's visit. With use of a day rover ticket priced at £25, it guaranteed people would see 60103.

Having run light from Keighley to Southall during the day on April 11, after servicing 60103 left the West London depot the following evening, running tender-first to East Grinstead, where it arrived at 0145 on April 13. After a few hours' break it was in action immediately, departing from Sheffield Park at 0730 with a special breakfast Pullman and guests being welcomed by a Scottish bagpipe band.

When the tickets for this debut train went on sale in February, they sold out within 35 minutes, as did other Pullman breakfast and evening trains. An additional attraction during the gala was the visit of the 18in gauge *Typhoon*, from the Romney, Hythe & Dymchurch Railway. Based on an A3 Gresley Pacific, the one-third life-size *Typhoon* was famously posed alongside *Flying Scotsman* in a 1927 picture by Getty. The railway recreated the photo during the gala.



Scotsman Stars at the Bluebell

With its debut working on the Bluebell Railway, the 0730 Pullman breakfast special, 60103 *Flying Scotsman* passes Horsted House Farm on April 13. (Dave Bowles)

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CLASS 20

➤ The only real action for the Type 1s recently has been further London Underground unit transfers. 20311 and 20314 top-and-tailing with 20096 and 20107 worked the 7X10 from Fenny Compton to Derby Litchurch Lane with S7 sets 419/420 on March 30. The train had set out from West Ruislip the previous evening as far as Fenny Compton. The same combination of locos worked the 7X09 from Derby to West Ruislip on April 6, but failed because of a fault on 20096, blocking the Derby to Burton main line for more than an hour. Eventually they were able to run wrong line to Stenson Jn before crossing over and returning to Derby. A more successful attempt was made on April 11, conveying S7 sets 415/416.

CLASS 31

➤ Despite rumours of its impending withdrawal by the end of March, 31233 worked test trains in the Yorkshire area well into April. It powered the 3Q87 2244 Leeds Neville Hill to Doncaster West Yard via Huddersfield on April 11, but was expected to be retired by the end of the month.

➤ DC Rail's 31452 was used to haul 50008 *Thunderer* from the Nene Valley Railway to Washwood Heath as 0Z50 on April 10.

CLASS 37

➤ Still resplendent in BR green, 37057 worked the 3Q13 1409 Derby RTC-Cambridge Depot and the 3Q61 2218 to London Liverpool Street and Ferme Park on March 13.

➤ The same evening saw 37608 have a run out with the 3Q18 2048 Derby RTC to Longsight Down Goods Loop-Alderley Edge-Manchester Airport-Wilmslow-Longsight Down Goods Loop-Manchester Airport-Manchester Piccadilly and Neville Hill Depot.

➤ Still being used by Colas after

its hire-in was extended, 37025 *Eastfield TMD* top-and-tailed with 37116 on the 1Q47 1052 Derby RTC-Sellafield-Carlisle High Wapping Sidings on March 14. Meanwhile 37057 continued its jaunt taking the 3Q39 2253 from Ferme Park to Leigh-on-sea, Gas Factory Loop, Leigh-on-sea and back to Ferme Park the same night.

➤ DRS hire-in 37059 was recording on the Southern that night, working the 3Q24 2215 Woking Up Yard-London Waterloo-Shepperton-Kensington Olympia-Wimbledon-London Bridge-Orpington-Hither Green. The next night it worked the 3Q25 2245 Hither Green-London Victoria-Norwood Jn-Epsom Downs-Herne Hill-Alton-Woking Up Yard.

➤ 37025 and 37116 continued to see action on March 15, working the 1Q74 0610 Carlisle High Wapping Sidings to Ayr-Carlisle-Niddrie West Jn and Mossend Down Yard. The following night the pair worked the 1Q75 1423 Mossend Down Yard-Lanark-Ayr-North Berwick-Milngavie-Mossend Down Yard.

➤ Further south 37057 was out recording again on March 15 with the 3Q52 2330 Ferme Park-Grays-Watford Jn Dc-Upper Holloway Up Goods Loop-Ferme Park.

➤ 37219 top-and-tailed with 37421 to reach Wick on March 15 with the 3Q35 1833 from Inverness Millburn.

➤ 37424 *Avro Vulcan XH558* had a run out with inspection coach *Caroline* on March 15, working the 5Z02 0632 Willesden Brent Sidings to Reading, followed by the 2Z02 0809 Reading-Oxford Banbury Road Sidings-Cardiff Central-Bristol Temple Meads-Acton Main Line and the 5Z02 2045 Acton Main Line to Willesden Brent Sidings.

➤ DRS 37059 enjoyed further running on the Southern on March 16 when it powered the 3Q28 2213 Woking Up Yard-Willesden SWS-Twickenham-Kensington Olympia-Reading Triangle Sidings.

➤ The Scottish exploits of 37025 and 37116 continued on March 17 when they worked the 1Q76 1801 Mossend Down Yard-Wemyss Bay-Gourock-Glasgow Central-Ardrossan Harbour-Brownhill-Irvine-Largs-Newton-Glasgow Central-Holytown Jn-Polmadie Clydesdale Loop and Mossend Down Yard. The next day they worked the 1Q77 1300 Mossend Down Yard-Inverness-Aberdeen-Inverness Millburn.

➤ 37057 made its way home to Derby on March 17, working the 3Q53 0120 Ferme Park-Marks Tey-

London Liverpool Street-Ferme Park followed by the 3Z01 1225 Ferme Park to Derby RTC.

➤ March 19 found 37219 and 37421 on the 3Z15 1104 Slateford Depot-Carlisle High Wapping Sidings and the 3Q54 2300 Carlisle High Wapping Sidings-Derby RTC.

➤ Meanwhile on March 19 37116 found itself alone for the 1Q78 0959 Inverness Millburn-Georgemas Jn-Inverness Millburn.

➤ 37604 was used for the 3Q35 1950 Derby RTC-Southport-Wigan Station Jn-Preston-Northwich West Jn-Warrington Bank Quay-Crewe CS on March 20. The next night it worked the 3Q38 2030 Crewe CS-Morecambe-Heysham Harbour-Morecambe-Windermere-Morecambe-Carnforth.

➤ 37116 was reunited with 37025 at Inverness on March 20 to power the 1Q79 1455 to Mossend Down Yard. The following day the pair worked the 1Q80 1428 Mossend Down Yard-Lanark-Helensburgh Central-Larbert North-Balloch-Cumbernauld-Glasgow Queen Street-Hyndland Loop-Anniesland-Cumbernauld-Mossend Down Yard.

➤ 37057 was in the South of England again on March 21 to power the 3Q01 2338 Woking Up Yard-Wimbledon-Basingstoke-Reading-Basingstoke-Woking-Eastleigh Arlington. The following night it took the 3Q03 2254 from Eastleigh Arlington to Preston Park-Hove-Brighton and back to Eastleigh Arlington. On the 23rd it ventured out with the 3Q04 2117 Eastleigh Arlington-Totton Yard-



DB Cargo Class 67 67006 *Royal Sovereign* takes Class 345 Aventura 345006 south past Brentingby with the 7X21 from Old Dalby to Wembley on April 18. (Dave Smith)





Colas Rail 37099 Merl Evans 1947-2016 with four vehicles and 97302 bringing up the rear passes Trowell Jn on March 24 with the 1Q02 1500 Thoresby Colliery Junction to Derby RTC. (Paul Biggs)

Reading-Oxford-Slough-Reading Triangle Sidings.

➔ West Coast Railway's 37706 had a run out with 47580 on March 22 with the 1Z54 0714 Dumfries-Shrewsbury (powering between Dumfries and Preston), and on the 1Z56 1611 Shrewsbury-Dumfries return (Powering between Preston and Dumfries).

➔ The pairing of 37025 and 37116 headed south on March 22 with the 1Q81 1856 Mossend Down Yard-Grangemouth-Glasgow Central-Mauchline-Glasgow Central-Carlisle High Wapping Sidings.

