

FREE UK HERITAGE LINES GUIDE

Railway

THE RAILWAY WORLD – PAST, PRESENT & FUTURE

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KEY

Out of the Blue

**Class 47
colours**

**Mid-
Norfolk
Railway
Diesel Gala**



PLUS

**Miles Platting –
Blast from the past**

**Syphon Sorrows –
Inverness tales**



**Life at Laira –
a Peak at the past**

**New Colours –
TransPennine Express**



June 2016
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WEST COAST RAILWAYS' BACK ON TRACK



and

LURE OF STEAM PHOTOGRAPHIC EVENTS

Present:



Branch Line Byways

Lure of Steam Events is pleased announce a new photographic charter on 13th May 2016 that will re-create the halcyon days of branch line travel.

The Ecclesbourne Valley Railway in Wirksworth is now home to two original BR Derby Lightweight DMU sets. While one of these is not currently operational, we'll be able to replicate a once-common sight - that of a pair of these units passing each other at a branch line station. The line is also home to a restored green liveried 'Bubble Car' DMU, which will be in use on the day, and a 3-car Metro Cammell set in original late 1950s condition. A feature of the event will be the chance to photograph one of the units towing 'tail traffic' in the form of a covered van, a common sight in the 1950s and early 1960s but seldom re-created today.

We'll use re-enactors to bring some of the scenes to life, making use of the idyllic stations and the stunningly restored interiors of the units themselves.

Bringing things a little more up to date, we'll recapture the decline of the 1980s, with a 2-car blue and grey DMU and desolate, deserted platforms. Tickets for this action-packed charter are priced at just £40 each, and must be bought in advance via the Ecclesbourne Valley Railway's website at:

www.e-v-r.com/multiplememories



A warm welcome to the bumper 116-page June issue of *Railways Illustrated*. Inside you'll find a UK Heritage Railway Guide for 2016 – designed to provide details of the nation's standard gauge preserved railways. As you'll see there are probably a lot more than you think!

Too often the national media is full of 'horror stories' about Britain's railways, trotting out the predictable moans about dirty carriages, continual late running, lack of investment, overcrowding and, of course, the wrong type of snow. Yet for the most part these gripes are unfounded and are made by people who simply don't understand railways.

Yes, there are some problem areas, but gradually these are being addressed. For example, the dreaded Pacers are on their way out now that Arriva has taken over the Northern franchise and dozens of new trains have been ordered. In fact, over the next four years the UK will take delivery of around 4,000 new carriages – that's a colossal investment and a show of faith in our railways.

Major investment in electrification continues, with the only real setback being the delays to the Great Western Main Line project. All of this is taking place during Control Period 5 – Period 6 offers continued investment during the first half of the next decade.

While we can discuss the merits of the franchise system, which in my view seriously needs addressing, the simple fact is money is being spent and many parts of the country will soon be reaping the benefits of new or cascaded rolling stock.

The heritage sector has had a troubled start to 2016 – notably due to the banning of West Coast Railways and the effect that had on steam and diesel charters. Although the operator is now back on the rails, an element of uncertainty hangs over the sector and trains are still being cancelled – the 'Fellsman' tours being the latest casualty (see Steam News). But the recent WCR debacle has led to a changing landscape in the heritage tour sector. The most significant so far is the five-year deal in which GB Railfreight has agreed

to operate the Belmond Royal Scotsman, and it ran its first train on April 18 from Edinburgh to Kyle of Lochalsh. Other operators, previously reliant on WCR, are believed to be considering their options.

April was a good month for galas, starting off with the excellent event at the Mid-Norfolk Railway (see p92), which saw the first visit by the 125 Group's 41001 and its three matching Mk 3 coaches. It was joined by pioneer Class 50 D400/50050 *Fearless*, hauling its first passenger trains for 16 years, and both proved extremely popular. The HST attended the Nene Valley Railway's gala the following weekend where it was once more the star attraction. Enthusiasts north of the border will have the opportunity to ride on the iconic HST prototype when it visits the Bo'ness & Kinneil Railway from July 22-24.



Mark Nicholls
Editor



ABOVE: Resplendent in its new Belmond Royal Scotsman colours, 66746 passes North Queensferry with the 1H79 Edinburgh to Keith Branch Platform on April 18. This was the first day of the 2016 Royal Scotsman Season with GBRf now providing the traction instead of WCR. 66736 *Wolverhampton Wanderers* was on the rear. (Alexander Cromarty)

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Front Cover: Proudly wearing its 'banger blue' livery, 47212 approaches Appleford Crossing with a tank train from the north on September 12, 1985. (Martin Loader)



This page: Pioneer Class 50, D400/50050 Fearless hauled its first passenger trains for around 16 years at the Mid-Norfolk Railway's Spring Diesel Gala during April. Paired with 50007 Hercules, the loco passes Kimberley on April 2. (Alexander Cromarty)



A Midlands' Peak man in Plymouth

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AT300s for TransPennine Express



Artist's impression of a TransPennine Express Hitachi AT300. (TransPennine Express)

TRANSPENNINE EXPRESS has confirmed it is to obtain a fleet of 19 new five-car bi-mode Hitachi trains that will enter service from December 2019.

The new AT300 trains will be similar to the order for Great Western Railway Class 802s to be used on West Country services. They will be fitted with the same larger diesel engines so that they are better able to cope with the gradients on the route. Features of the new class will include the ability to run at 125mph, and provision of high speed Wi-Fi and advanced customer information systems. The majority of the vehicles will be assembled at Hitachi's plant at Newton Aycliffe in County Durham. The units will be maintained by Hitachi at its Doncaster Carr Depot and also at Edinburgh Craigmillar, with overnight stabling also taking



TransPennine Express Class 185 DMU 185108 shows off its new livery at Manchester Piccadilly on April 1, the day the new franchise began. (Russell Wykes)

place at Edge Hill, Heaton and York. Finance for the deal is being provided by Angel Trains.

The operator is also due to announce the introduction of 25 additional trains once a deal for them is finalised, with introduction of that fleet due to take place from Spring 2018. All will appear in a new livery that was rolled out on 185108 at a press launch on April 1, but which has also been applied to 185123.

Delivery of the new trains will cause the cascading of around half the current fleet of 185s for service with Northern, but with the remainder undergoing a £20m refurbishment programme. The new TransPennine Express franchise operated by First Group began on April 1. Previously it had been a joint effort between First and Keolis.

Safety Record for UK Network

BRITAIN'S RAIL network set a new record in April when, for the first time, there were no rail industry-caused fatalities in the UK during a complete financial year. Although the last passenger death was nine years ago when a Virgin Trains Pendolino derailed at Grayrigg in Cumbria,

fatalities among track workers, for example, have still occurred unfortunately.

Commenting on the figure, Office of Rail and Road HM Chief Inspector and Director of Railway Safety Ian Prosser said: "Eight years ago, not long before I started, I mentioned in my interview that

I wanted to set the industry a vision of zero industry-caused fatalities to workers, the public and passengers. For the first time in history, in the last financial year we've achieved it."

However he guarded against complacency – and as the West Coast Railways' incident at

Wootton Bassett Junction last year showed, the safety margin can be measured in seconds. Technology has undoubtedly helped in improving safety. Making sure it is used properly, as well as comprehensive staff training, is essential if these excellent figures are to be maintained.

ORR Lifts West Coast Prohibition Notice



THE OFFICE of Rail and Road (ORR) lifted West Coast Railway's Prohibition Notice on March 23; the main line ban had been imposed by the ORR on February 17 after several safety and operational incidents (see RI April Headlines, p6 and May's News Special, p30). Under the terms of the Prohibition Notice, WCR was unable to run trains on the main line network until ORR was satisfied its governance and operations met industry practice and were fit for the scale of its activities. The ORR demanded, and reported it had received evidence of, assurances that steps have been taken to remedy

One of the first charters run by West Coast Railways after its ban was lifted was the 1226 Peterborough-Carlisle via Sleaford and Lincoln, passing Metheringham on the GNGE joint line near Lincoln on April 2. (Nick Edmonds)

the issues it identified. These included the introduction of clearer governance structures with proper accountability for safety; more robust risk assessments; and enhanced processes for managing staff, with a focus on safety culture.

Ian Prosser, ORR Director of Railway Safety and HM Chief Inspector of Railways, said: "A decision to stop any train operator from running rail services is

never taken lightly. I am satisfied that WCR has now taken all the necessary steps to address the issues of concern on safety, such that I am now able to lift the Prohibition. We shall continue to closely monitor WCR over the coming period to ensure that their approach is embedded into the culture of the company and that they fully comply with all the commitments they have made. Fit and proper safety management is one of the reasons we now enjoy the safest railway in Europe. ORR will never compromise on safety."

For more on the lifting of the WCR Prohibition notice see From The Front Coach on p80.

David Smith, WCR's Chairman, sent the following letter to the ORR on March 22:

West Coast Railway Company commits to the following improvements and gives you this as our letter of intent.

- Recognising the need to further strengthen and embed fully the improvements we have already made, we will carry out a strategic review with the intent of reducing the business complexity.

- In order to satisfy ourselves that lessons have been learned and that our improvement plan is being successfully implemented the board and management team have been restructured to strengthen our focus on the future safe operations of our trains, including a regular programme of a board subcommittee with an independent Chairman drawn from the UK rail industry whose sole focus will be safety.

- We have engaged the services of a respected independent

safety consultancy to review our management arrangements and conduct safety culture surveys and gap analysis within the organisation. They will also conduct an assessment of the executive, identifying development plans if necessary. The attached documentation demonstrates that this engagement has started.

- The Managing Director of WCR has special dispensation, granted by the board, to pursue safety related improvements and training requirements independently of the board.

- We have participated and have fully signed up to the pan-industry arrangements for the future operation of steam on the mainline railway.

- We are directing more resources into the development of our route risk assessments and process

through to completion and accept that this will be managed through an Improvement Notice from ORR.

- All steam charters will have a suitably qualified traction inspector on the footplate, except for regular operations where a suitable and sufficient risk assessment can demonstrate an inspector is not necessary.

- We have rigorously assessed all of our footplate crew and commit to using the 29 steam drivers that we have discussed with you, of which 24 are WCR employees.

- WCR have already prohibited the operation of mixed vacuum and air-braked vehicles.

- Having successfully trialled the fitting of CCTV to steam locomotive cabs, WCR will continue with its efforts to reassure locomotive owners and train crew staff to enable the fitting to become the norm over time.

COMMENT

➔ The lifting of the ORR Prohibition Notice on West Coast Railways came literally hours after the May issue went to press. However, it has allowed us to digest the news, and to pose questions to the ORR's Ian Prosser, notably how the ban was lifted so quickly and what guarantees are there that WCR will comply fully and make the changes suggested. His comments can be found in 'From The Front Coach' on p80, and they make interesting reading.

I was very surprised by the speed the ban was lifted, especially given the list of recommendations the ORR had quoted as a prerequisite to rescinding the Prohibition Notice. It seems that the majority have been addressed to the ORR's satisfaction – but it remains to be seen if passengers and charter firms share this optimism. Obviously, I hope WCR has finally learnt its lesson, improves its safety procedures and implements the proper levels of management to ensure safety is never compromised. New people have been brought in and according to the ORR will be able to do their jobs without interference from WCR's Chairman David Smith.

Provided that's the case then there is cause for optimism. For the sake of WCR's employees and the various tour operators that rely on it, let's hope a line can finally be drawn under this sorry episode.

But unbelievably the ORR is already investigating another incident concerning a WCR-run charter at Bath barely a fortnight after the ban was lifted. While it is not appropriate to comment on this latest incident until the investigation is completed, it is a worrying situation. New procedures and revised and tightened safety rules take a while to filter down to the footplate and to become second nature. However, WCR is squarely under the ORR's microscope and it cannot afford even the smallest transgression. Prosser told *Railways Illustrated* quite clearly that: "If we have to, we will ban them again." I hope WCR can turn itself around, but I fear we've not heard the last of this.



Mark Nicholls

Editor

InterCity Livery for Hood



PRESERVED CLASS 50 50031 *Hood* has been repainted into InterCity livery, a first for the class, by RVEL at Derby. It is in the final version of the livery, with swallow emblems and INTERCITY branding due to be added at Kidderminster. It was moved back to the SVR on April 13.

There are some small jobs to do internally before the loco is fit to

haul trains again, although there is a chance it could be in action at the Severn Valley Railway's May 19-21 diesel gala. On September 17 it will be rededicated *HMS Hood* at an event at the SVR, marking the 75th anniversary of the ship's sinking by the German Battleship *Bismarck* during World War Two. Its return to Kidderminster brings all four Class

Wearing its newly applied InterCity colours, 50031 *Hood* is towed from Derby back to the SVR at Kidderminster by DCR's 56303 on April 13. (Steve Donald)

50 Alliance locos together for the first time in many months.

No Class 50s ever carried IC livery in BR days as none were ever owned by that business, although they regularly worked IC trains. There was speculation in the mid-1980s that some might receive this livery,

but nothing transpired. It is the third livery carried by a C50A loco that has been a first – D444 *Exeter* was in British Railways' two-tone green (it is now in original BR blue) and 50035 *Ark Royal* carried Loadhaul colours for a few years. It, too, is now in BR blue.

c2c to Lease Six Porterbrook 387s

ESSEX TO London commuter operator c2c has reached agreement with the Department for Transport for a three-year lease of six four-car Bombardier Class 387 Electrostar electric multiple-units from

Porterbrook Leasing, to meet increasing demand for travel. The units are part of the speculative order for 80 Electrostar carriages that was placed last November by the rolling stock provider, and the c2c

deal means the Essex line will benefit from the new stock by December this year. The announcement comes after c2c failed to reach a deal to sublease two Class 360s from Heathrow Connect.

The TOC also began the process to acquire 68 more EMU vehicles in April and expects to announce the winning builder this summer, with the units due to enter service in 2019.

Plymouth Shunt



The 1339 Penzance to Exeter, formed of 150219 and 150249 collided with stationary GWR HST power car 43160 at Plymouth on April 3. The DMU was routed into the occupied platform to allow passengers to access a working lift. Two passengers were kept in hospital overnight out of the 18 injured in the low-speed collision. (Antony Christie)

Shocking Vandalism

A RECENTLY restored 1940s LMS brake van has been completely destroyed in an arson attack at the Caledonian Railway in Park Road, Brechin on April 6. A statement was released the following morning stating: "Last night between 10pm and 11pm, the railway was subjected to an arson attack. The wooden body of our recently restored 1940s LMS brake van was set on fire and has unfortunately been completely destroyed. This has been a huge blow to the volunteers who run the railway and the cost of the vandalism is estimated to be in the range of between £20,000 and £25,000. Details on damage to the vehicle's underframe and the culprits behind this are still being collected and we would like to thank the police and fire and rescue service for their assistance."

Anyone with any information is asked to contact Police Scotland on 101.

A fund was immediately launched to raise funds to carry out repairs to the brake van. An initial target of £5,000 was set and within a matter of days was around halfway to the total. Within 12 hours 70 individuals had donated £1,200 and a day later the figure had risen to £2,300. The railway's Events Manager Andrew Pegg said the railway has had "countless messages of support" and offers of donations following the attack. He added: "All of the volunteers would like to express how amazed and truly thankful they are for all the support received during this difficult time." Details about how to donate can be found by visiting: www.caledonianrailway.com

Bath-Bristol Works Continue



THE LATEST phase of infrastructure improvements on the Great Western Mainline between Bath and Bristol took place between April 2-11 and were completed on time. Network Rail and Great Western Railway (GWR) thanked passengers and local residents for their patience during the extensive works, which were preparing the line for electrification and the introduction of Hitachi Class 800/801 IEPs. The work included:

- Lowering the tracks at Keynsham station to protect the historic

In pouring rain Colas Rail's 70807 arrives on site from Hinksey sidings, Oxford, with 6C24 made up of three empty Falcon wagons and 20 NR side tipplers, to unload ballast onto the membrane at Bath Goods, Westmoreland Yard, Bath on April 9. (John Stretton)

architecture of its footbridge, while creating the extra space needed for overhead power lines.

- Platform modifications at Keynsham station following the lowering of the tracks.
- Replacing the tracks at Oldfield Park station to provide greater reliability for passengers.
- Installing the foundations for the overhead catenary wires.

Andy Haynes, Network Rail's project director for the west of England, said: "I'm pleased to say that following our successful track-lowering work in Bath last summer, this next stage of the improvement work has also now completed, meaning that passengers and residents are another step closer to the benefits that the electrification of the railway will bring."

Retractioned Class 455 Enters Service

ONE OF two Class 455 EMUs to be upgraded with AC traction equipment has made its inaugural run in normal revenue-earning service with South West Trains.

455870 worked a Teddington to Waterloo service on April 4 in multiple with standard DC unit 455865 and then worked to

Guildford. The unit's upgrade cost about £150,000, but the conversion gives each unit the capacity to regenerate electricity during braking that will save around £2m a year across the whole fleet. A new wheelslip system will also reduce the number of flats and will help extend mileage between exams from 10,000

to 15,000 miles. The entire fleet of 91 Class 455s is due to get the new equipment at a total cost of £38m, with the finance coming from vehicle owners Porterbrook Leasing and the Department for Transport. The other unit so far converted is 455732, which has been undertaking testing based at Bournemouth.

Buxton Depot Demolished



The old Buxton Depot shed has been demolished, after standing derelict for almost 20 years. This was the view on March 6, shortly before the demolition crews moved in. A feature on the depot's history will appear in the July issue. (Stuart J Hood)

IN BRIEF

→ A tractor driver had to be airlifted to hospital in a serious condition, and nine other people were injured, on April 10 when it was struck by an Abellio Greater Anglia Class 170 at a level crossing near Thetford. Severe damage was caused to the front of 170204, which was working a Norwich to Cambridge service. The train driver escaped with minor injuries.

→ Classification of the IEP fleets for VTEC and GWR have been disclosed by Hitachi as: **VTEC** – 800101-113 (9-car bi-mode), 800201-210 (5-car bi-mode), 801101-112 (5-car electric) and 801201-230 (9-car electric); **GWR** – 800001-036 (5-car bi-mode) and 801001-021 (9-car electric).

→ The new DMUs and EMUs ordered by Arriva Northern will be Class 195s and 331s respectively. The 195s are to be used on almost all diesel Northern Connect services. The EMUs will also be used on Northern Connect services, including Blackpool, Windermere and Preston to Manchester Piccadilly, Manchester Airport, Crewe, and Stoke-on-Trent, as well as Manchester - Glossop/Hadfield services.

→ Another Class 319 is to be transferred to London Midland, allowing six daily diagrams to be allocated to the class. 319455 is the last of three additional sets that the operator has obtained that were previously used by Govia Thameslink and have been displaced by new Class 387s. The two other sets 319441/457 commenced work with their new operator on April 4.

→ Movements of Class 378/2s for Gatwick Express services continue with further newly -built examples moved from Bombardier's Derby works to Bletchley for testing. 387216 was hauled south by 66528 on March 21 and the same loco took 387218 the following night; 387219/220 were delivered and on test by April 12. Units up to 387222 are complete at Derby. A total of 27 units are being built, displacing Class 442s.

→ Eurostar Class 373 power car 3219 unusually made the journey from England to France by sea ferry on March 31 when it was taken to Hellemmes for refurbishing. Its partner 3220 is already in France for similar work. Three similar sets 3013/4, 3017/8 and 3019/20 are now out of service and stored, having been replaced by new Class 374 units.

Glasgow Queen Street Closes



ENGINEERS HAVE begun to break-up and remove more than 10,000 tonnes of aging slab-track in the 918m-long Glasgow Queen Street tunnel as work on the £60m renovation project gathers pace. Since the high-level station closed on March 20, engineers have been working around the

A view of Glasgow Queen Street High Level on April 7, with modernisation work underway. The signals have been removed and several platform ends dug up to make room for track layout modifications and platform extensions. (Jonathan McGurk)

clock to renew track and key junctions to the north of the tunnel near Cowlairst and to begin lengthening and rebuilding platforms and track layouts within the station.

When the station reopens on

August 8, the team will have worked more than half-a-million hours to renew 1,800m of concrete slab track and install more than 4,000m of new rails.

The tunnel track is also being lowered to allow the installation of

equipment to carry the overhead conductor bar system to electrify the railway through the tunnel, ahead of the introduction of EMUs from December as part of the Edinburgh Glasgow Improvement Programme (EGIP).

Class 707 Cab on show



THE PUBLIC got a taste of new Siemens-built Class 707 EMUs destined for South West Trains when a mock-up of the cab and front portion of one of the new units was displayed at Waterloo in March.

The rationale was to allow gauging of the public's reaction prior to the

This full size cab mock-up of a Siemens Class 707 was displayed on the concourse at Waterloo during March. (Key - Philip Sherratt)

fitting out of the production units. Meanwhile in Germany, evaluation continues with the first of the class, 707001, which is at the Wildenrath

test facility where it has been powered up for the first time.

The new units are due to enter service in summer 2017 and will be used mainly on services between Waterloo and Windsor, allowing the cascade of previously used Class 458s to other duties.

Hull Trains Secures Ten More Years

FIRST HULL Trains' application for track access rights for a further 10 years from 2019 has been approved by the Office of Rail and Road. In response, the FirstGroup subsidiary stated it would now be able to proceed with its £68m order for five Hitachi bi-mode units that it revealed on September 3 last year. The five-car units are due to enter service in 2020.

Will Dunnett, Managing Director of First Hull Trains, commented: "The approval of a 10-year track access enables us to deliver our longer-term plans, including new bi-mode trains that will be faster than those we use today. We will also be able to increase our fleet to five units with more seats on each, meaning a 50% increase in seating capacity."

In the meantime, the TOC's Class 180 units are to receive a £500,000 investment to allow fitting of CCTV and real-time train information screens.

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Queen Street Diversions



Services between Edinburgh Waverley and Glasgow Queen Street Low Level via Falkirk High have been reduced in frequency from quarter hourly to half hourly with the half-hourly services being formed of two Class 170s. Most unusually, the 1345 from Edinburgh Waverley on March 5 was a single Class 170 (Standard Class only 170395) and it approaches Cowlairst West Jn on the very tight curve from Cowlairst North Jn. It ran west to Maryhill before taking the line to Anniesland and then the electrified line to Queen Street Low Level before returning to Edinburgh via Bellgrove, Springburn and Cowlairst North Jn and regaining its normal route out of Glasgow. (Ian Lothian)

GBRf and LU Celebrate Ten Years



GB RAILFREIGHT celebrated the success of its ten-year track renewals contract with London Underground as it ran the last of its trains for the infrastructure manager at the end of March. Since 2006, GBRf has run between two

GBRf Managing Director John Smith, Chief Operating Officer David Knowles and the GB Railfreight operations team, pose in front of 66718 Sir Peter Hendy CBE and 66721 as they await departure from Wellingborough on March 24. (GBRf/Richard Gennis)

and eight trains each weekend, bringing sleepers, rails, ballast and materials from Wellingborough

and Ferme Park to the District or Metropolitan lines, taking away spoil and life-expired track panels.

458/5 Programme Completed

THE FINAL Class 458 EMU to be upgraded and extended to become a five-car set has left Wabtec's Doncaster Works and been returned to Wimbledon for service with South West Trains. 458516 (the former 8016) had intermediate vehicle 74406 added and its cabs rebuilt with new gangways, together with an upgrade to its electrical system. The intermediate trailer was formerly used in Gatwick Express unit 460006, which has now been disbanded.

The release of 458516 marks the end of a £42m project that has seen the four-car Class 458s amalgamated with the Class 460s to produce a uniform fleet of 36 458/5 five-car trains, with six sets using heavily modified driving cars from the Class 460s. Announced in 2012, the modification scheme was due to produce its first train by May 2013, but delivery was delayed by a year after corrosion was found on the donor units. The modified sets are used in pairs on suburban routes from Waterloo to Hounslow, Weybridge and Windsor.

Lincoln Footbridge Progress



The new footbridge beside Lincoln's High Street crossing is rapidly taking shape. (Network Rail)

CONSIDERABLE PROGRESS has been made on the new footbridge over Lincoln High Street; the bridge is due to open this summer. Network Rail has announced it is to proceed with plans for a bridge over the neighbouring Brayford Wharf crossing. Rob McIntosh, route managing director at Network Rail, said: "I know how disruptive the level crossings in Lincoln can be to the city centre. I am also very concerned by the high

levels of misuse we continue to see on these crossings, with people rushing over after the warning sequence has started.

"As locals are aware, we also want to install a bridge at Brayford Wharf East, but have faced considerable challenges through rising costs. I am delighted to announce that by working with stakeholders in Lincoln we have

been able to redesign the bridge to make it more affordable, while still retaining the high design standards which city officials were keen to see. This design is still more expensive than our original budget, but we will be able to meet this cost. My team is working up the detailed proposals for the bridge and will submit a planning application in the autumn."

Wish list of Borders Railway Improvements

SCOTTISH COUNCILLORS have come up with a 'wish list' of improvements they want implemented on the Borders Railway. The Scottish Borders Council's executive has identified issues it wants addressed by Network Rail. This is in response to a consultation on Network Rail's Scotland Route Study, which will help formulate investment plans for the Scottish rail network between 2019 and 2029 and beyond.

The NR study accepts passenger demand on the Borders Railway is expected to exceed available

capacity by 2023, although this has partly been addressed by Scottish Transport Minister Keith Brown who recently announced that 20% more seats will be provided by 2018.

However, the council has concerns about the reliability of the service, which began last September. The council's submission stated: "Service resilience has been a key concern during the first few months of operation and SBC would like Network Rail to consider the provision of further dynamic passing loops on the line to help

provide enhanced reliability and functionality between Edinburgh Waverley and Tweedbank.

"The tourist market is very important to the Borders and every opportunity should be exploited, such as the continued delivery of the steam train experience, enhanced on-carriage bicycle provision and co-operation on specific event provision."

Also included in the submission is the council's desire for the Borders Railway to be extended 17 miles south to Hawick and thence to Carlisle.

IN BRIEF

➔ Hitachi's Newton Aycliffe plant has received a further Class 800 EMU for final finishing work following initial assembly in Japan. 800004 arrived by road on March 23 and joins 800003 already at the plant.

➔ Two fire damaged vehicles from London Midland's 172333/338 have arrived at Wolverton works for repair. Both were damaged following incidents involving underfloor engines. 172333 remains in service as a two-car unit as the fire involved the centre vehicle, but the other vehicles from 172338 are currently stored.

➔ Following a period on temporary loan to London Overground, former London Midland Class 321 EMU 321414 was moved to Doncaster works on March 31 for conversion to Class 320 specification for further use in Scotland. 321412/416, now reduced to three cars and renumbered 320412/416, have entered service in Scotland and work in conjunction with ScotRail's existing units, though retaining their de-branded London Midland livery.

➔ Following the franchise change on April 1 when the Northern franchise passed to Arriva Trains, most units have had their previous 'Northern' branding and other lettering removed.