The next day they worked the 1Q82 1510 Carlisle High Wapping Sidings-Appleby-Carlisle-Ulverston-Askam-Carnforth-Windermere-Morecambe-Brewery Jn-Blackpool South-Preston-Blackpool North. This was the first train to cross the area affected by the landslip on the S&C after Network Rail handed the line back for use.

➔ 37025 and 37116 returned to Derby on March 24 with the 1Q83 1428 Blackpool North-Carnforth-Morecambe-Burnden Jn-Blackburn-Preston-Derby RTC.

➔ 37057 continued its explorations in the south on March 24 heading the 3Q40 2308 Reading Triangle Sidings-London Paddington-Basingstoke-Woking Up Yard.

➔ 37175 and 37219 were out and about on March 27 with a lengthy Plain Line Pattern Recognition (PLRP) working, the 1Q90 1532 Derby RTC-Audley End-Cambridge-

London Liverpool Street-Hertford East-London Liverpool Street-Chingford-London Liverpool Street-Enfield Town-London Liverpool Street-Barking Upney Jn-Ferne Park (0549).

➔ The following day the pair took the same train as the 1Z96 1413 Ferne Park to Gas Factory Loop before working the 1Q96 1556 Gas Factory Loop-Shoeburyness-Gas Factory Loop-Leigh-on-sea-Gas Factory Loop-Grays-South Acton-Stratford-Streatham Hill-Barking Upney Jn and back to Ferne Park.

➔ Meanwhile 37421 took the 3Q52 1630 from Derby RTC to Coleshill Parkway-Coventry-Aston-Coventry-Stratford-upon-Avon-Hatton-Tyseley on March 27. Next day it continued to Bristol High Level Sidings with the 3Q87 2105 ex-Tyseley via Hereford Diesel Sidings and Severn Tunnel Jn.

➔ March 29 found 37057 gainfully employed in the south once more, with the 3Q22 2010 Hither Green-Orpington-London Victoria-Haywards Heath-Gatwick Airport-Horsham-London Victoria-Orpington and back to Hither Green.

➔ 37175 and 37219 were on PLRP duties again on March 29, working the 1Q97 1122 Barking to Grays-London Liverpool Street-Harwich Town-Clacton-on-Sea-London Liverpool Street and Cambridge. The next day they continued PLRP duties by powering the 1Q98 1414 Cambridge to Norwich, Great Yarmouth, Lowestoft, Melton,

Norwich and back to Cambridge.

➔ March 30 also found 37057 out with the 3Q21 2040 Hither Green to London Victoria-London Bridge-Tottenham Corner-London Bridge-East Grinstead-London Bridge-Woking Up Yard.

➔ Colas 37175 and 37219 took the 1Q86 1042 from Peterborough to Pyewipe Jn-Boultham Jn-Lincoln-Doncaster-Peterborough and back to Derby RTC on April 1.

➔ into April and 37025 and 37116 worked the 3Z04 1040 Derby RTC-Water Orton-Kensal Green turnback and Tonbridge West Yard on the 2nd.

➔ The next day the same pairing was in charge of the 1Q75 1110 Tonbridge West Yard-London Blackfriars-Littlehampton-Brighton-Littlehampton-Three Bridges-Brighton working.

➔ April 3 found 37421 paired with Network Rail's 97303 to work the 1Q64 0853 Derby RTC-Retford-Hatfield & Stainforth-Gascoigne Wood Down Loop-Church Fenton-Gascoigne Wood Down Loop-Scarborough-Church Fenton-Gascoigne Wood Down Loop and Neville Hill Depot.

➔ 37099 was active in Scotland on April 4 with the 3Q62 2108 Slateford Depot-Gourock-Wemyss Bay-Glasgow Central-Neilston turnback siding-Newton-Falkland SS.

➔ 37175 and 37219 took the 1Z16 1014 Derby RTC to Cardiff Canton Sidings on April 4 before working the 1Q58 2145 Cardiff Canton Sidings-Tower Colly Ews-Pontypridd-

Merthyr Tydfil-Radyr-Treherbert-Barry Island and back to Cardiff Canton Sidings. The following night they worked the 1Q59 2151 Cardiff Canton-Margam TC-Coryton-Cardiff Bay-Rhymney-Ninian Park-Penarth-Maesteg-Cardiff Canton.

➔ Leaving Neville Hill on April 4, 37421 and 97303 took charge of the 1Q65 2106 Neville Hill-Selby-Ikley-Leeds-Bradford Forster Square-Skipton-Bradford Forster Square before returning to Neville Hill.

➔ On April 5 37025 and 37116 powered the 1Q77 1053 Tonbridge West Yard-New Cross-Deal-Ramsgate-Dover Priory Sidings-Minster-Margate-Lee Spur Jn and Tonbridge West Yard.

➔ DRS 37405 found itself away from its regular East Anglia working to make its debut on Cumbrian Coast passenger diagrams on April 5.

➔ 37025 and 37116 had another day out on Southern metals on April 6. They first travelled from Tonbridge West Yard to Hoo Jn as the 1Z00 at 0945. They then worked the 3Y01 1216 Hoo Jn to Hither Green before forming the 1Q78 1340 Hither Green-Sheerness-on-Sea-Canterbury East-Swale-London Blackfriars-Rochester-New Cross-Tonbridge-Kensington Olympia-Tonbridge West Yard.

➔ April 6 found 37099 on the 3Z27 1034 Falkland SS-Slateford Depot and 1Q72 2145 Slateford Depot-Heaton Depot.

➔ 37175 and 37219 left Wales with the 1Z16 0452 Cardiff Canton to Derby RTC on April 6. They ➔



DRS 68021 and 68004 head the diverted 4S43 Daventry to Mossend through Chesterfield on April 15. (Alexander Cromarty)

were immediately pressed into action with the 1Q50 1340 Derby RTC-Ilkeston Junction-Cleethorpes-Sheffield-Grimsby Town-Cadeby Up Goods Loop-Doncaster-St Catherine's Jn-Doncaster West Yard. ➔ 37421 and 97303 continued their partnership on April 6 with the 1Q67 1831 Neville Hill-Manchester Victoria-Bradford Interchange-Wigan North Western and return to Neville Hill.

➔ another Network Rail 37 was in action on April 6 when 97301 powered the 3Q71 2237 Derby RTC to Crewe via the Lichfield Trent Valley.

➔ 37175 and 37219 returned to Derby on April 7 with the 1Q53 2035 Doncaster West Yard-Hull-Cadeby Up Goods Loop-Kirk Sandall Jn-Stocksbridge Works-Immingham West Jn-Ilkeston Jn-Derby RTC.

CLASS 47

➔ 47815 continued to clock up the miles as it took 319452/454 for storage on March 20, powering the 5V67 1030 Cricklewood-Long Marston.

➔ WCR promoted and operated the 1Z54 0714 Dumfries-Shrewsbury on March 22, using 47580 *County of Essex* for the diesel leg to Preston. The loco worked the 1Z56 1611 return north from Preston.

➔ Very few 47s have made it to Cromer over the years, but 47746 *Chris Fudge* was there on March 23

working the 5Z76 0700 York NRM-Sherringham from Norwich to the coast as BR standard 76084 made its way to the North Norfolk Railway.

➔ After spending time pottering about on stock moves 47739 *Robin of Templecombe* was recalled into front line action due to the failure of an electric loco and powered the 1M11 2340 Glasgow-Euston Caledonian Sleeper as far as Carstairs on March 27. It then worked the 1B26 0634 Carstairs-Edinburgh portion a few hours later. It continued to work the Carstairs portions regularly, culminating with its use on 1B26 on April 4.

➔ 47854 *Diamond Jubilee* escaped the confines of Carnforth on March 30 to work to Keighley with the ECS for the *Flying Scotsman*-hailed special to mark the reopening of the Settle to Carlisle line.