Ordsall Chord Go-Ahead

NETWORK RAIL has welcomed the Court of Appeal's decision on March 23 to dismiss a legal challenge to the process by which permission was granted for the much-needed Ordsall Chord railway improvement in central Manchester. The decision was given by Simon LJ (sitting with Lindblom and Hamblen LJ) in the Court of Appeal in London. The Court dismissed all three appeals made by Mark Whitby against the decision of Lang J in the Planning Court: two statutory challenges of the Transport and Works Act order and of the Listed Building Consent, and a judicial review of the planning permission.

By linking Manchester's three main railway stations – Piccadilly, Victoria and Oxford Road – the Ordsall Chord will increase capacity, and as part of the wider work in the north it will help support the delivery of faster, more frequent services between towns and cities across the region.

Class 345 Construction Starts



THE FIRST of 66 new Class 345 trains intended for use on the London Crossrail scheme is under construction at Bombardier's Litchurch Lane works in Derby.

The £1bn fleet of nine-coach EMUs is due to enter service from May 2017, with the whole

fleet expected to be delivered by the end of 2018. Prototype intermediate and driving vehicles are now being assembled at Derby prior to type testing and volume production. The Class 345 will have a maximum speed of 90mph and will be able to carry a maximum

Construction of the first Class 345 unit is underway at Bombardier's Derby Litchurch Lane Works. (Bombardier)

of 1,500 passengers. The units will be fitted with in-cab signalling and regenerative braking and are designed to have low weight and rapid acceleration and deceleration. Pending the completion of the

Crossrail scheme, now dubbed the 'Elizabeth Line', Class 345s will initially work between Liverpool Street and Shenfield and from 2018 will be introduced on Paddington to Heathrow duties.

Cardiff Panel Honoured

A NAMING ceremony to mark the 50th anniversary of the Cardiff Panel Signal Box took place at Cardiff Central station on April 1. The name plaque was unveiled by Cardiff signaller of 25 years Colin Pritchard and GWR's managing director Mark Hopwood.

Great Western Railway HST power car 43141 was named *Blwch Signalau Panel Caerdydd 1966-2016* / *Cardiff Panel Signal Box 1966-2016* in honour of the signal box, which opened in March 1966 and has controlled the flow of trains in and out of the Welsh capital ever since. The box will close next year and will be replaced by new technology more suited to a 21st century railway.

Colin Pritchard said: "It's really good to see the work of the Cardiff Panel Signal Box recognised for its contribution to the railway network. I think the automated signalling system we will be moving to next year is progress for signalling."

Retired and current Welsh signallers attended the ceremony, including Herbert Farr, 90, from



GWR HST power car receives its Cardiff Panel Signal Box 1966-2016 nameplates at a ceremony in the Welsh capital on April 1. (Network Rail)

Whitchurch, who was the first person to work in the box in 1966. He said: "It is wonderful that the signal box is being recognised. I worked on the railway for almost

50 years and in the Cardiff Panel for nearly 30 years. Taking the job in the box was a fantastic move, allowing me to meet people from across the railway."

Brighton Belle Nears Trials

MAINLINE RUNNING trials of the rebuilt 'Brighton Belle' EMU are being planned for the end of the year and will be conducted by GB Railfreight.

The coaches that will be used have recently been re-glazed with modern safety glass, while the first coats of paint have been applied to the exteriors. However, there have been some problems, particularly with the wiring, sections of which have had to be re-worked following the discovery of sharp points inside the conduits. This alone has delayed the project by four months. As a result, the first passenger-carrying runs have now been put back to early next year and these will be run in conjunction with UK Railtours.

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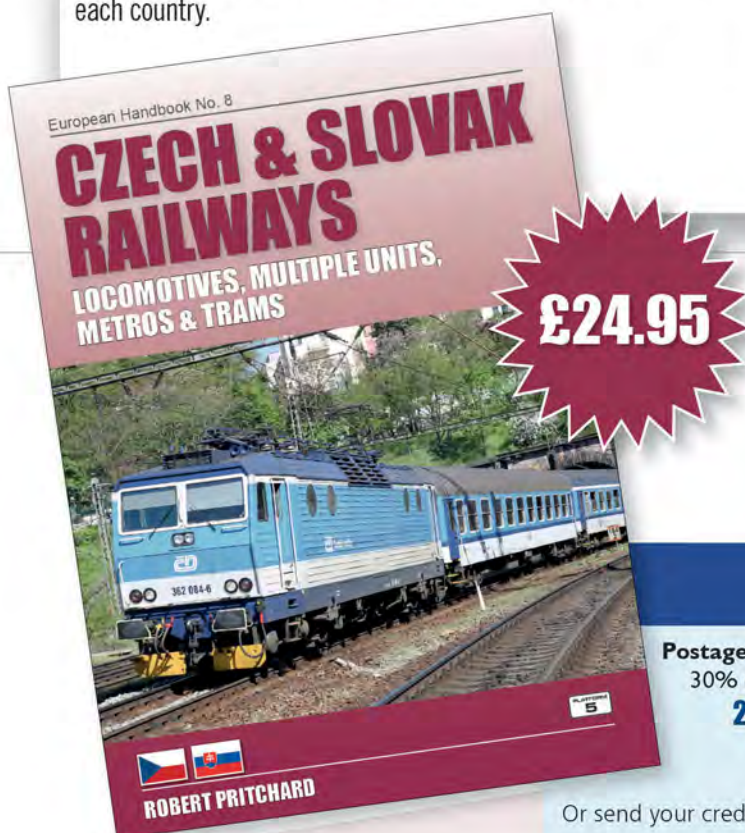
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GWML Masts go up at Didcot



Electrification masts have reached Didcot as the work rate increases on the delayed Great Western Main Line project. DB Cargo UK Class 60 60091 *Barry Needham* heads west through the station with the 6B33 Theale to Robeston tanks on April 6. (Ian Francis)

Station Proposed at Inverness Airport

PLANS HAVE been announced for a £2m station to be built at Dalcross to serve Inverness Airport. The idea of a station has been discussed for more than a decade, but transport partnership HITRANS believes the economic conditions are now right for the project and feels it would greatly improve connectivity across the entire north of Scotland.

The proposed site is near the southern corner of the airport and if it goes ahead plans are for it to be served by all Inverness to Aberdeen trains. Platforms will be 575ft long, sufficient to accommodate the shortened ex-GWR HSTs due to be transferred to Abellio ScotRail in two years' time. Amenities will include a waiting area, cycle

park, electric car point, bus stop, taxi rank and a barrier-controlled access road. Car parking will initially have 50 spaces, rising to 150 later.

A planning application was due to be lodged by the end of April, and provided approval is given the station could be open in December 2018. A quarter of the funding is

hoped to come from local public sector agencies, with the rest from the Scottish Government's Scottish Stations Fund.

This would be the first phase of the project. For the longer term it is hoped to add a second platform and loop to allow trains to pass. A previous station at Dalcross closed in 1965.

More 700s Arrive

TWO MORE Class 700 EMUs have arrived in the country from German manufacturer Siemens, meaning eight of the proposed 115-strong fleet have now been delivered.

Intended for Thameslink duties, 700103 arrived via the Channel Tunnel on March 23 and was followed by 700113 six days later. Both were taken to the new Three Bridges Depot for acceptance trials. Govia Thameslink has on order 60 eight-car and 55 12-car trains at a cost of £1.6bn, all of which are due to be in service on routes between Bedford and Brighton by 2019. The first member of the class is expected to enter public service shortly, with a phased introduction of the remainder over the next three years. Once the whole fleet is



Driver training and mileage accumulation runs continue with the new Class 700 EMUs as more arrive in the UK. Unit 700109 passes East Croydon on April 5. (Chris Boow)

available a high-frequency service will be introduced through London's

core using the Class 700s on-board cab signalling, which will allow

much closer headways to be used between trains.

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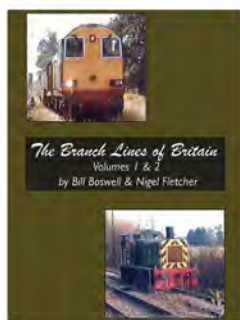
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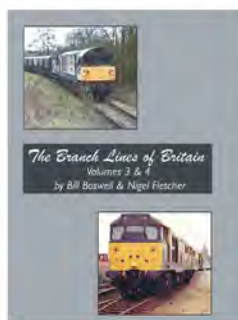
After the infamous Beeching era many through railways routes became truncated branches and most of these survived only as freight lines.

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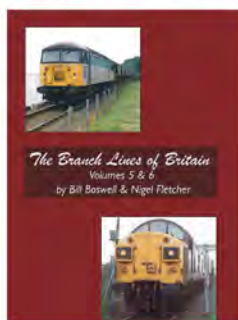
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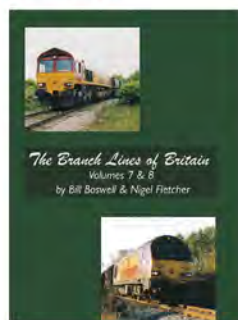
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City of Amsterdam Revealed



Maxime Bonnier
News Writer

DUTCH CHARTER train operator Railpromo introduced on March 23 the 'new' locomotive that will replace sister engine 1252 for its Panorama Rail Restaurant. The 65-year-old 1215 started its life

with Dutch Railways (NS) and was subsequently sold to railfreight operator ACTS where it was renumbered 1251. When the now defunct charter train operator Euro Express Train Charter (EETC) acquired the loco it kept its ACTS service number, but Railpromo, which hires it from the still-active rolling stock division of EETC, now runs it with its original NS number.

Furthermore, it has been given a new livery that corresponds with the colours of Railpromo's restaurant/bar coaches.

The introduction of 1215 as Railpromo's new workhorse took place at Amsterdam Central Station. During the event it was named after the Dutch capital: *City of Amsterdam*. Eberhard van der Laan, the city's mayor, revealed the name

The newly named 1215 awaits departure from Amsterdam Central Station after being named *City of Amsterdam* on March 23. (Henk Zwoferink)

together with Julius Jaspers, the chef who created the menu for this season's Panorama Rail Restaurant services. Every Friday and Saturday night the train makes a tour through the Dutch Randstad area and guests can enjoy a four-course dinner.

CZ LOKO delivers second EffiShunter 500



Czech rolling stock manufacturer CZ LOKO has delivered an EffiShunter 500 to Naftna Industrija Srbije ad of Serbia. On February 19, the freshly out-shopped 723.702-7 for the Serbian energy producer arrives at the CZ LOKO works in Česká Třebová after its maiden run to Skalice nad Svitavou. (Jiri Stembirek)

Alstom Adds H3 Order

ALSTOM HAS signed a deal with Deutsche Anlagen-Leasing (DAL) for four new H3 hybrid shunters and four completely overhauled Vossloh G 1206 locos previously owned by Mitsui Rail Capital Europe. The contract includes a full-service agreement covering both the H3s and G 1206s for an eight-year period. Delivery is scheduled to commence in the second half of 2016. The eight locos will enter service for German firm Chemion Logistik that will lease them from DAL until 2024. The H3 hybrids and G 1206 diesels will be used at the CHEMPARK facilities in Leverkusen, Dormagen and Krefeld-Uerdingen.

Railtraxx Expands in Belgium



PRIVATE RAILFREIGHT operator Railtraxx is expanding its services in Belgium. In 2015, the company joined forces with Rail Cargo Group to run a new rail shuttle between Antwerp and the Austrian city of Linz. In Belgium, Railtraxx is not only

Railtraxx 266.118-9 passes the connection to the Antwerp Euroterminal (AET) as it returns from the ITC Rubis Terminal with five tank wagons on March 14. (Stephen van den Brande)

responsible for mainline operations but also for the last mile in the Antwerp port area. Up to now, the Linz Shuttle has mainly transported

steel and paper, but recently the train has also contained tank wagons destined for the ITC Rubis Terminal in the Antwerp Waasland Docks.

Rail Cargo Group acquires PCT

THE RAIL Cargo Group from Austria has made a second acquisition in Germany. Automotive transport specialist Private Car Train (PCT) was acquired by the Austrians on March 4 as part of an on-going international expansion. With the purchase of PCT, Rail Cargo Group aims to strengthen

its position in the automotive sector by increasingly offering in-house transport solutions beyond the Austrian border.

Private Car Train was founded in 2002 by the ARS Altmann Group. The latter has been a specialist in automotive logistics since 1975

and is one of the European market leaders in its sector. Over the years PCT has grown to a company with approximately 30 employees that offers last mile and mainline services throughout Germany. As of April, PCT operates under a new name: Rail Cargo Carrier – PCT.

Europorte Diesel Fleet Grows



Europorte France, the French counterpart of GB Railfreight, has taken delivery of EURO 4000 locomotive 4039 from Stadler Rail Valencia (formerly Vossloh España). It is the first of a batch of four additional examples for Europorte. The designated 4039-4042 will raise the number of EURO 4000s in the company's fleet to 28. Europorte 4039 and 4025 await their next duties at a sunny Saint-Jory on March 12. (Thierry Leleu)

TRAXX AC3 Type Approval Successes

BOMBARDIER HAS achieved two new milestones with its TRAXX AC3 Last Mile locomotive. The type, better known as the German Class 187, was granted full approval for the Croatian railway network on March 4. A second success was achieved more than a month earlier when the locomotive type successfully completed the certification process for Bulgaria. The loco now has the necessary approvals for use in five countries: Germany, Austria, Switzerland, Croatia and Bulgaria.