➔ The regular use of Class 56s on the Boston steel flow was broken by the appearance of the immaculate 47749 *City of Truro* on the 6E07 1450 Washwood Heath-Boston Docks and 6M08 2018 loaded return on April 3 and 4.

➔ The same day saw 47812 used to move off lease 321401/404 from Hornsey to Leicester via an overnight stopover at Doncaster.

➔ The failure of Jubilee 45699 *Galatea* left Steam Dreams dreaming of steam once again on April Fool's Day, but 47237 was a

more than worthy substitute on the 1Z45 0658 Kettering-Bristol and arrived at destination 89 minutes early! The 1Z46 1634 return was also diesel hauled, but by the 75mph restricted 47760.

➔ April 2 marked the anniversary since 47786 *Roy Castle OBE* last worked a train, when it caught fire about a mile and a half north of Carnforth after taking over a Peterborough to Carlisle charter. With a quarter of the year gone 47804/826/832 from the West Coast stable are all yet to turn a wheel on the main line.

➔ 47854 moved a single coach from Carnforth to York on April 4 before returning home light.

➔ Steam Dreams enjoyed 47760 again on April 5 when it worked the 1Z57 0925 King's Cross-Barrow Hill.

➔ The day also saw another WCR promoted excursion with 47746 powering the 1Z47 0646 Bedford-Berwick and 47237 clocking up more passenger miles on the 1Z48 1654 return.

➔ 47848 made its debut for Rail Operations Group on April 6 when it ran light from Leicester to Butterley with 47812 before hauling Class 46 D182 to Dereham.

➔ The following night 47812 and 47848 were paired up to work the 6X87 2231 Dollands Moor-Clapham Junction moving 707009/010. 47848 was subsequently derailed in Clapham Jn carriage sidings.

➔ It's a sign of the times when a long-range 47/4 is requested for a diesel gala, but this was the case as Rail Operations Group's 47815 starred at the Nene Valley event on the weekend of April 8/9.

➔ 47812 and 47848 returned the barrier vehicles to Kent as the 6K89 1322 Clapham Junction Yard-Dollands Moor on April 10, before running light to Leicester.

➔ 47739 and 47749 both found use on April 10 with the former on a stock move from Polmadie to Kilmarnock and the latter on the Boston steel. With the increased usage on revenue traffic the

proposed visit of 47749 to the Swanage gala has been cancelled.

CLASS 56

➔ 56303 had a run out on April 11 to collect 37601 and 47813 from Carlisle and take them to Leicester, running as 0M59. The locos are destined for use by Europhoenix and the Rail Operations Group respectively. Colas Class 56s have been sharing the Boston steel workings from Washwood Heath with Class 47s recently and among the performers was 56105 on April 6 and 18.

CLASS 67

➔ DB Cargo's 67024 hauled both the Hitachi Class 385s from Mossend back to Newton Aycliffe (Merchants Park Sidings) from Scotland in April; 385102 on the 3rd followed by 385001 the following day.

➔ 67006 *Royal Sovereign* was used to haul new Aventura EMU 345006 south from the Old Dalby Test Track to Wembley on April 18.

CLASS 68

➔ From March 28 ScotRail liveried DRS Class 68 68006 found itself working the 6C89 Mountsorrel to Carlisle engineers turn on consecutive days until the end of the month, a feat it continued in early April, including the 4th and 6th.

➔ Easter engineering works saw the Daventry to Mossend intermodals diverted from their usual WCML route, including the 4S43 Daventry to Mossend on April 15 in the hands of 68004 and 68021.

CLASS 90

➔ The Sunday night 1M16 Inverness to London Caledonian Sleeper on April 9 was heavily delayed and diverted via the ECML behind Freightliner Class 90 90043. Class 90s are still sharing the duties with Class 92s

➔ Virgin Trains East Coast hired in two DB Cargo Class 90s on April 10, the first occasion two have been deployed. The first workings were the 0630 (90029) and 0735 (90019) morning departures to Leeds. [RI](#)



DB Cargo's 90019 at Leeds on March 30 after arriving with a VTEC service from London King's Cross. The operator made use of two class 90s on April 10. (M Lovatt)

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PRODUCT OF THE MONTH

Blue Diesels in View

Blue Diesels in View



Gavin Morrison

AUTHOR: Gavin Morrison
PUBLISHER: Capital Transport
ISBN: 978 1 8541 4409 6
PRICE: £19.95
WEB: www.capitaltransport.com

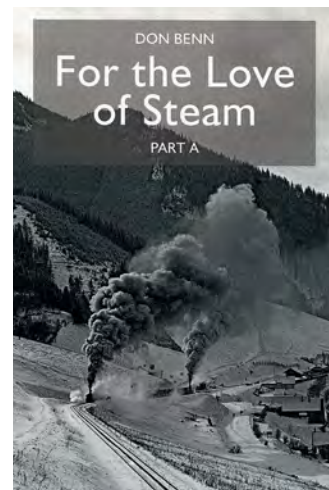
THE HISTORY of British Rail's corporate blue livery began in 1964 with an experimental rake of modified Mk 1 coaches painted in a slightly lighter shade than was eventually rolled out across the network. It set the scene for the next 20 years when blue ruled the rails, a period in which author Gavin Morrison travelled far and wide recording what many viewed as a bland collection of rolling stock, but which is today regarded as one of considerable variety. That remark of course refers to a vast range of loco, unit and carriage types, not to mention freight wagons. The book is set out in geographical format in order to cover the various regions – Scottish, North Eastern, Eastern, Anglian,

Southern, Western and London Midland, in that order. The author's work is renowned for its quality and frequently graces the pages of *Railway Illustrated*, and turning the leaves of this book explains why. Not only is the BR blue scene superbly illustrated, the images are sublime, excellently composed and exposed. Each photo is accompanied by an extended caption, and many detail infrastructure and landmarks visible in the background, in addition to the actual loco and working involved, and thus adding to the informative nature. It would be an impossible task to select a favourite image with so many to choose from. However, one of the most unusual must be of Class 128 single car parcels vehicle (M55995) hauling two ballast wagons on the Cambrian coast line! Although the subject has been widely covered, this is a superb book thanks to the wonderful images and the information provided – highly recommended. (MN)

For the Love of Steam Parts A and B

AUTHOR: Don Benn
PUBLISHER: Self published
ISBN: 978 1 5430 1242 6
PRICE: £13.50 each
WEB: n/a

THIS WORK comes in two parts and celebrates the author's lifetime of steam railways photography in the UK and Europe. Part A begins with the Kentish Venturer Railtour on February 25, 1962, featuring among others Southern N15 30782 *Sir Brian*. Next up is a chapter all about SECR H Class No 263, both in service and then in preservation at the Bluebell Railway. West Country and Battle of Britain classes dominate the next chapter, after which the story moves across the Channel to Europe. The first port of call is Vordenberg in Austria featuring some spectacular images, including parts of the steep rack-operated section. Other chapters include Iberian steam and Cambrian steam past and present. Part B concentrates on the final



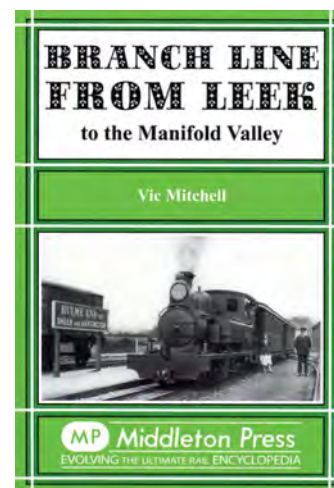
years of National Coal Board steam in South Wales as well as subjects in Austria, France, Rhine to Emden in Germany, the British heritage scene and much more. Both books have been produced using Amazon's Createspace self-publishing tools. With some experimentation the author selected the best paper quality option, which although not up to the glossy finish from established publishing companies, nonetheless gives a perfectly adequate finish. With such a varied range of steam subjects, both volumes represent good value for money at £13.50 each, and make for an enjoyable read. (MN)

Branch Line From Leek to the Manifold Valley

AUTHORS: Richard Adderson and Graham Kenworthy
PUBLISHER: Middleton Press
ISBN: 978 1 908174 97 0
PRICE: £18.95
WEB: www.middletonpress.co.uk

THE LEEK & Manifold Light Railway was authorised and built in two parts, which were standard gauge and narrow gauge. The standard gauge line ran from Leek to Waterhouse, with the narrow gauge route heading north to Hulme End. The latter part of the line ran through some spectacular scenery, which is wonderfully illustrated by period photographs. Several quarries were served by the route, mostly producing limestone. The narrow gauge section closed to all traffic in March 1934 and the standard gauge section the following year. However it remained open for freight traffic as far as Waterhouses until 1943, although the line was still serving mineral traffic from Caldon Low Quarry until 1989. Part of the route is now home to the Churnet Valley Railway.

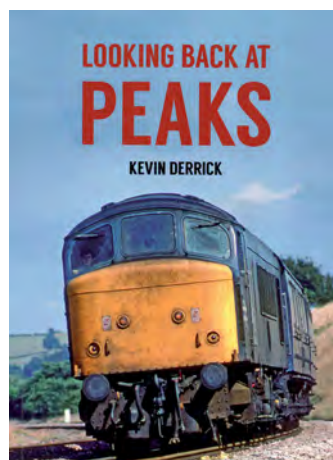
The 96 pages and 120 photographs provide a superb reminder of how branch lines were run in the early



part of the 20th century. However, it is the narrow gauge route north from Waterhouses that I suspect readers will find the most fascinating, not only for the excellent scenic images, but for the piggyback wagons that carried their standard gauge brethren, and for the distinctive small locos that were employed. The book is supplemented by the usual maps, station diagrams, timetables and ticket samples that are a feature of these books from Middleton and is well worth a read. (MN)

Looking back at Peaks

AUTHOR: Kevin Derrick
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 6049 3
PRICE: £14.99
WEB: www.amberley-books.com

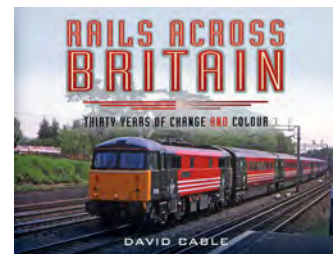


ORIGINALLY PUBLISHED by Strathwood in large format in 2014, this more compact paperback version is no less an enjoyable read and at £14.99 represents good value. As the title suggests it examines the three classes (44, 45, 46) of 'Peaks' in a pictorial presentation, supported by a brief introduction. Peaks will always be associated with the Midland Main Line, the Settle to Carlisle and North East-South West cross country services, although, as the book illustrates, they turned up at plenty of other places, too. The 11 chapters include liveries, names, steam and electric heating, special working and double heading, as well as the different types of nose ends carried by the type over the

years. There are several outstanding images, but for me the pick has to be one of Class 46 D159 in green livery with full yellow ends, as such shots are as rare as hen's teeth! If you like the overweight but impressive 16-wheel beasts, then this book will be welcome on your bookshelf. (MN)

Rails Across Britain

AUTHOR: David Cable
PUBLISHER: Pen and Sword Transport
ISBN: 978 1473 84913 6
PRICE: £25.00
WEB: www.pen-and-sword.co.uk



WITH A SUBHEADING entitled 'Thirty Years of Change and Colour', this book uses the same format followed by the author's earlier volumes, such as *Rails Across North America* (RI July 2016), and runs to 217 pages. It is a stunning representation of the many and varied types of locos and rolling stock that have frequented the UK's rail network since 1986, from a time when corporate blue was still supreme. But it is the 30 subsequent years that have witnessed a considerable injection of colour, first with the BR sectors and then privatisation from 1996. All the photos are full-plate, one to a page, and are supported by informative captions, with the majority dating the image.

Visually the huge range of rolling stock and colours is quite astounding, and there are probably far more than most people would realise. Some are well-known, some are very popular, while others could be considered awful (the canary yellow Class 312 on page 35 is one!) and some specific to a particular area. In fact, the photo choice is an excellent one and with the kaleidoscope of colour that fills the pages this book puts to bed the myth that Britain's railways are bland. For livery reference alone this is an excellent publication, but for so many other reasons it is easily recommended. (MN)

European Rail Timetable

EDITOR: Chris Woodcock
PUBLISHER: European Rail Timetable Ltd
ISBN: 977 1 7480 8101 9
PRICE: £16.99
WEB: www.europeanrailtimetable.eu

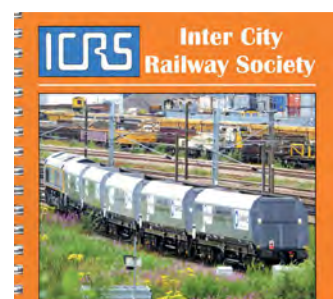


PUBLISHED SIX times a year, the European Rail Timetable is a compact, lightweight, yet extremely informative guide to the European rail network and its schedules. The edition under review is the April one, but all comments apply equally to any edition. The book uses the lightweight thin paper commonplace in such timetables, which is perfectly adequate and helps keep it very portable. Consequently, when combined with a very small typeface, it contains and absolute goldmine of information. Major train times from Europe and beyond include international and domestic services, although it's impossible to include everything, so some minor lines are excluded. However, for the international traveller in particular it is immensely useful. An explanation of the contents is at the front, along with a calendar,

list of public holidays, explanation of symbols and details of how to use the various timetables and maps (including several city centres). Travel information and advice is also included as is a comprehensive place index. Readers would do well to purchase the associated Rail Map Europe (£10.99), which has been recently revised. One side covers the whole of Europe, while on the reverse is a more detailed map of central Europe. For anyone planning a European rail trip, the timetable and map are highly recommended. (MN)

UK Wagons 2017 and UK Pocket Book 2017

AUTHOR: Carl Watson, Trevor Roots and Alex Ford
PUBLISHER: Inter City Railway Society
ISBN: n/a
PRICE: £13.50 and £11.00
WEB: www.intercityrailwaysociety.org



THESE TWO books supplement the UK Combine 2017 reviewed last month (See RI May, p87). The UK Wagons' publication is a comprehensive listing of all TOPS registered wagons in the UK, plus international RIV wagons either running in the UK or stored here. Also included are Channel Tunnel shuttle stock, as well as engineering rolling stock used on the London Underground, Tyne and Wear Metro and Docklands Light Railway. As can be imagined a considerable effort has gone into listing the thousands of wagons involved and considerable detail is included. As well as the individual wagon numbers, the three letter description codes and a summary of the wagon type is given, as well as the year of construction and by what company. Section one concentrates on privately owned and leasing company wagons, with section two listing examples dating from BR days now owned by private firms. Section four is most interesting as it contains all the track maintenance vehicles, including

Railvacs, Tampers, stone blowers and High Output Plant Systems (HOPS), among others. All in all an invaluable reference tool.

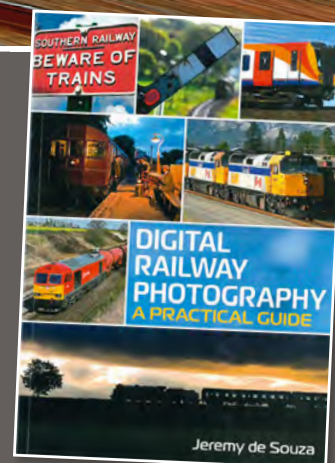
The Pocket Book is essentially a smaller version of the UK Combine 2017, but concentrating on rolling stock numbers and giving less technical detail. It is a convenient companion to its larger brother and, as its name implies, it is more easily portable. Both books represent superb value for money and are invaluable for today's railway enthusiast. (MN)

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ANDREW WATTS
NEWS WRITER

Iron Duke Rules

GREAT CENTRAL Railwayana Auctions held its latest auction at The Royal Showground, Stoneleigh Park, Warwickshire on March 4. Leading the way in terms of value was the *Iron Duke* nameplate from Britannia Class 7P 70014 at £15,500, with several other steam loco nameplates commanding five-figure sums.