IN BRIEF

➔ Bombardier has delivered TRAXX Multi Engine locomotive 245.024 to DB Fernverkehr. It is the fourth of seven ordered for use on the DB's Sylt Shuttle.

➔ Akiem has taken delivery of TRAXX DC electric 5170.060-5, the first of five of the type equipped for services in Poland. It is leased by Pol-Miedź -Trans.

➔ With the official delivery of E464.717 to Trenitalia, Bombardier has completed the final E464 loco order. In total, 728 E464 electrics have been built, of which 717 were for Trenitalia, ten for Ferrovie Emilia Romagna and one for Trasporto Ferroviario Toscano.

➔ Former SNCB/NMBS Type 12 locos 1201-02 and 1204-12 have been transported to the Czech Republic. Similar to prototype 1203, they will be rebuilt and made available for rent and/or sale.

➔ Pressnitztalbahn EuroRunner 253.014-9 is back in service. Ever since its accident on June 27, 2014 it had been sidelined for repairs.

➔ Another Siemens loco that has returned to the tracks is ÖBB Taurus 1116.212. It suffered heavy fire damage during an accident on a level crossing in 2013.

➔ As part of a joint project with Siemens, the Lithuanian Railways (LG) and Baltic Marine Group, MTU is overhauling the engines of 44 EuroRunner diesels delivered to LG between 2007 and 2010.

➔ European Locomotive Leasing has ordered additional Vectron electrics from Siemens, raising its framework contract for 50 of the type to an undisclosed number. The delivery of 193.264 confirms that the Austrian lessor will receive at least 64 Vectrons.

➔ German railfreight operator ESG Eisenbahn Service Gesellschaft has acquired type G 1206 275.022-2 from Alpha Trains. The now dark blue liveried machine carries the internal designation 12.

➔ In a letter to TAIPED, the entity responsible for privatisation of Greek state-owned assets, Trenitalia has expressed its interest in an acquisition of the TRAINOSE. Other companies to express interest include the Russian Railways (RZD) and COSCO from China.

ZSSK eyes renewed loco tender

AFTER A failed attempt to tender for the acquisition of new multisystem electrics in 2014, Slovakian national operator ZSSK has announced it will re-launch the tendering process this year. Last year the 2014 tender was cancelled when all received bids from manufacturers exceeded the company's available budget. In the previous tender, ZSSK asked for the

delivery of six four-axle multisystem electrics with a power rating of at least 6MW and a maximum speed of at least 200km/h. Furthermore, the tender included an optional order for ten more locos.

With the procurement, ZSSK aims to find a replacement for the Skoda-built Class 350 electrics that are currently used on various EuroCity and InterCity

connections, such as Prague-Bratislava-Budapest and Bratislava-Žilina-Košice. Besides the possibility of using the new locos in the Czech Republic, Slovakia and Hungary, ZSSK also wants them to be able to operate them in Germany and Austria. Therefore, they will be able to run under 3kV DC and 25kV AC, and also 15kV AC overhead power systems.

Europhoenix



IN TWO separate moves 37503, 37510 and 37670, three of the five Class 37s purchased from Direct Rail Services, have been collected and moved from Barrow Hill to Leicester. Europhoenix has also taken delivery of 37611 from store at Longtown; it was taken to Carlisle to be collected. The Rail Operations Group, on its way to Craigentinny with 20142, 20189 and two refurbished barrier coaches,

stopped off at Carlisle to attach 37611, which was taken on through to Leicester via Scotland.

Six Class 86s have been sold to Bulmarket in Bulgaria and these have been exported via Hull Docks. 86213, 86235, 86701 and 86702, which had earlier been moved to Leicester, were towed from Leicester to Barrow Hill to facilitate transfer to road transport. 86235 and 86701

De-branded 37608, now acquired by Europhoenix, heads 86213, 86702, 86701 and 86235 at Sawmills near Ambergate working the 0Z86 Leicester LIP to Barrow Hill. (Rob Reedman)

were taken from Barrow Hill to Hull Docks on March 31, followed by 86213 and 86701 the following day. 86234 moved by road from Long Marston to Hull Docks on April 4, followed by 86231, also from Long Marston on April 5, straight onto the boat on arrival at Hull. The other

five Class 86s were loaded into the hold of the *Hoogvelit* while 86213 was in transit. The ship and the six Class 86s left the UK in the early hours of April 6. Europhoenix has exported 40 locomotives, the first being 87012 and 87019 to Bulgaria in December 2006.

DBC Tug Woes



Rescue loco Colas Rail's 60002 drags failed DB Cargo UK 60001 past Catholme near Wichnor Jn on April 19 with the 6M57 0715 Lindsey Oil Refinery to Kingsbury loaded bogie tanks, running 258 minutes late after failing at Branston. The DBC Class 60 had only recently been reinstated from store. (Paul Biggs)

Direct Rail Services



AFTER ATTENTION at Longport, 57011 has been returned to Crewe Gresty Bridge and store. Class 68s 68005 and 68007 were noted with power plants removed at the facility on April 19, for reasons unknown.

The latest Class 68s to be delivered from Spain, 68020, 021 and 022 were taken from Workington Docks

DRS 66431 an 66430 haul brand new 68021, 68022 and 68020 through Carlisle on March 24 forming the 0Z03 Workington Docks to Carlisle Kingmoor. (Brad Joyce)

to Carlisle Kingmoor on March 24. Of these 68020 entered traffic on ScotRail's Fife Circle workings on April 18. The three have now been named as follows: 68020 *Reliance*, 38021 *Tireless* and 68022 *Resolution*.

On April 6 the next three Class 68s – 68023, 68024 and 68025 – were taken Workington Docks to Carlisle Kingmoor. It has been indicated that after the next order for seven is completed, a further batch is likely.

IN BRIEF

→ GB RAILFREIGHT

The use of the Riviera Class 47s, hired in via HNRC, has come to an end and the five locomotives have been taken off lease. While 47847 and 47848 have gone to Nemesis Rail at Burton, 47812, 47815 and 47843 have been parked up at Doncaster Decoy. Following attention at Brush Traction at Loughborough 92023 has been released back to GBRF and returned to traffic.

→ HNRC

20110 has been 're-housed' on the East Lancashire Railway. Movement from Scunthorpe Steelworks to Bury was by road transport. HNRC also owns 20087 at the East Lancashire Railway and both are to be made available for use by the line.

→ DISPOSALS

At LH Group Services, Barton under Needwood, the remains of 08393 have been dismantled on site. The shunter had been there since arriving from Kingsbury in January 2012 and had been heavily stripped for spares. After being stripped of useable parts at the Wensleydale Railway and craned off its bogies, the shell of 'preserved' 47540 was despatched by road to TJ Thomson at Stockton for scrap, where it was broken up shortly after arrival.

DB Cargo UK



DBC 66014 drags 90019 for repainting, plus two Balfour Beatty Plasser and Thuerer Dynamic Track Stabilisers (DR72213 and DR72211) at Chellaston on March 25 forming the 6D44 1109 Bescot Up Engineers Sidings to Toton North Yard departmental. (Paul Biggs)

66204 HAS been stopped at Toton and added to the WGEA pool for re-deployment to Euro Cargo Rail and use in mainland Europe. This is the fifth Class 66 selected to join the ECR fleet in recent weeks following the transfer of 66193, 66201, 66213 and 66232. All are currently at Toton along with 66033, which is back from France for repairs.

Returned to the operational fleet and their respective pools, all from WQAA, are 59205, 60001, 66094, 67029 and 67030. There have not

been any transfers to WQAA in this period. 90019 has been hauled from Crewe EMD to Toton (via Bescot) for a repaint.

Former DB Schenker (as it was at the time) Class 58s 58012 and 58023, which had been disposed of and moved to Hull's at Rotherham, have been moved again. 58012 was taken by road to the Battlefield Line on April 19, with 58023 due to follow the next day. A potential future with UK Rail Leasing is one possible explanation?

Stored

47812	GBDF	Doncaster Decoy
47815	GBDF	Doncaster Decoy
47843	GBDF	Doncaster Decoy
47847	GBDF	Nemesis Rail, Burton
47848	GBDF	Nemesis Rail, Burton
66204	WGEA	Toton

Stored then reinstated

None

Transfers

20110	MBDL	Scunthorpe Steelworks – East Lancashire Railway
37503	EPUK	Barrow Hill – Leicester
37510	EPUK	Barrow Hill – Leicester
37611	XHSS	MoD Longtown – Carlisle Kingmoor – Carlisle Station (later reinstated)
37670	EPUK	Barrow Hill – Leicester
37905	UKRM	Leicester – Mid Norfolk Railway – Leicester
47540		Wensleydale Railway – TJ Thomson, Stockton (later disposed of)
57011	XHSS	Longport – Crewe Gresty Bridge
86213	ACAC	Leicester – Barrow Hill – Hull Docks – Bulgaria (exported)

86231	EPEX	Long Marston – Hull Docks – Bulgaria (exported)
86234	EPEX	Long Marston – Hull Docks – Bulgaria (exported)
86235	EPUK	Leicester – Barrow Hill – Hull Docks – Bulgaria (exported)
86701	EPUK	Leicester – Barrow Hill – Hull Docks – Bulgaria (exported)
86702	EPUK	Leicester – Barrow Hill – Hull Docks – Bulgaria (exported)
90019	WQAA	Crewe EMD – Bescot – Toton

Reinstated then returned to store

None

Reinstated

37611	EPUK	(Carlisle Station)
59205	WDAM	(Merehead)
60001	WCAT	(Toton)
66094	WBAT	(Toton)
67029	WAAC	(Toton)
67030	WABC	(Crewe EMD)
92023	GBST	(Brush Traction, Loughborough)

Disposals

08393		LH Group at Barton under Needwood
47540		TJ Thomson, Stockton

Syphon Sorrow pt1

Richard MacLennan recounts the trials and tribulations of Inverness Depot's fleet of eight Class 37s in the summer of 1984.

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This series was originally envisaged as a celebration of the life and times of the Inverness fleet of eight Class 37 locomotives – a positive article on a high performing fleet with minimal in-service failures. By 1984 most of the eight had been through BREL works and Inverness had had more than two years' experience of maintaining the Class. However, the truth is that failures were occurring on an almost daily basis and there was low availability. I really cannot explain why the picture was so bad and it is not how I care to remember the fleet, having been closely associated with it during its time in Inverness.

Summer of 1984

The summer months had taken their toll on the class with 37035, 37114 and 37183 all requiring works attention at some point or another. 37262 had ongoing issues both electrical and mechanical, and both 37017 and 37025 had suffered in-service failures on more than one occasion. In addition, 37017 had managed to travel that bit further north than any of the other class members when it crashed through the buffer stops at Thurso on June 16 as it was returning light engine from Georgemas Junction.

The same month 37292 and 37122 had both worked far north services (in fact a call to my good friend Steve McFarlane resulted in him getting out the red pen when the latter machine spent a Saturday night in Wick). With no requirement for steam heat, any serviceable Class 37 was fair game for use in Scotland during the summer of '84.

On the plus side, 37260 had recently been named *Radio Highland* (ScotRail delaying the 1045 to Kyle of Lochalsh for 30 minutes at Dingwall to do so) to publicise the fitting of radio signalling to the Kyle of Lochalsh line, and 37035 had been released off exam in the attractive large logo livery – its first passenger working in the scheme was the 0635 to Wick on August 28.

As the Class 37 failure rate increased, use of Class 26s on the route became more frequent. The only problem was, with the 26 dual braking and refurbishment underway the number of steam-heat locomotives available fell and this led to more frequent use of Class 27s, almost unheard of on passenger work north of Inverness before 1984. ☹️

MAIN IMAGE:

Inverness-based 37114 waits to leave Kyle of Lochalsh station with the 1710 to the Highland capital in July 1987. Note the ex-Class 101 DMU Driving Trailer behind the loco, acting as an observation coach. (Gavin Morrison)

LEFT: 37035 at Blair Atholl on the Highland mainline with the 0920 Inverness to Glasgow on June 18, 1985. (Rail Photoprints/John Chalcraft)





Inverness Class 37s

Number	Last overhaul date	Details
37017	Unknown	n/a
37025	21/12/83 Doncaster	General and dual braking
37035	31/5/83 Doncaster	General and dual braking
37114	23/11/82 Doncaster	General and dual braking
37183	06/10/79 Crewe	Intermediate repair
37260	25/5/82 Crewe	Intermediate repair
37261	12/8/82 Crewe	Intermediate repair
37262	24/2/82 Crewe	Intermediate repair

ABOVE: A typical 1980s scene at Inverness as 37183 and an unidentified Class 26 wait to depart to the far north and Kyle of Lochalsh on June 11, 1983. (Colour-Rail/G Goodall)

Inverness Class 37 Diagrams

Diagram 1	Far North
Diagram 2	Far North
Diagram 3	Kyle of Lochalsh
Diagram 4	Kyle of Lochalsh
Diagram 5	Thurso branch loco
Diagram 6	Spare

Diagrams ran thus: 1-4-3-2-6 with locos being swapped onto Diagram 5 as and when required. This allowed two out for maintenance, and, providing all diagrams were covered, the spare on Diagram 6 could be used to cover freights, or in summer months seasonal passenger trains. To elaborate, let's go back in time; I have a story to tell.

Week 1 – September 2

Sunday: The day got off badly, 37183 failed with flat batteries for the 0803 newspaper train to Lairg. With no other steam heat 37 to hand, 26038 was provided instead. The through Sunday trains to Wick/Thurso fared better, with 37017 and 37035 working northbound and southbound respectively. No other 37 action took place that day other than 37130 working a special to Kyle of Lochalsh.