Steam Nameplates: *Iron Duke* (70014) £15,500, *Earl of Ducie* (3211/9011) £13,600, *Lady of Lyons* (2903) £12,600, *Prince of Wales's Volunteers South Lancashire* (46137) £11,200, *Airborne* (60511) £11,000, *Swiftsure* (45716) £10,500, *The Bedale* (62740) £10,200, *Kzing Arthur Class-King Leodegrance* (30739) £8,600, *Condoval Hall* (4915) £7,200, *Jamaica* (3464/3402) £7,000, *Umberslade Hall* (4975) £7,000 and *Trigo* (60084) £7,000.

Diesel and Electric Nameplate Badge: *Collingwood crest* (50005) £1,700.

GWR Cabside Number plates (Brass unless shown): GWR 3028 £2,700, 3180 £2,300, 1013 (*County of Dorset*) £1,850, 6995 (*Benthall Hall*) £1,800, 2930 (*Saint Vincent*) £1,700, 2845 £1,200, GWR 42 (CI) £1,000, 6167 (CI) £760, 4565 (CI) £720, 6691 (CI) £620, 7249 (CI) £600, 3855 (CI) £520, 8782 (CI) £460, 9779 (CI) £370, 5669 (CI) £340, 2260 (CI) £300, 9723 (CI) £290 and 3622 (CI) £280.

Diesel and Electric Works plates: NBL No 27986 1961 (D857 *Undaunted*) £1,750, English Electric Vulcan No 3113/D663 1961 (40167) £600, Beyer Peacock (Hymek) No 7975 1963 (D7071) £520, Hunslet No 5004 1957 (D2566) £460, Drewry RSH No 2619/7917 1959 (D2275) £380, BRCW No Del 174 1961 (33052 *Ashford*)

£340 and Built 1963 Crewe (D1050 to D1073) £270.

Headboard: The Mid-Day Scot £2,300.

LMS Hawkseye: Oxenholme n/s.

SR Target: New Milton £620.

Totems:

BR (E) Blue: Kirby Cross n/s.

BR (M) Maroon: Bassenthwaite Lake £4,400, Buckingham £1,700, Hednesford £880, Wyrley & Cheslyn Hay £880, St Annes £750, Stoke Mandeville £740, Apsley £500, Woburn Sands £500, Hawarden Bridge £480, Prestwich £450, Chassen Road £320, Dalston £300, Stretton n/s and Todmorden n/s.

BR (NE) Tangerine: Darlington

£2,600, Stockton £1,600, Ferryhill £1,200, Morley Top £1,050 and Stocksfield £500.

BR (S) Green: Clapham Junction £1,800, Eastbourne £700, Sheerness on Sea £640, Rochester £620, Adisham £420, Clandon £400, Bromley South £380, Littlehampton £360, Minster Thanet £290, Bingham Road £260 and Wamham £250.

BR (Sc) Light Blue: Inveresk £1,700, Stirling £1,300, Banchory £1,100, Renfrew Fulbar Street £800, Wemyss Bay £800 and Aviemore £650.

BR (W) Chocolate & Cream: Swindon £1,300, Wednesbury Central £880, Acocks Green & South Yardley £710 and Earlswood Lakes £460.

Future Events

Between May 14 and 21 **railwayana.net** will hold an internet and phone auction, with the following listed as available.

Diesel and Electric Nameplate: *Abertawe Landore* (47815)...5

GWR Cabside Number plates: 3662, 5262, 6374 and 9747.

SR Target: Farnham and Norbury.

Totems:

BR (M) Maroon: Ashwell and Kilburn High Road.

BR (S) Green: Blackheath and Honor Oak Park.

BR (W) Chocolate & Cream: Aberdovey and Taunton.

Neil Booth of **Railwayana Auctions UK** (Stafford) will hold an auction on May 27 at Blessed William Howard Catholic School, Rowley Avenue, Stafford, ST17 9AB. Among the items up for grabs is a Deltic nameplate badge from 55010 *The King's Own Scottish Borderer*.

Steam Nameplates: *Princess Helena* (4051), *The Hertfordshire Regiment* (46167) and *Tornado* (70022).

Diesel and Electric Nameplate Badge: *The King's Own Scottish Borderer crest* (55010).

GWR Cabside Number plates: 1648, 3740, 6109, 6311, 6312, 6732, 6738, 7323, 7910 and 8434.

Diesel and Electric Works plates: Andrew Barclay No 429

1958 (06002), NBL No 27845 1959 (D6115), NBL No 27863 1959 (D6133), BR Derby AEI/Sulzer 1963 (25xxx), BRCW No Del 200 1961 (27011), English Electric RSH No 3006/8258 1961 (20100), English Electric RSH No 3265/8380 1963 (37120/887 *Castell Caerffili/Caerphilly Castle*), English Electric Stephenson No 3346/8399 (37168/890 *The Railway Observer*), English Electric Vulcan No 2373/D401 1957 (40006), NBL No 27663 1958 (D603 *Conquest*), English Electric Vulcan No 3787/D1158 1967 (50017 *Royal Oak*), BREL Doncaster 1978 (560xx), BREL Doncaster 1982 (561xx), BREL Crewe 1983 (56116+) and NBL/GEC No 27796 1960 (84004),

Headboard: The Norseman.

Totems:

BR (E) Blue: Derby Road, Finningham and Soham.

BR (M) Maroon: Aylesbury Town, Bangor, Blackpool North, Colwyn Bay, Fleetwood, Four Oaks, Grange-over-Sands, Greenfield, Kirkham & Wesham, Poulton, Rochdale and Tutbury.

BR (NE) Tangerine: South Shields.

BR (S) Green: Axminster, Newport, Selling and Shortlands.

BR (Sc) Light Blue: Dalmuir Park, Milngavie, Slateford and West Calder.

BR (W) Chocolate & Cream: Cardiff Queen Street, Dawlish, Dawlish Warren, Exeter St. David's, Exeter (St. Thomas), Kidderminster, Newton Abbot, Shrewsbury, Starcross and Taplow.

Winning Western combination

GB RAILWAYANA Auctions (formerly GWR) held its most recent auction April 1 at Pershore High School, Station Road, Pershore, Worcestershire. Prize for the most expensive item went to the nameplate and cabside number plate from Class 52 D1069 *Western Vanguard* at £13,550.

Steam Nameplates: *Duchess of Kent* (46212) £11,200 and *Heatherden Hall* (6946) £7,000.

Diesel and Electric Nameplates: *Western Vanguard* with matching D1069 cabside number plate £13,550, Class 42 Warship *Daring* (D811) £6,000, *Rotary International* (86315/415/615) £3,000, *Sir Richard Arkwright* (87026) £2,400, *William Caxton* (60026) £1,500, *Rapid* (67018) £1,500, *Super Voyager* *Matthew Flinders* (221142) £800 and *Harlington Festival* (319030) £100. The following were sold on behalf of Freightliner Group Limited. *Wulfruna* (86433/633) £3,500, *The Felixstowe Partnership* (47207) £850 and *Japan 2001* presentation plate (66501) £130.

Diesel and Electric Nameplate Badge to be sold on behalf of Freightliner Group Limited: *The Institution of Electrical Engineers* (86407) £150.

GWR Cabside Number plates (Brass): 1449 £4,600, 6946 £3,100, 3020 £2,200, 2123 £2,000, 4932 £1,950, 7777 £1,600, 4666 (CI) £1,100, 2444 £1,000, 3404 (gunmetal) £720, 8419 £600, 7444 £500, 8788 (CI) £400 and 3834 (CI) £320.