Monday: 37017 was in trouble with electrical problems on the early morning train from Wick and 37035 was failed with low power for the 0635 to Wick. It was therefore left to 37011 to step into the breach by covering the high mileage Diagram 2. 37035 went out on test on the 0658 to Invergordon, a trip that saw it requiring further maintenance on return to shed. As 37035 went into the depot 37025 became available after repairs, to work the 1045 to Kyle of Lochalsh, and 37183 was allocated to the 1135 to Wick and return. This 'flying by the seat of the pants' resulted in only a limited amount of Class 26 use, with 26036 on the Kyle of Lochalsh line and 26035 on the Thurso branch.

Tuesday: 37017 suffered further electrical problems (with the driver reporting the batteries were smoking heavily) on the return from Wick at 1805; needless to say

the locomotive was taken out of traffic upon arrival at Inverness. 37035 undertook a further test run in the afternoon and was then made available for use. However, due to its ongoing general unreliability 37011 was given preference heading back north with the 1735 service. 37025 successfully worked to Wick and back on the early morning train and 37183 worked to Kyle of Lochalsh with the 1045 and 1705 return. I believe at the time this train was priority one for provision of an RETB fitted 37 on Mondays to Fridays, to enable ongoing commissioning of the system on the Kyle of Lochalsh route and also for improvements to be made to software ahead of fitting to the Far North Line. Work continued throughout the day to ensure *Radio Highland* would be available for service later in the week. 26035 continued its tour of duty as branch pilot. Another day with all diagrams covered, but only by the skin of the operating department's teeth.

Wednesday: With 37260 available for traffic and 37017 on repairs, the fleet situation remained static at 50% availability. Intending travellers were treated to the extremely rare appearance of a Class 37 on the 0655 to Kyle of Lochalsh, with 37025 doing the honours by following 37260 along the shores of the Beaulieu Firth with the first down Wick train. With 37035 still not being trusted with any long distance jobs, the plan was for it to work the middle Kyle of Lochalsh run and 37011 to be turned round for the 1135 to Wick. Sadly, after arriving in Inverness with the first up Wick the Eastfield interloper was discovered to be in need of replacement brake blocks and was therefore stopped. For this reason, Driver Bobby Hoban was given the pairing of 26034 and 26038 as a more than adequate replacement for the 1135 to Wick. At Georgemas Junction they met up with branch engine 26035.

37025 was stopped after returning from Kyle of Lochalsh with a sticking brake relay and this necessitated 37183 being brought off an A Exam slightly early to work the 1735

BELOW: Eastfield Depot in Glasgow sent 37081 to help out on September 15, although it failed before the end of the day. Complete with Eastfield's white stripe, the loco shunts ballast wagons at Crianlarich on June 11, 1984. (Rail Photoprints/John Chalcraft)



to Wick, an outcome that would backfire the next morning. 26041 took out the 1755 to Kyle of Lochalsh as a result of no serviceable Class 37s being available. The day ended with four different 26s in passenger service.

Thursday: *Radio Highland* worked the 0635 to Wick and 1205 return and 37035 made it a second day running for Type 3 power on the early morning Kyle of Lochalsh service. 37183's engine kept shutting down as a result of a water leak while working 2N14 and it was therefore stopped upon arrival in Inverness at 1030. With 37025 already allocated to the 1045 to Kyle of Lochalsh and 26034/038 in use on Aberdeen turns, this left nothing better for the 1135 to Wick than 26041. As 26035 needed fuel, the Type 2s were paired up at Georgemas Junction to work 2N37 back to the Highland capital. To balance the situation in the north, 37017 and 37011 ran in multiple on the 1735 to Wick, which enabled 37011 to take over as the new branch engine. Another challenging and complex day was over with and all diagrams had been covered thanks to the skill and ingenuity of the control staff in 'Highland House' adjacent to the station.

Friday: 37260 once again worked the 0635 to Wick and 37035 followed close behind on the 0655 to Kyle of Lochalsh, to be followed by 37020 on the 0658 tanks to Lairg and 37196 on a local ballast job to Dingwall. What would you pay to see that today? 37017 successfully worked the first southbound train of the day from Wick before being stopped for worn brake blocks. Possibly as a result of some hurried decision making the day before, 37011 was reported as low on fuel and therefore a further change of branch loco was needed, with 37183 working the 1135 from Inverness before taking up branch duties. 37011 returned home on the 1805 ex Wick and the driver reported low fuel at Dingwall. This would have meant fewer than 50 gallons remaining in the tank, so the locomotive must have travelled the last few miles to Inverness on



fumes. 37025 worked the 1045 to Kyle of Lochalsh and 1705 return, before once again being stopped with brake problems. With a couple of trouble-free days now under its belt, 37035 was sent north on the 1735 ex-Inverness, while the 1755 to Kyle of Lochalsh produced the re-blocked 37017.

Saturday: 37260 worked the now familiar 0635/1205 Far North diagram, with 37025 following behind on the 0655 to Kyle of Lochalsh. 37017 worked in from Kyle of Lochalsh, and 37035 from Wick. Some slick work saw 37017 being turned round quickly for the 1135 to Wick, with 37011 taking out the 1045 to Kyle of Lochalsh. One of the popular autumn specials went to Kyle of Lochalsh, with 37081/37184 working an 1155 departure from Inverness (which I assume to have been an SRPS special). I watched the pair passing near my home in Muir of Ord on the return trip while walking my girlfriend to the local pub. After spending the day on shed, 37035 headed north with the 1735 to Wick and 37025 headed to Kyle of Lochalsh at 1755 to put itself in position for a weekend by the coast. A much improved situation with some stability returning to the fleet.

Week 2 – September 9

Sunday: The loco position at 0930 was as follows:

- 37017 Inverness TMD allocated to 2K09
- 37025 Kyle of Lochalsh spare
- 37035 Wick allocated to 2N26
- 37114 En route Inverness
- 37183 Thurso Spare
- 37260 En route Lairg 1S03
- 37261 Polmadie repairs
- 37262 Inverness TMD painting

Monday: 37025 worked in from Kyle of Lochalsh at 0700; the locomotive was taken out of traffic on arrival for a D Exam. 37011 followed on the first inbound Wick train; 37035 worked the 0635 to Wick and return before being stopped for brake blocks and special cleaning; 37260 made trips to Kyle of Lochalsh with the 0655 and 1110 return and was then strategically placed at Kyle of Lochalsh via the 1755 departure from Inverness. All of this was in readiness for the next morning. 37017 made it a full house on the west road by working the 1045 and 1705 services before being stopped for an A Exam. 37114 was put straight to work on the 1135 to Wick and 1805 return, 37011 covered the 1735 to Wick and, with 37183 still on the branch, all trains were covered with the diagrammed motive power, albeit not from the correct depot. ➡

ABOVE: The 0710 Kyle of Lochalsh service approaches Inverness headed by 37261 on April 18, 1986. It has just crossed the bridge over the River Ness – the 127-year old structure dramatically collapsed on February 7, 1989, not long after two trains had crossed. (Gavin Morrison)

BELOW: 37262 arrives at Inverness with a ballast train from the north on April 18, 1986. The background is dominated by the carriage sidings and servicing shed, while the loco depot and station are out of view to the left. (Gavin Morrison)





ABOVE: Resident Growler 37035 was particularly busy during the September period this article covers. It stands on the blocks at Inverness the following month, after arriving from the north. (Colour-Rail)

Tuesday: Running as 2Z01, 37035 was used to work an officers' special to Achnasheen, conveying senior members of the British Railways Board to demonstrate the use of the then novel RETB equipment. Prior to joining 2Z01 they had observed token exchanges being made from the cab of 37260 to the 'Control' North signalling centre at Dingwall. To keep the circus rolling, 37260 was sent straight back to Kyle of Lochalsh on the 1045 train, this time to show 'top brass' how a cab-to-cab token exchange was undertaken. All worthy stuff, except that as a direct

consequence of all this showboating the only loco available for the 0655 to Kyle of Lochalsh was 27050. I am sure Driver Jimmy Smith would have been pleased to have been well away from the limelight that day, with a Tuesday evening darts match probably on his mind.

37114 was failed for the 1135 to Wick as a result of a blowing exhaust joint causing the fire bells to keep ringing every time the locomotive was warmed up. Thus the old order, in the shape of 26035/26041, deputised with another no-fuss, no-nonsense performance. 37011 worked the

1735 to Wick and 37017 the 1755 to Kyle of Lochalsh.

Wednesday: With only three of the eight 37s available for service, 26034/26038 were the chosen motive power for the 0635 to Wick and 1205 return. I don't suppose the top team from London from the day before had hung around to see the perilous state of their Class 37 fleet. If they had then I am sure that depot manager Bob Taylor could have shown them quite a collection in his shed.

37035 was kept on the Kyle of Lochalsh road and headed west at 0655 from Inverness, returning home at 1400. 37114 was kept under observation by maintenance staff and did the middle trip to Kyle of Lochalsh, arriving back in Inverness at 1955. Upon arrival at Inverness from Kyle of Lochalsh 37017 was allocated to the 1135 to Wick and 1805 return. 37011 worked the first up train from Wick and returned north at 1735 from Inverness. With 37025 on a D exam and 37260 out of service with a wheel slip fault, no Type 3 was available for the 1755 to Kyle of Lochalsh, resulting in 26035 working west into the evening sunset.

Thursday: Grim was the only to describe the day. The early turn Thurso driver reported 37183 as being low on power and therefore another change of branch loco was required. With 37260 also placed on an E exam things were unravelling rapidly. 37017 worked the 0635 to Wick and 1205 back. On the return the locomotive was reported as suffering from intermittent power loss and was therefore taken out of traffic upon arrival at Inverness. 37011 hauled 37183 back to Inverness on the 0605 from Wick



Inverness Class 37s were regularly employed on freight workings too – as illustrated by 37260 leading the return Lairg tanks to Inverness across Invershin Bridge over the Kyle of Sutherland on July 3, 1987. (Gavin Morrison)

and so the fleet was down to only two serviceable locomotives. Sulzer power was called into action as a pair of 26s worked to Wick, with 26038/034 once again doing the honours, this time with the 1135 from Inverness. Stalwart 26041 kept active with two trips along the scenic Kyle of Lochalsh line. The ever-reliable 37011 kept the English Electric flag flying with 2N14 and 2K12. Even the Inverness shunting fleet was in big trouble, with 20228 providing cover as passenger shunt locomotive.

Friday: The position at 0600 was as follows:

- 37017 Inverness TMD B exam
- 37025 Inverness TMD D exam
- 37035 Thurso allocated 2K01
- 37114 Inverness allocated 2K02/2N26
- 37183 Inverness allocated 2K09/2N37
- 37260 Inverness TMD E exam
- 37261 Polmadie repairs
- 37262 Inverness TMD painting

Unsurprisingly, 26s were once again active, with 26026, 26035 and 26041 all working Kyle of Lochalsh turns. Sadly, 26026 managed to derail at Kyle of Lochalsh, running round its stock after arrival at 1340. A defective set of hand points were the cause. The return service at 1710 was cancelled, the Highland Omnibus Company coming to the rescue with a couple of road coaches instead. 37011 worked its now customary 2N14 and 2K12, while the only other bright spot was 37017 being released from its exam to re-join the active pool.

Saturday: The distress call was finally answered, with Eastfield sending banger blue 37081 northwards via a Highland line freight to work the 0635 to Wick and return. 26034/26038 worked the 0635



to Kyle of Lochalsh, 26034 being used to bring back 26026 and its stricken stock after the re-railing train, hauled by 37017, had successfully recovered it from the ballast. And 26038 returned alone with the 1108 passenger and mail train. 37114 worked the 1045 to Kyle of Lochalsh and 1705 return and 37183 once again went to Wick with the midday train, returning with the last up evening service. Recent form was maintained by 37011, working 2N14 and 2K12 once more. Eastfield's 37081 failed later in the day with low power and a defective speedometer.

Somehow through all the mayhem 37171 made it to Kyle of Lochalsh with a 1Z95 charter. From memory this was

the Mid Kyle of Lochalshman tour from Wolverhampton. On the return from Kyle of Lochalsh to Inverness the tour combined with 2N14 and resulted in 37171 and 37114 double-heading the 13-coach train and stopping at all stations en route. This was to save a path and ensure the train had a reasonably timed trip over the Highland line for the returning tour, which it did behind 26008/26037.

Surely the failure rate had now reached the high water mark and with additional locomotives being drafted in to help ease the burden, the maintenance staff had the opportunity to give the errant members of the class some TLC. In part 2 I will show how the rest of September panned out. **RI**

ABOVE: Although Class 37s had taken over the majority of Far North services, the Class 26 continued to make regular appearances to cover for failures. This example, 26041, departs Georgemas Junction with the 1745 Wick/Thurso to Inverness service on May 5, 1982. (Rail Photoprints/John Chalcraft)

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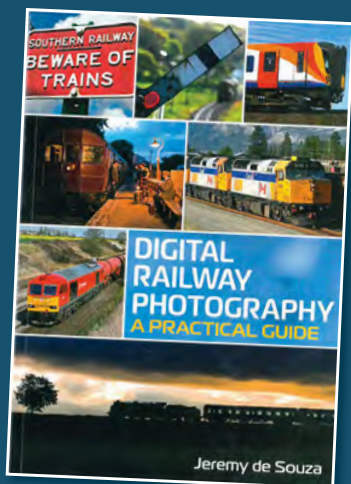
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Colourful Growlers



Europhoenix 37884 leads recently purchased 37510 and 37670 with 56081 and a colourful mixture of brake force runners, including the prototype HST stock and Cargo D Mk 2s, as they leave Milford Tunnel at Duffield with the 6Z37 1518 Barrow Hill to Leicester L I P stock move on April 6. (Phil Chilton)

Ups and Downs at the Avon Valley

THE AVON Valley Railway, Bitton, Bristol held a diesel gala on March 12/13. Class 08 08202, now a permanent resident, took part resplendent in a new coat of BR blue with yellow ends and coupling rods and red buffer beams. The shunter shared passenger duties with 31101 and a DMU and ran the full length of the line at various times on both days. D2994, however, is still unserviceable after failing on Santa Specials in December 2014, itself deputising for a failed steam locomotive. It was hauling seven coaches with another Ruston diesel on the rear when one of the traction motors burnt out, probably taking the generator with it or severely damaging it. If everything materialises, both components plus the exciter will be fully overhauled and a fully refurbished 6RPH engine will be fitted at the same time. The windings and engine were all confirmed as the originals dating from 1963, from the day D2994 left the factory of Ruston & Hornsby Limited, Lincoln.