Diesel and Electric Works plates: English Electric RSH No 3357/8400 1963 (37179/691/612) £1,900, BTH

No 1033 1957 (D8202) £1,450, Brush Traction No 353 1962 (47412) £850, BR Darlington AEI Sulzer 1961 (25018) £650, English Electric Vulcan No 3706/D1101 1967 (20225/905 *Iona*) £600, Beyer Peacock (Hymek) No 7950 1962 (D7046) £580, English Electric Vulcan No 3318/D817 1963 (37143/800 *Glo Cymru*) £420, Crewe 1964 (47xxx) £420, BR Swindon 1965 (D95xx) £400, Brush Sulzer No 683 1965 (47244/640 *University of Strathclyde*) £400, Brush Sulzer No 677 1965 (47238 *Bescot Yard*) £380, BR Crewe 1964 (47054 *Xancidae*) £340, Brush Sulzer No 678 1965 (47239/657/812 *Pride of Eastleigh*) £340, Brush Sulzer No 681 1965 (47242/659/814 *Totnes Castle 57306 Jeff Tracy*) £320 and GM London Canada No 968702-80 1999 (66080) £300.

SR Targets: Heathfield £3,000, Etchingam £640, Charing £500, Denmark Hill £400, Sidley £380, Elmers End £300, and Swanley £190.

Totems:

BR (E) Blue: Fornsett £1,150 and Felixstowe Town £500.

BR (M) Maroon: Willesden Junction £1,350, Holywell Junction £750, Rhyl £480 and Leasowe £320.

BR (S) Green: Faversham £1,700, Clapham Junction £1,100, Cowden £1,000, Wateringbury £900, Maiden Newton £850, Yalding £850, Kemsley Halt £500, Folkestone East £460, Woodside £450, Earlswood £380, Caterham £320, Ewell East £300, Smitham £300, Elmstead Woods £280 and Bearsted & Thurnham £170.

BR (Sc) Light Blue: Largo £1,300 and Kinross Junction £640.

BR (W) Chocolate & Cream: Calne £1,600, Llandaff for Whitchurch £1,400, Oxford £1,200, Swindon £900, Tilehurst £600 and Stourbridge Junction £240.

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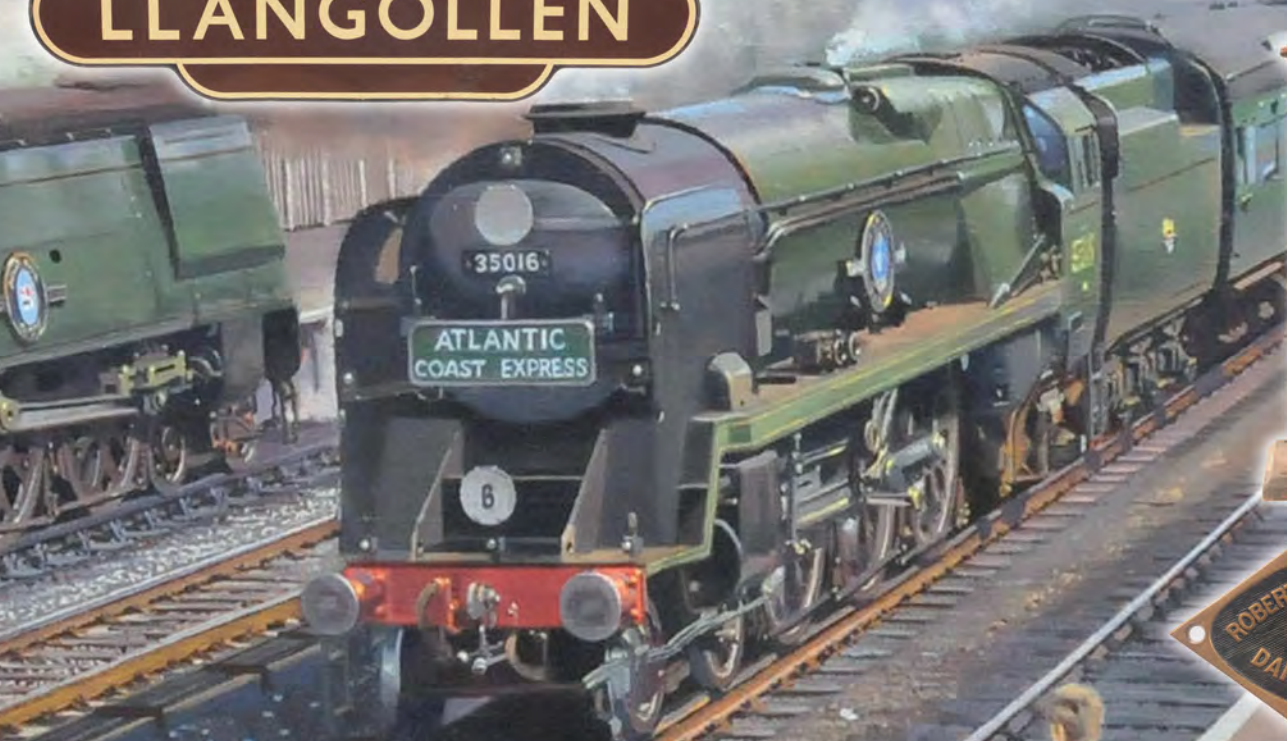
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King

It would be fair to say that without coal South Wales would probably have remained an agricultural society in much the same way that mid Wales and, to a lesser extent, North Wales are today. However, the discovery of outcrops of compressed and heated dead animal, plant and tree matter forever changed the landscape and development of this part of the country.

The commodity

Coal comes in a wide variety of types and is generally classified according to its carbon content and the heat it can produce when burned. The different types of coal are usually identified, in the order of low to high carbon content/heat produced, as peat, lignite, sub bituminous coal, bituminous coal, anthracite and (technically speaking) graphite. Even within these classifications coal is further chemically and physically defined according to its volatility and nitrogen, sulphur, ash and moisture contents. Depending on the quantities of each, coal is informally referred to in other general terms such as brown coal, coking coal or steam coal. Coal suitable for turning

into coke (coking coal) can be found in the southern and eastern areas of the South Wales coalfield; coal suitable for burning in boilers (steam coal) can be found in the middle of the field; and coal suitable for domestic use (anthracite) in the west.

Coal is combustible and for this reason it has been used as a source for heat generation for 6,000 years. However, its use remained small until the industrial revolution, at which point demand exploded, as did the rail system needed to deliver it. At the height of production in Wales in 1913, coal trains could be seen queued literally nose to tail down the various valleys awaiting a path into a yard for onward movement around the country, or a port for shipping overseas. The production of coal gradually decreased from this date and the accelerated run down of the coal industry in the 1980s and 1990s is well documented, to the point that we are now witnessing the industry's final death throes.

Reducing emissions

When coal is burned, the constituent elements combine with oxygen to form various types of carbon, nitrogen and sulphur oxides. Non-combustible elements

in coal form ash and can potentially be dangerous in nature. The environmental aspects associated with burning coal do not need to be explained here; suffice to say that increasing health and environmental concerns over the emissions of harmful gases have led to increasing initiatives to reduce them. Indeed, Britain has a legally binding target to cut its emissions on 1990 levels by 80% by 2050. So how do we achieve this?

Initiatives such as the Large Combustion Plant Directive, the EU's Emissions Trading System and the more recent Industrial Emissions Directive have all sought to ➔

A rarely seen view of Aberthaw Power Station, with Freightliner's 66519 arriving with the 6B68 coal train from Avonmouth on November 11, 2016.
(Chris Davies)



Coal

NO MORE

In the first of a two-part feature, **Adrian Kenny** reviews the state of coal traffic in South Wales from January 2016 until March this year.

"At the height of production in Wales in 1913, coal trains could be seen queued literally nose to tail down the various valleys awaiting a path into a yard."