Weardale Breakthrough



WEARDALE RAILWAY'S Class 122 DMU 55012 worked the line's opening special to Witton-le-Wear station on March 27, meaning that heritage services now cover 10 miles of the 18 mile-long branch.

Railway volunteers have built a new station at the village with the assistance of the local community,

Class 122 55012 breaks the ceremonial banner as it works the first train to the newly -rebuilt Witton-le-Wear station on the Weardale Railway. (Bert Quigley/Weardale Railway)

meaning that trains can stop there for the first time for 63 years. Services will call on selected days this year, while at other times trains will run only as far as Wolsingham. The 'bubble', which is the line's sole unit, has undergone extensive

engine work over the winter, with piston ring replacement and bottom end work only being finished a matter of days before the start of the new season. It has also had a heavy overhaul, its first since being restored a few years ago.

West Somerset Celebrates the S&D

THE WEST Somerset Railway's mixed traction weekend is on June 10-12, which, like the earlier steam galas, commemorates the 50th anniversary of the closure of the Somerset & Dorset Railway. Apart from the demolition trains, the only other diesel operations were the remaining

freight services (Blandford Forum – general goods, Radstock – coal, and Bason Bridge – milk). June 10 will be a diesel-only day, while there will be one steam diagram on both Saturday and Sunday. Locos will be drawn primarily from the railway's home fleet, with Class 14 D9526, Class 33

D6575, Warship D832 (making its last runs before returning to the ELR), Hymek D7017, Class 47 D1661 and Western D1010 all expected to take part. The only guest will be GBRf 66757 *West Somerset Railway*. The DMU will also be in action working shuttles between Bishops Lydeard

and Norton Fitzwarren on Friday and Minehead and Dunster on the Saturday and Sunday. The Bishops Lydeard to Norton Fitzwarren section will see top-and-tail diesel services on the Saturday. The stations will also be renamed to take on the identities of long-closed S&D stations.

Behind the Scenes at the NVR

THE NENE Valley Railway is offering a chance to go 'behind the scenes' on May 14/15 between 1000 and 1600. There will be free admission to the Wansford site, a trip through the tunnel to Yarwell and back (Railcar service), free parking at Wansford and Orton Mere, trade stands, shed tours, signal box tours, and the shop, second-hand bookshop and Café will be open. Also available is free admission to the Ferry Meadows Night-Mail Museum and the miniature railway. Normal (paid for) steam service will also run during event. For more details visit: www.nvr.org.uk

Rare Outing for Grumpy



During the Avon Valley Railway Diesel Gala on March 12/13 there was a rare appearance by Andrew Barclay 0-4-0 shunter 70043 *Grumpy* on passenger turns. It worked its trains in tandem with Ruston Hornsby 0-6-0 DH 429 River Annan and is seen at Oldland Common before running round and heading to Avon Riverside. (Graham Solomon)

MULTIPLE UNIT NOTES



Evan Green Hughes
News & Feature Writer

- Long-disused 'Thumper' coach 60138 is being dismantled at the Swindon & Cricklade Railway to provide spares for other preserved examples. The Driving Motor Brake, which was once part of unit 1313, has never run in preservation and is in very poor condition with many parts already missing. However, the cab front is to be saved for display. Originally bought from main line service by Hastings Diesels, this coach was later sold to the Pump Museum in Walthamstow, but it was moved on in 2013.
- A Class 101 DMU that normally works on the short demonstration line at the East Anglian Railway Museum has made a brief visit to Derbyshire for a repaint and bodywork attention. Driving Motor Brake 51213 has been finished in BR blue and grey livery at Grinsty Rail at Rowsley, having spent the whole of its preservation career in BR blue. It was preserved in 2003 and has resided at Chappel and Wakes

Colne, apart from a brief visit to the Severn Valley Railway for the Railcar 50 celebrations in 2004.

- Barry Island Railway's ex-Gatwick Express Motor Luggage van has had a generator installed and is now capable of working heating and lighting on some of the line's coaches. Class 489 68509 was one of those converted to work at one end of upgraded Mk 2 stock in push-pull mode with Class 73s between London Victoria and Gatwick Airport. It was withdrawn when replaced by purpose-built Class 460s in 2000. The upgraded unit, which was originally a driving car in a HAP EMU, was first used in service on March 26 when it was paired with genuine Gatwick Express coaches and 73118.

- Substantial progress is being made with the renovation of 4CEP EMU Driving Trailer 61229, which is being returned to original condition by the EPB Preservation Group at Eastleigh Works. Replacement bodyside framing has been welded into the area behind the cab where the original guard's van is being reinstated, reversing the modifications that were carried out

when the area was converted for passenger use in BR days.

- Among many former railway vehicles in agricultural use in the UK is DEMU Class 205 centre trailer 60678, which is at Cold Norton in Essex where it is used as a hay bale store. The vehicle was originally preserved at the Lavender Line in 2005, but was moved on two years later. It is currently in semi-complete condition and painted in chocolate and cream livery.

- Work continues at the East Lancashire Railway to restore the running gear of the only surviving Class 105 Cravens Driving Motor Brake (51485). The brake gear is being dismantled a piece at a time and refurbished, while the brake cylinders are also due to be removed for full overhaul. This vehicle last ran more than 20 years ago at the West Somerset Railway and has been undergoing a thorough rebuild ever since.

- At the Midland Railway, contractors are fitting new roof sheeting to 1931-built Manchester Altrincham EMU coach 117, which has been undergoing a protracted restoration at the Butterley

carriage shed. Most of the exterior panelling is now complete, which is essentially an air-braked example of LMS phase two stock, but no time scale has been set by its owners, the Altrincham Electric Railway Preservation Society, for its completion.

- Patching the bodywork of former Severn Tunnel Class 121 departmental unit 977975 is under way at the Ecclesbourne Valley Railway. The former 55027 is in poor condition, but is gradually being rebuilt for use by the railway's permanent way team as a self-propelled work station. Converted as late as 2003, it saw little use and was employed as a spares donor by Arriva Trains before passing into preservation.

- Conversion work has started on a former DMU coach that is to be used as a multi-purpose community meeting place at the village of Bedale in North Yorkshire. Class 117 Driving Motor Brake 51353 has attracted grants of more than £3,000 and is to be equipped with a cinema and toilet, which would have been unheard of in its mainline days.

Two Thumpers for the Lavender Line

RECENTLY - RESTORED 'Thumper' DEMU 1118 is to move to the Lavender Line, where it will take part in the summer diesel gala on July 22-24.

The blue-liveried unit was extensively restored in 2014 and has been in passenger service at the Dartmoor Railway since then. However, it has recently been at the West Somerset Railway for attention to paintwork that was damaged during a rail transfer from Williton to Okehampton. It will move directly to Isfield from there. The gala itself is being extended by an extra day on the Friday so that the visitor can appear alongside resident unit 1133, with the two 'Thumpers' working all services. During the weekend up to four diesel locomotives will also appear and it is planned to work the two DEMU's in multiple.



Class 25 D7612 enjoys an Easter run out on March 27 as it pilots GWR 2251 Class 0-6-0 3205 as part of an augmented service at Stretchford Straight on the South Devon Railway. (David Hunt)

Half Price Bonus



The Bodmin & Wenford Railway held a Half Price Weekend on March 12/13 and used a six-coach train to meet demand. This ruled out running around at Bodmin General, Bodmin Parkway and Boscarne Junction and so top-and-tail working was used. At the latter, GWR 2-8-0T 4247 heads the train while 37142 brings up the rear with crew Dave Pond (left) and Paul Deacon (right). (Jimmy James/Bodmin & Wenford Railway)

Royal Scots Grey moves to NYMR

MARTIN WALKER'S Class 55 Deltic 55022 *Royal Scots Grey* has a new home at the North Yorkshire Moors Railway. Plans are progressing for the Type 5 to move to Grosmont by rail hauling Class 26, 26038 in the near future. The Deltic has been based at the Bo'ness & Kinneil Railway since its hire to GB Railfreight came to an end.

It is thought 55022 would be a good addition to the diesel fleet at the NYMR, and being main line registered it can be used on the Battersby and Whitby sections and also for moving locos between railways and taking stock for maintenance.

By mid-April Martin was ironing out the finer details of the deal with Eddie Knorr, NYMR Head of Traction and Rolling Stock.

PRESERVED SHUNTER NEWS



Andrew Wilson
News Writer

■ Long-time Keighley and Worth Valley Railway resident D226 *Vulcan* was noted near Oxenhope on a driver training train on March 12. This could be in preparation for the forthcoming diesel shunter gala on June 18.

■ Class 08 08924, owned by Harry Needle Railroad Company, was moved to Leeds Midland Road Freightliner Depot in mid-March for a stopover on its journey to Cardiff Tidal Sidings. The journey resumed on March 16 when

it was observed going south to Cardiff on the M42.

■ Class 08 08604 *Phantom* at the Didcot Railway Centre took centre stage when it hauled a party from the Branch Line Society round the complex on March 18. Hauling Hawksworth auto trailer 231, it took 65 BLS participants to lines and headshunts that never normally see passenger use. The finale was the first ever passenger carrying run up the coaling stage branch. 08604 was out the following day hauling normal passenger trains.

■ At the Churnet Valley Railway, Staffordshire Class 04 D2334, out of use for several years, is slowly coming back

to life. The overhauled gearbox came back from the manufacturers on March 19; however some engine work needs to be done before it can be refitted.

■ The National Wagon Preservation Group held a members day at the Chasewater Railway, Staffordshire on March 20. Class 08 08359 hauled several original Merry-Go-Round wagons the group owns up and down the short line together with two privately-owned MGRs based at Chasewater.

■ Further to last month's column (RI Issue 159 May 2016) Class 09 09025, resident at the Lavender Line, Uckfield, is in the process of having the redundant Connex yellow and

white livery removed. It was noted at a 09025 running day on March 27 rubbed down to bare metal with undercoat applied in some areas and just remnants of the Connex livery visible on the fuel tank. The loco will be painted in the same shade of green that covers the other side of 09025.

■ 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.

Autocar Trials on the GCR

TRIAL RUNS of the motorised chassis from North Eastern Railway Autocar 3170 have taken place at the Great Central Railway, leading to hopes that the vehicle might re-enter service next year, after a gap of almost a century.

The Autocar was built in York in 1903 and is thought to have been the world's first train powered by an internal combustion engine. During its lifetime it worked in Yorkshire and the northeast, particularly on lines around Scarborough, Harrogate and Selby, but was withdrawn in 1930 with the body subsequently finding further use as a holiday home. Rescued in 2003 it has since attracted substantial lottery funding and is being returned to working order, although this has involved adapting the frames from another vehicle and fitting a diesel rather than a petrol powerplant.



The chassis from 1903 North Eastern Railway Autocar 3170 makes its first test run at the Great Central Railway. (Alan Chandler/1903 Electric Autocar Trust)

On March 17 the reconstructed chassis made several test runs down the GCR, all of which were successful with the only problem reported being a hot

axle box. Restoration of the body is being carried out separately at the Embsay & Bolton Abbey Railway, as is similar work on the unpowered driving trailer. It is

hoped that the Autocar will be complete and operational by next year, following which it will make a number of visits to heritage lines all over the country.

German Railbus to visit Llangollen

THE LLANGOLLEN Railway's popular annual DMU gala will this year feature as a visitor Waggon Und Maschinenbau Railbus 79960 from the Ribble Steam Railway.

The event, which takes place on June 10-12, will see four of the line's

DMUs in action, including vehicles from classes 104/105/108/109/127 as well as the visitor. On Friday there will be a photographic evening, during which the railbus will travel to various sites on the railway that are normally

inaccessible to photographers. On the Saturday and Sunday there will be an intensive timetable featuring multiple running. An evening barbecue will also take place on the Saturday.

79960 was preserved as long

ago as 1968 at the North Norfolk Railway, where it worked until transferred to the Ribble Railway in late 2012. It has visited Llangollen once before, ten years ago, which was at that time its first use away from its home railway for 38 years.

DIESEL DAYS AND GALAS



Alistair Grieve
News Writer

■ Due to the unavailability of several steam locomotives, the North Yorkshire Moors Railway's Spring Steam Gala will instead become a celebration of Scottish Branch Lines, with plenty of diesel action alongside the remaining steam locos. The event, held over the weekends of May 6-8 and 13-15, will see home fleet 37264 and the 101 DMU (with tail load), joined by visitors 26038 and 55022. The Deltic will be working Esk Valley services to Whitby and Battersby during the weekend.