ABOVE: Aberthaw reception sidings on January 20, 2014 with DB Schenker's 66135 on the right stabled with coal empties for its return journey to Onllwyn. Meanwhile, 66144 has just arrived at the sidings with coal empties destined for Cwmbargoed and will soon depart working the 4C95 service. (Chris Davies)

BELOW: Freightliner's 66560 rumbles slowly across the five arch viaduct on the approach to the A474 level crossing at Gwaun Cae Gurwen with the 4G05 0420 Aberthaw PS to GCG on October 21, 2016. (Author)

control (ie reduce) the amounts of emissions being produced mainly by targeting the large energy users/suppliers. Incentives for greener methods of energy production, together with disincentives for producing CO₂, such as 2013's Carbon Floor Price (essentially a tax on the amount of CO₂ being produced), and the withdrawal of support for Carbon Capture and Storage technology, have all combined to have an impact on the way our energy is going to be produced in the future.

As intended, this has seen coal fired power stations increasingly fall by the wayside, with the likes of Ironbridge B closing in late 2012. It was subsequently converted to burn biomass, but that too finished in November 2015. Tilbury closed officially in October 2013, both Didcot A and Cogenzie in March 2013, Llynemouth in January 2016 (although conversion to a biomass station is taking place), both Ferrybridge C and Longannet in March 2016 and Rugeley B in June 2016. A reduced demand requires a reduced supply. Therefore, as well as fewer coal imports the home grown market has suffered, with several surface mines closing, as well as the UK's last deep mines at Hatfield in June 2015, Thoresby in July

2015 and, finally, Kellingley on December 18, 2015. Truly the end of an era.

South Wales has two coal fired power stations. Uskmouth, to the south of Newport, now only burns at times of peak demand, and Aberthaw, on the coast between Cardiff and Bridgend, went the same way from April 2017.

The way electricity is procured has also changed. In December 2014 the Government held its first 'Capacity Market Scheme' auction, whereby it asked the various electricity suppliers for bids to provide 49GW of power for the period October 2018 to September 2019. A further auction in December 2015 asked for 46.3GW of capacity for the period October 2019 to September 2020. Being four years in advance, these bids are known as the T4 stage of bidding. T1 bids, one year in advance, allow the Government to fine tune or top up capacity as required.

What's left?

Against this background, coal has seen a dramatic fall in use and this article examines what remains in what was once the UK's most intensive coal producing area, as well as what might happen in the future. This period

in question is from January 2016 to March 2017 only. So by the time this article appears further changes may well have taken place.

Aberthaw PS

Aberthaw A power station was opened by the Central Electricity Generating Board in 1958. It closed (officially) in March 1995 and was subsequently demolished. Aberthaw B Power Station was commissioned in 1971 and comprises three 500MW turbines that produce nearly a third of the Welsh electricity requirements.

Rheinisch-Westfälisches Elektrizitätswerk (RWE) is the current owner of the station, having bought out Innogy in 2002. Both stations were specifically designed to burn low volatile coal, because that was the type that could be found locally in the South Wales coalfield.

Other power stations across the country received coal using a variety of FOCs, but Aberthaw was unusual in that it had been supplied mainly by a single operator, EWS, ever since privatisation. The only exceptions were Freightliner, which ran a few trains from Killoch in July 2010, and Colas, which from July 2014 sent a weekly train from Avonmouth to Aberthaw. But that ceased immediately the Carbon Tax came into effect on April 1, 2015.

It came as a major surprise in April 2016 when DB Cargo replaced Freightliner as the transport provider of choice. The change was quick and traumatic for those involved in the TUPE process, and equally frustrating for those recently made redundant by the cessation of Freightliner's Portbury/Avonmouth to Rugeley/Fiddlers Ferry flows just a few months earlier.

Thus the last DBC coal train from Onllwyn to Aberthaw ran on March 24 and those from Tower, Cwmbargoed and Avonmouth a week later on March 31. The next day saw the first Freightliner trains from Avonmouth and Tower, the first from Onllwyn the following Monday, and the first from Cwmbargoed the day after that. The change brought a welcome return to use for Freightliner's HHA and HXA wagons formerly used on the Rugeley and Fiddlers trains, whilst DBC's fleet of HTAs were laid up almost en masse in East Usk Yard.

When the contract changed hands, RWE announced it was to "downgrade" its activities at Aberthaw PS from April 2017 due to "challenging market conditions", and the Freightliner contract was made for one year only, a contract it had renewed for another year in March 2017. RWE has also modified the plant to expand the range of useable coal, which means an increased use of higher volatile imported coals and not so much of the 'less' Welsh steam coal. The use of imported coal generally means fewer sulphur and nitrogen emissions, an important consideration when looking at the potential future for the plant.

Aberthaw PS has used coal from a wide variety of sources over the years. With the ever decreasing number of domestic providers, therefore, it was something of a surprise when a new location was added to the list. In June 2016 three trains were despatched from North Blyth to Aberthaw. This was at a time when Freightliner wagon sets were being swapped over after storage/maintenance at York and so it provided a convenient way of running coal over such a long distance.





The spectacular 16 arch Porthkerry viaduct lies between Barry and Aberthaw. Following weeks of rain parts of Porthkerry Park are still waterlogged as 66069 works hard to lift its 2,050 tonne train up the gradient to the power station. The train is the 6B68 0900 from Avonmouth on January 18, 2015. (Author)

During 2016/17, Aberthaw saw incoming coal from six different sources, Avonmouth BHT, Cwmbargoed, GCG, North Blyth, Onllwyn and Tower. This had reduced to just three by the end of 2016 (Avonmouth, Cwmbargoed and Tower) and by the end of March 2017 it was down to just one, Avonmouth. However, Portbury remains like a sleeping giant in the wings and the likelihood is that coal to Aberthaw will, in the future, be concentrated on these two Bristol-based import terminals.

The last train of Welsh coal to Aberthaw arrived quietly at 2255 on March 15, 2017 having run down from Cwmbargoed behind 66511, but whether Aberthaw has actually seen its last delivery of Welsh coal remains to be seen. It will depend on a combination of market forces, demand, availability, cost, price and, not least, politics.

Cwmbargoed DP

Miller Argent (South Wales) Limited was set up to undertake phase 3A of the East Merthyr Land Reclamation Scheme (EMLRS). Phase 3A will restore 400ha of land and is known as the Ffos-y-fran Land Reclamation Scheme. One of the initial conditions was that all coal had to go out by rail, and for this it uses the disposal point at Cwmbargoed.

When under the control of the Ystrad Mynach signal box, the Cwmbargoed branch was run using the staff and ticket system. However, as part of the Cardiff Area Signalling Renewal Phase 2 scheme, from September 9, 2013 the last of the Rhymney Valley semaphores were erased from existence and the line is worked under LED signalling, axle counters and a tokenless block system, controlled from the Cardiff Valley's work station of the South Wales Control Centre.

With the branch being mostly disused since 2000, 66078 ran up on November 7, 2007 for an official re-opening ceremony, returning two days later. Coaling began soon after and

has continued at a steady rate ever since. In 2016 coal was being despatched to Aberthaw PS (for RWE), Port Talbot Grange (for Tata) and Earles Sidings (for Hope Cement Works). Interestingly, on some Mondays or Fridays trains run to all three destinations on the same day. For instance, on Monday August 8, 2016 66230 worked the 6C93 1039 to Port Talbot Grange, 66058 worked the 6M77 1543 to Earles Sidings and 66526 the 6C95 1853 to Aberthaw PS.

Due to an increase in Tata's requirements, between November 16 and December 16, 2016 Freightliner also ran coal from Cwmbargoed to Port Talbot Grange on behalf of DBC; DBC was the sole FOC to use the line until Freightliner took over the Aberthaw contract. However, the last Freightliner train between Cwmbargoed and Aberthaw PS ran on March 15 this year, but it is said that the number of trains to Port Talbot is set to increase to compensate.

Both the Aberthaw and Port Talbot Grange trains used 21 HTAs (DBC) or 21 HXAs/20 HHAs (Freightliner). However, the Earles train is unique and uses a set of 18 HTAs, formed into equal thirds. The outermost end of each rake of six wagons has a screw coupling and all of the other 'inner' ends a buckeye coupling. The screw coupling requires the use of buffers whereas buckeye coupled wagons do not need them. The reason for this formation is that at Earles Sidings the train is split and the wagons tripped up the two mile branch six at a time for unloading at Hope Cement Works. As the locos at Hope are not buckeye fitted, a screw coupling is required for compatibility. The number of screw coupled fitted HTAs is limited and obviously the orientation in the rake is critical. Therefore, on occasions, when a screw coupling fitted HTA is not available, or is the wrong way round, a BYA (covered steel coil) wagon is used as a coupling adaptor. Like the vast majority of DBC 66s, it is fitted with swing head AAR buckeye couplers,



which means it can be coupled to either a buckeye or screw coupled wagon. When a buckeye fitted HTA is not available, the rake of 18 HTAs has sometimes been reduced to 17. On other occasions, when stockpiles at Hope are high, the rake of wagons has been reduced to 12, or even (rarely) just six HTAs.

Although Ffos-y-fran has a few years' life left in it, Miller Argent is already looking to the future. On October 10, 2013 it applied to Caerphilly County Borough Council to extract some six million tonnes of coal from a 478ha site to the north of Fochriw and west of Rhymney, known as Nant Llesg. Although the application was rejected in August 2015 an appeal was submitted in December of that year. Subsequently, ownership was sold to a firm called Gwent Investments Limited and it is continuing with the appeal process, which, if granted, could provide a further ten year lease of life for the Cwmbargoed branch.

Gwaun Cae Gurwen (GCG)

Gwaun Cae Gurwen lies on the end of a seven-mile single track branch from Pantyffynnon and is currently the ➔

ABOVE: The normal route for the return loaded Gwaun Cae Gurwen train sees it run direct via the Swansea District Line to Swansea Burrows, where it runs round prior to the slog up to Onllwyn. When the line is closed for engineering work the loaded train is diverted to run via Llandeilo Jn (run round), Cockett and Neath to Margam Yard (run round again) and then via Dynevor Jn to Swansea Burrows (run round for a third time) before finally heading up the Dulais Valley. On a diversion, 66089 makes its way past Briton Ferry with the 6070 1355 GCG to Onllwyn on September 30, 2015. (Author)

South Wales Coal April 2016

Flow	Schedule	Days run	Operator
Onllwyn DP-Aberthaw PS	1 per day	SX	Freightliner
Tower Colly-Aberthaw PS	2 per day	EWD	Freightliner
Cwmbargoed DP-Aberthaw PS	1 per day	SX	Freightliner
Avonmouth BHT-Aberthaw PS	1 per day	SX	Freightliner
GCG-Onllwyn	1 or 2 per week	M/W/FO	DBC
Onllwyn-Immingham	1 or 2 per week	T/ThO	DBC
Onllwyn-Mossend	1 per week at most	as required	DBC
Cwmbargoed-PTG	4 or 5 per week	SX	DBC
Cwmbargoed-Earles	1 or 2 per week	M/FO	DBC

furthest west that coal trains can be seen in South Wales. Celtic Energy's planning application for the East Pit East (Revised) scheme was, after a lengthy process, approved in December 2004. However, major coaling didn't start until a few years later, as it was pending the cessation of coaling at the firm's Margam opencast site. The plant and machinery from there were gradually transferred to East Pit and the coal produced transferred the short hop across the road

to the loading pad at GCG. The first train left the adjacent GCG loading pad behind 66076 on January 16, 2009, ten years after the previous one had left the site.

While there were a number of trains to Hunterston (for blending) in 2011, and a trial of HTAs direct to Aberthaw in August 2015 (the one and only time HTAs have appeared on the line), there has been just one staple flow since the 2009 re-start – 25 MEAs running to Onllwyn for blending. At the



beginning of 2016 traffic levels were one or two trains a week on a mostly W/FO basis.

In a surprise move, Freightliner began route learning the branch between May 17 and June 28, 2016 for a Tuesdays-only coal train direct to Aberthaw PS. A further contract saw two trains per week run between September 14 and October 28, 2016. Engineering trains excepted, this was the furthest west in Wales Freightliner had been on revenue-earning trains of any description and was certainly the

first time it had been seen on the GCG branch.

Following the mothballing of Celtic Energy's Sellar and Nant Helen opencast sites (see Onllwyn section), production at East Pit has been ramped up. After the cessation of the Aberthaw traffic, up to two trains a week of 25 MEAs began running from GCG to Onllwyn. However, from mid-March this year the number of GCG trains has halved, but with the rake of MEAs increased from 25 to 44. Given the trailing weight and

the gradients on the Onllwyn branch, this now involves splitting the train at Swansea Burrows and taking it to Onllwyn in two portions.

GCG is currently expected to keep coaling for another couple of years. However, given the ever-changing nature of the coal industry, and assuming the branch lasts as long as that, predicting its subsequent future is quite impossible. **RI**
Continued next month

BELOW: DB Schenker's 60065 *Spirit of Jaguar* was the first of its class for more than 13 years to visit Cwmbargoed when it turned up with a rake of HTAs (also a first) on June 27, 2014. The loaded train will form the 6M77 1445 Cwmbargoed to Earles Sidings via a run round at Margam. A number of HTAs were modified by having their buckeyes removed and replaced by a screw coupling, which therefore requires the use of buffers as well, making them compatible with Class 60s. (Author)



TAIL LAMP

Class 50 50049 *Defiance* makes an unfamiliar sight at South Croydon hauled by 20205 and 20189 as they await the road to East Grinstead for the Bluebell Railway's diesel gala; the threesome forming the 0940 Kidderminster to East Grinstead on March 29.
(David Staines)



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(Contents subject to change)

Freightliner's 66415 with 21 HXAs in tow forming the 4G05 0420 Aberthaw Power Station to Onllwyn passes Pantyffordd on August 17, 2016.
(Adrian Kenny)



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No.17 in the highly-acclaimed and best-selling Big Freight series will be released in late-May. Produced in conjunction with Freightmaster, this brand new programme features another superb feast of freight trains, filmed countrywide during 2016/2017.

North and Mid-Wales RHTT: One of the highlights of the autumn rail head treatment season was the Colas Railfreight operated loco-hauled set, working off Coleham depot at Shrewsbury. Hauled by a Network Rail Class 97, the train ran to Machynlleth overnight, swapping to top and tail Class 56s for a daytime run to Holyhead. The train is featured in detail with a visit to Coleham depot showing the 97s and 56s being prepared and serviced, followed by footage of the overnight and daytime trains. Includes the final day with three Class 56s to Holyhead!

Peterborough to Leicester Line - Part Two: At 53 miles in length, this east-west route links the East Coast and Midland Main Lines. With fine station buildings and traditional signalling, the volume of freight has increased in recent years and part two looks at the section from Langham to Leicester. All major locations are featured including Melton Mowbray and a Class 20 LU move coming off the Old Dalby Branch. Numerous different freight flows are included.

Colas Railfreight Class 60s: A mini-feature looking at all ten Colas Class 60s

West Coast Pairs: Intermodal and container trains on the WCML have gone through many changes over the years but as of 2016 and into 2017 a number of key trains are now double-headed. This feature looks at pairs of 66s and 68s working for DRS, 86s and 90s working for Freightliner and 90s working for DB Cargo.

1Q82/1Q83: This Network Rail PLPR train, usually top and tailed by Colas Railfreight Class 37s, has gained a cult following. Running out of Derby on an 11-day circuit every four weeks, the train heads to Scotland via the Cumbrian Coast and then visits some remote out-posts, returning via Blackpool to Derby. Various locos are featured including newly-returned 37099 and that gorgeous spring day when 37025+37116 were in charge.

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