■ 45060 has been withdrawn from the line up for the Severn Valley Railway's May 19-21 diesel gala due to some unscheduled maintenance, and while no preservation replacement had been added at the time of writing,

a GBRf 66 and a DRS 68 are due to attend. The Deltic Preservation Society's 55019 *Royal Highland Fusilier* is also due to be at the railway, bringing Deltic D9002 *The King's Own Yorkshire Light Infantry* with it, although it will not be taking part. It will, however, be working driver footplate experiences on May 16, 18, 23, 24 and 25.

■ The Great Western Society at Didcot has provided the initial outline for its end of May (28-30) diesel gala. Joining the railway's home fleet of the GWR Railcar No 22, Hunslet 0-6-0 DL 26, Class 08 604, and Class 14 D9516, are Class 03 D2120 from the Fawley Hill Railway, 33025 and 46045. GWR is looking to provide a pair of new liveried HST power cars. Further guests were still being negotiated at the time of writing (early April), but it is hoped that a DRS Class 37, a Class 50, a Western and a DBC Class 66 will also attend.

The locos will be posed in front of the shed with access to some footplates and, where possible, take turns hauling services on the demonstration running line. D2120 will be utilised on the branch line rather than the main running line.

■ While June is more the realm of the steam gala there are still a few diesel events to whet the appetite. Kicking off on June 10 to 12 is the North Norfolk Railway's diesel gala, with guest engines 20227 (still in LU livery) and 50026 joining the home fleet 25057, Class 31 D5631 (31207) and Class 37 D6732 on Friday and Saturday only, along with one of the railway's Class 101 DMUs. This is the third attempt to get a Class 50 to the railway, and on the evening of June 9 there will be a Class 50 preview event. 50026 will work services throughout the evening commencing at 1700 from Sheringham. As has been reported previously, 20227 is to remain throughout the summer, assisting

with the steam specials to Cromer, although there are no plans to run any Cromer services during the diesel weekend.

■ The following weekend is the North Yorkshire Moors Railway's diesel gala, again running for the three days – June 17-19. At the time of writing the full line up had not been announced, but two guests are already known, in the shape of 26038 and 55022.

■ Newly arrived at the Great Central Railway, 37714 has three days of running already booked for it, with the regular diesel diagram on May 7/8 and three round trips on Sunday June 19 (1045, 1300 and 1500 ex-Loughborough).

■ With the Avon Valley Railway's Class 107 DMU removed from service for repairs at the end of April, 31101 has been given some more running dates for the year. They are May 2/8/29/30, June 19, July 3/10/24, August 7/14/21/28/29 September 11/18.

Heritage Shunters Trust Progress

WORK CONTINUES on the stored locomotives at the Heritage Shunters Trust base at Peak Rail, Rowsley. Class 03 03180 has had the engine block refitted onto the bedplate and all securing bolts have been torqued down. The cylinder liners are the wet liner type, with a sleeve pressed into the main liner. All eight have worn oval and are well beneath the required tolerance and must be replaced. Six pistons have rings at their first oversize, the other two are still at their original size but,

again, they are out of tolerance. All the engine blocks have been needle gunned, wire brushed and painted in green metal primer.

Steady progress is being made on Class 06 06003. The cab interior has been cleaned and some welding repairs carried out. The rest of the cab has been needle gunned, wire brushed and painted in green primer. The bottom of the cab has received green undercoat and the area where the two large air tanks fit has been painted with

green gloss. The two air tanks were craned into position through the cab roof. A new flat strip was fabricated, drilled and bolted to the back of the cab, which joins the two halves of the cab together. All hand rails have been needle gunned, wire brushed and painted in primer. Much filling and sanding was done to the cab. The gearbox was sent away for repair, but should be back at Rowsley by the time you read this.

Meanwhile, Class 14 D9525 has

had its battery boxes repaired with filler in the areas where the metal plate had eroded. All the rotten areas were welded up and new hinges made for both boxes. One battery box lid was severely buckled, as was one of the front covers; both have been straightened. New hinges were fitted to both boxes and the lids repaired. An angle iron was fitted to D9525 to accept the battery boxes. There is still the massive task of rewiring to consider though!

37714 Enters Preservation

THE LATEST arrival at the Great Central Railway is 37714, which has been acquired from Direct Rail Services by the Heavy Tractor Group.

In 2001, the former 37024 went on hire to Spain where it was numbered L26 and was used in the building of the new Spanish high-speed line. After returning from Spain it was purchased by DRS and overhauled, but was not fitted with TPWS and GSMR. More recently it was known as the Daventry International Rail Freight Terminal (DIRFT) Super Shunter, but did not see much use as the

train locos usually shunt their own stock. The 37 returned to Barrow Hill in 2015 and was offered to the GCR, initially on loan.

Since taking control of it GCR has re-commissioned the vacuum brake, although one of the vacuum exhausters was found to be in poor condition and will be replaced with a spare unit shortly. This is hardly surprising when you think that the vacuum brake has probably not been used for 20 years. A repaint into Trainload Metals livery has been mooted, which was the livery it appeared in when it was refurbished in 1988.

4CEP Driving Trailer Welcomes Passengers



There is an unusual chance to ride in a 4CEP EMU driving trailer at the moment, as 61743 is being used at one end of the Dartmoor Railway's hauled rake on heritage services between Okehampton and Meldon. The coaches are hauled by Class 08 D4167. (David Hunt)

Class 10 Spa Valley Trips



During the weekend of March 19/20 the Spa Valley Railway offered the chance of Class 10 haulage when D3489 worked with three green coaches (two Mk 1s and a Mk 2). A plume of exhaust smoke can be seen as the Lister Blackstone engine is opened up for the climb past Pokehill Farm level crossing and then on towards High Rocks; the train is the 13.09 Groombridge to Tunbridge Wells West on March 19. Note the signals to the left of the picture, which are all part of the ongoing Groombridge passing loop signalling scheme. (Phil Barnes)

NEWS, MOVES AND CHANGES



Alistair Grieve
News Writer

■ The diesel diagrams were not due to start at the Severn Valley Railway until the end of April, but there was diesel activity on the 7th when class 20 D8059 rescued an afternoon train following brake problems with the booked

steam locomotive. The 20 worked Highley – Bridgenorth – Kidderminster.

■ 31289s visit to the Spa Valley Railway for its April 2/3 diesel gala had to be cancelled as the lorry that was to move it was out of action and the repairs couldn't be completed in time. The 31 will now move at a later date and star in the railway's summer diesel gala. In the meantime, the 31 played

a starring role at the Rushden Transport Museum's April 9/10 mixed traction weekend.

■ Having sold on 37057 to Colas, the team that undertook its restoration at Barrow Hill has now got a new project on its hands following the purchase of 37521 from DRS.

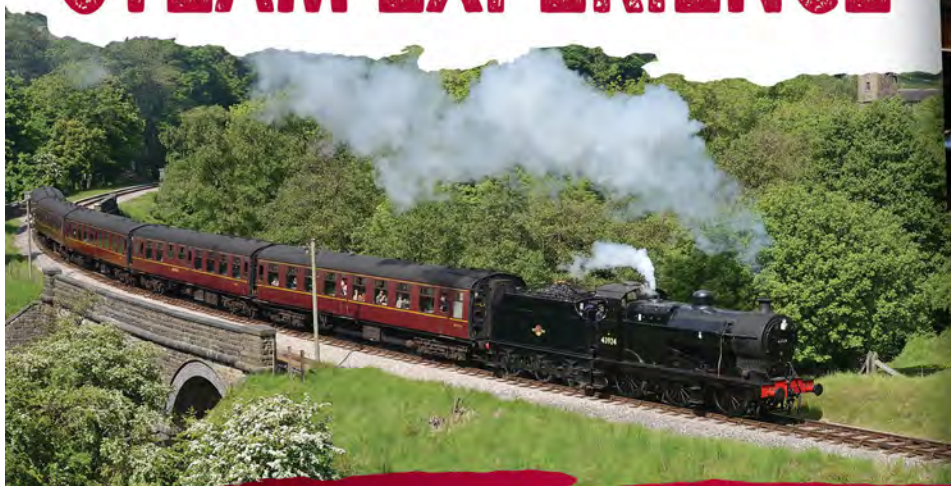
■ The restoration of 37250 at the Wensleydale Railway had been on hold for some time, but it

recommended in April with a plan to have the locomotive ready in summer 2017.

■ Following completion of planned maintenance work, Class 40 D335 returned to service at the East Lancs Railway over the weekend of April 9/10. On the first day it piloted 31466 on part of the booked diesel diagram, and as that was deemed successful it worked the service solo on the 10th.

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What's happening to...?

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



D8069 – Thuxton: The Class 20 has been moved for store to the siding just south of Thuxton station on the Mid-Norfolk Railway after its recent sale to HNRC. It is alongside 31235, which was sold to HNRC last year, and both are awaiting collection. The BR blue Class 20 is currently not operational, but it is understood not to be a major job to resurrect it to traffic. A main line return is possible now that a deal has been agreed with GBRf for a ninth Class 20 from the HNRC fleet.

20087 – Bury: The loco, also recently acquired by HNRC but staying on loan to the East Lancashire Railway, has entered the workshops at Buckley Wells for some minor fabrication and

replacement of its roof seals. It is hoped it will be able to work at the line's July diesel gala.

D8098 – Loughborough: Having spent a busy second half of 2015 on loan, firstly to the Spa Valley Railway and secondly at Great Central Railway – Nottingham – where it hauled every one of its Santa trains (top-and-tail with steam), the Class 20 returned to Loughborough in January and has since been used regularly on trains at the GCR, including the March diesel gala. It was immediately put to work in support of the operations department on stock transfer and shunting duties. With its annual 'B-exam' now complete, it remains

Class 46 D182 (46045) nears the end of its restoration at Swanwick at the Midland Railway on March 27 and has been given what is described as a version of 'chromatic blue' with small yellow warning panels. (Steve Donald)

available for traffic. It is due to move to the Ecclesbourne Valley Railway in July for a three-week stay; which will see it work at the line's August 6/7 diesel gala alongside Class 25 D7629 and 33103 *Swordfish*.

D8110 – Scunthorpe: Another HNRC loco, but worthy for inclusion in this column as on April 11 it moved to the East Lancashire Railway for an extended loan. It should be in action running alongside 20087, possibly at the July gala. The British Railways green Class 20 was once based at the South Devon Railway.

D5185 – Loughborough: Just when work had resumed on the No 2 end cab, the loco failed on bonfire night due to the damp conditions, and was taken out of traffic for investigation. Some of the switches in the control cubicle were replaced with new ones and the chance was also taken to re-spray the switch panel as it was looking very grubby. Some of the fault lamps on the driver's desk were not working, in fact the wheelslip lamps have not worked for years. The problem was traced to faulty resistors on a panel that feeds the lamps. Needless to say it was in a really awkward



26040 – Whitrope: The loco is now safely homed at the Waverley Railway Association's site at Whitrope, and plans are afoot to enable it to work its first trains on a Branch Line Society charter, although no date has been set for the event. This would be the first time it has worked a passenger train since 1991.

D5401 – Loughborough: A fault with D5401's power control was eventually traced to the generator main field control contactor and a test revealed that it was electrically closed when it was physically open. The contactor was stripped down to reveal that a thin sheet of insulating material was missing and a bolt had tracked across to the contactor frame. A new piece of paxolin insulation resolved the issue. The locomotive is about to be withdrawn from service in order to have some extensive bodywork repairs to both cabs. As a BRCW product, the design suffers from the same rot problems that befell the Class 33. It starred at the GCR's March 18/19 diesel gala and was then due to be withdrawn, but this was delayed slightly to allow it to cover the line's diesel turns on April 9/10, clocking up an extra five return trips.

D5830 – Loughborough: The GCR's Class 31 has borne the majority of T1LC duties in the absence of D8098 (on loan) and D1705 (at Washwood Heath) and has been very busy as a result. It was heavily used during the Santa Specials' season and has also since been used extensively by the operations department, with no problems being reported. It has now completed its annual B exam and is available for traffic.

However, a battery cell recently failed when starting, so this may be an indication that the cells are getting tired.

D6535 – Loughborough: Having returned to traffic last year, the GCR's on-loan National Collection Class 33 is now working reliably and has been used over the winter months for passenger and trip working. With the DMU out of traffic for a while it picked up some extra work covering its turns.

D7076 – Bury: The Bury Hydraulic Group's star loco has been confirmed as a guest for the Spa Valley Railway's August 4-7 diesel event, the first time a Hymek has been to the line. It will line up alongside fellow ELR visitor, Class 14 D9537, and 31289 from Rushden, as well as the SVR's home fleet of locos.

D6948 – Toddington: After five long years, a lot of blood, sweat and tears, and not a little cash, D6948 sprang back into life at 1020 on April 10 following its partial engine rebuild and general refurbishment. It was run up for approximately an hour and 20 minutes testing air systems, brakes and control air/engine rev response, and a snagging list produced. There are still plenty of tasks to complete, with much testing of electrical systems and hopefully resolution of what will turn out to be minor faults on both air leaks and electrics. But the main thing was that the power unit ran very well and very smoothly, beyond the Growler Group's expectations. The bodywork restoration is one of the best you are ever likely to see in preservation, with the loco looking as new.

37263 – Tyseley Railway

Museum: The owner is getting increasingly frustrated with the lack of manpower to finish the loco's overhaul, and has even indicated he would be happy to sell it if the right deal for its future wellbeing was available.

37403 – RVEL Derby: Prior to going on hire to DRS, the SRPS loco is in the final stages of overhaul at RVEL Derby. It has been reunited with its original name *Isle of Mull*. It later carried *Glendarroch* and then *Ben Cruachan* nameplates in its BR days.

D200 – National Railway Museum

York: Some progress with the pioneer Class 40 at last seems to be happening. In April at York it was repainted – still in British Railways Green – by Heritage Painting, the company that repainted 60103 *Flying Scotsman*. A new group has also been formed and is in negotiations with the NRM, via the 55002 KOYLI group, about the feasibility and practicalities of taking over control of the loco and returning it to operational condition.

45041 – Loughborough: The Peak did not return to service in time for the Spring Diesel Gala from being winterised, but it is now back in traffic and has a number of booked turns.

D123 – Loughborough: The GCR's green Peak, which for so long has been a very reliable performer, is currently out of traffic pending repairs. It shut down with low oil pressure late last year due to what is believed to be an issue with clogged filters and old, thin oil. The filters were replaced with new

location and turned out to have quite corroded connections. The steel connection studs were replaced with new brass ones and three faulty resistors were replaced with the correct items sourced from an obsolete components supplier on the internet. All of the lamps are now working correctly again. The loco performed well at the Great Central Railway's March 19/20 diesel gala and is expected to have several running days this year.

26038 – Bo'ness: The Class 26 is set for a six-month loan stay at the North Yorkshire Moors Railway and will star at its May 6-8 Scottish weekend and the June 18/19 diesel event, as well as being used for other running days and diesel turns.



About to set off for its new home at the East Lancs Railway at Bury, HNRC Class 20 D8110 is seen shortly after loading on to a road trailer at Scunthorpe Steelworks on April 11. (Brian Hall)

ones. These in themselves are quite large and fairly expensive, as everything connected with heritage diesels tends to be. The new oil, 200 gallons of it, was then put into the engine and the triple pump was run. With the pump running; oil pressure was indicated on the gauge, so the engine was started. It fired up okay, but as soon as the start button was released it stopped again.

Following some lengthy investigations it was established that the main engine-driven oil pump was not supplying oil into the system. It would appear that the pump's drive gear has some teeth missing. The pump is in the engine sump and the drive gear is behind the free end engine casting. In order to fix this the power unit is going to have to be lifted out, as there is insufficient access otherwise. Not a quick job.

D1705 – Washwood Heath: The T1LC Class 47 remains at the Washwood Heath workshops belonging to Boden Rail Engineering where work to improve its general condition continues apace. The boiler room roof is now complete, and much re-plating of the rusty bodywork has been undertaken and new floor plates added to the cab doorways – a common rust point for all Class 47s.

47540 – Leeming Bar: The sorry story of 47540 has finally been concluded following its scrapping. After being stripped of any last remaining useful parts, the shell



The restoration of Class 33 33065 continues in the Tonbridge Wells West shed at the Spa Valley Railway on April 2. (Richard Hargreaves)

was moved to TJ Thompson on March 29 for disposal. The loco was bought from EWS in November 2002 by Adrian Morgan, and it was taken to a site adjacent to the former Sinderby station in North Yorkshire where it remained alongside a motley collection of run-down Mk 2 coaches. When he and his vehicles were served an eviction notice to clear the site in May 2009, due to the A1 road-widening programme, the 47 was taken first to Heanor Haulage's yard in Derbyshire before being moved

back north to Leeming Bar on the Wensleydale Railway, ironically just a few miles north of Sinderby. No restoration was ever done on the shabby 'Dutch' livery loco, although it was repainted into BR blue in 2014 simply to make it marginally more presentable. It was a classic case of a vehicle being bought with good intentions; but no solid resources of time, manpower or money to ever get it running again.

50008 – Washwood Heath: *Thunderer*, owned by DC Rail

director Garcia Hanson, failed to make its main line debut in time to haul a convoy of locos over to the Nene Valley Railway in April. The Class 50 did attend, hauled by UK Rail Leasing's 56098, and was able to haul trains at the line. However, it did not perform very well and struggled to get above 'notch 3' (half power), so while it was able to work unaided it did not give a true representation of what a Class 50 can do.

D9002 – National Railway Museum York: Now back in two-tone BR green livery, *The King's Own Yorkshire Light Infantry* returned to the main line briefly on March 22, running light from Shildon to York. It is still on one engine only, which precludes it from hauling any charter trains at the moment. It has since been on display in the main hall alongside steam loco 60103 *Flying Scotsman*. For one day only, on March 25, they were joined by Virgin Trains East Coast's 91101 *Flying Scotsman*. For a period, there were three Class 55 Deltics at the NRM as D9009 *Alycidon* and 55019 *Royal Highland Fusilier* were also on site.

D9009 – Barrow Hill: Although based at Barrow Hill, the Deltic Preservation Society's newly repainted D9009 has been using the NRM York as a base for charter train work. On April 9 it worked from York to Tweedmouth and back from Edinburgh to York for Pathfinder, the first Deltic on the Waverley route since 1969. The BR blue Deltic is booked to haul a repeat of this train on June 18.

Thanks to John Pepper, Jon Dunster and Martin Walker for their contributions to WHT



The Western Locomotive Association's Class 52 D1062 *Western Courier* has emerged from its winter hibernation period and was noted at Bridgnorth on March 26. On April 10 it moved to Kidderminster in readiness to be lifted on jacks to investigate and carry out repairs to No 8 axle-box alignment and equalising beams. (David Bissett)



BOOK LAW PUBLICATIONS

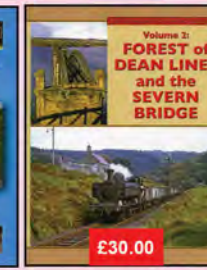
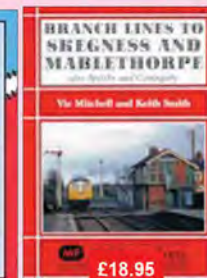
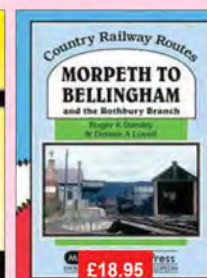
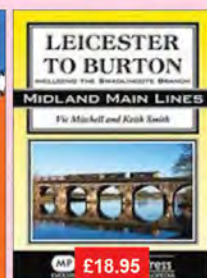
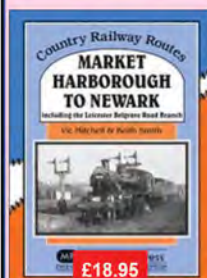
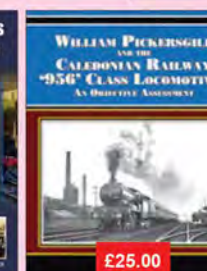
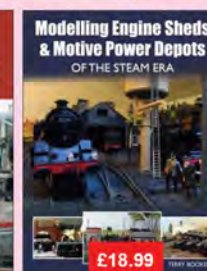
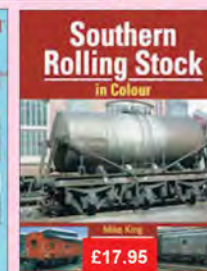
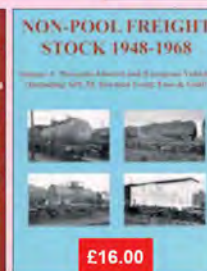
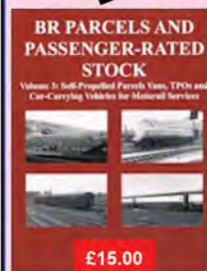
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Out of the Blue pt1

Nigel Antolic provides a detailed account of the eradication of British Rail blue livery on Class 47 locomotives.



MAIN IMAGE: You can't beat 'banger blue' a livery that held sway for more than 20 years right across the UK rail network. At the time allocated to York Depot, dual heat 47543 departs King's Cross on July 10, 1976. (Gavin Morrison)

LEFT: D1958 was among the first Class 47s to appear in BR blue from new, having been delivered new on February 4, 1967. The loco passes Shrewsbury with a freight of mostly 12t vans on July 17, 1969. (Colour-Rail/M H Yardley)

alteration to 47170 was the first sign of an impending livery change.

In May the depot then applied large numbers and BR arrows to the bodysides and on the 12th it was sent to the city to launch a new East Anglian-named train, running as the 1620 Liverpool Street-Norwich. The loco was to run like this for a month before its livery was again amended at Stratford. This time, in mid-June, it had its cabs painted yellow, thus making it the first Class 47 in full large logo blue (LLB) livery. A total of 142 Class 47s would eventually carry these colours. The white lining to the black window surrounds was how the depot had painted 56036 in August 1978, the Type 5 being the first loco to be adorned in what was to be referred to as large logo, or revised livery. 47170 ran in LLB for six months in 1980 before being called to Crewe Works (ZC) for overhaul and the fitting of ETH.

Prior to this, contractors Kennedy & Co had visited Dundee Depot in April to dispose of the remains of Haymarket-based 47208, which had been severely damaged in a fatal collision at Invergowrie on October 22, 1979, and which had reduced the blue fleet to 506. Of note is that the loco was the first TOPS numbered Class 47 to be disposed of and the first in BR blue.

1981

In February the former 47170 emerged from ZC in standard BR blue as 47582. The works obviously viewed this repaint as non standard, as it did the application of grey roofs and always painted the locomotives in accordance with BR policy. It was to be another four years before the works started painting 47s in the livery, apart from two notable exceptions in 1981 and 1983 (see below).

The Scottish region was the next to get in on the act when, as part of competitions run by Radio Clyde and an Edinburgh radio station, it was decided that two Class 47/7s, 47711 and 47712, would bear the names *Greyfriars Bobby* and *Lady Diana Spencer*. In March the pair were stopped at ZC and repainted into LLB livery, thus becoming the first members of the class to be permanently painted out of BR blue.

It was a Royal occasion that was to spurn some creativity from Stratford Depot, which was no doubt smarting from the loss of depot pet 47170. The marriage of His Royal Highness the Prince of Wales to Lady Diana Spencer on July 29, saw BR go patriotic, and with that came the appearance of 47583 *County of Hertfordshire* in LLB. Stratford ➔

Much has been written about repainting locomotives from green into British Rail (BR) blue livery, but little has been put into print regarding the downfall of this once prolific livery. At its peak there were 508 Class 47s painted blue. Only four – 1562, D1671, D1734 and 1908 – never saw a colour other than two-tone green (TTG). They were all victims of significant damage and were cut up whilst still in their original livery.

The first of the type to be adorned with BR's new standard colour scheme were D1953-D1961, released new from Brush at Loughborough between 1966 and 1968. The first into service was actually D1954, which was handed over to BR on November 11, 1966.

The final green example to be painted blue was 47256, which received the livery while on a heavy general overhaul and repairs to fire damage at Crewe Works between May 22 and October 14, 1978. The peak of 508 was to last for just under two years before the first signs of change.

However, the first alterations to the livery happened in June 1977 when Stratford Depot bestowed silver roofs and union flags on 47163 and 47164, in celebration of Her Majesty the Queen's Silver Jubilee. A great many of the depot's allocation of Type 4s received the addition of silver, and later grey, roofs over the years. This was also picked up by the Scottish Region, with the BR Board authorising the enhancement to its fleet of 47/7s.

1980

With 508 in blue, and in addition to the application of silver/grey roofs, the first real departure from the livery was made early in the year and took a few months to fully evolve. It would eventually be adopted as a standard livery for Electric Train Heat (ETH) members of the fleet. Again it was Stratford Depot that took the initiative when it turned out 47170 *County of Norfolk* in mid February with black window surrounds, which included a white lining to them. Having already been decked out in a customary grey roof and red bufferbeams for its 1979 naming, this

had turned out the loco prior to this for its open day on July 11, referring to it being in 'Royal Wedding livery'. The colour scheme was a standard LLB repaint, but had the addition of white bodyside bands, which were extensions of the horizontal lines of the BR logo and ran almost the entire length of the body. The livery was further amended when the loco appeared on the wedding day with its BR arrows decked out in red, white and blue stripes. It ran like this until at least October when the additions to the logos were removed.

Thus 47583, 47711 and 47712 were the only members of the class in anything other than BR blue for the next three years.

1984

In May 47583 emerged from inclassified repair at Crewe Works in standard BR blue livery and was promptly returned to Stratford for Great Eastern duties. The



ABOVE: The final class 47 to lose its original green livery was 47256, noted at Crewe Works on July 23, 1978. In January that year Cardiff Canton had painted it all-over green. (Colour-Rail)



LEFT: Stratford Depot's 47170 *County of Norfolk* at Liverpool Street about to work the 1620 'East Anglian' to Norwich in June 1980. The loco would have its cab sides painted yellow shortly afterwards, thus becoming the first Class 47 in full large logo livery. (Charles Osta)

BELOW: Stratford's 47583 *County of Hertfordshire* in LLB 'Royal Wedding livery' arrives at Norwich with the 1030 from Liverpool Street on December 31, 1981. (Rail Photoprints/Gordon Edgar)

painting of 47583 in BR blue gave a figure of 505 machines in the colour, a number that would never be exceeded as just four months later the first signs of a permanent change to the much maligned (at the time) livery would take place.

Spearheading the change was Scotland's Eastfield Depot, which stopped one of its fleet (47617) at the Glasgow facility in September for a repaint into LLB. In fact, it was just the cabs and roof that were repainted as the loco had only been released from overhaul at ZC on July 14, so its body was in good order. The former 47149 was turned out in time for it to be named *University of Stirling* in that town on September 17.

The arrival in 1984 of Chris Green as General Manager of BR's Scottish Region, saw the development of a new identity for the region's rail services. ScotRail was given a makeover and the first sign of the new livery in what was to become known as ScotRail (SCR) colours, was the appearance of 47708 *Waverley* at ZC on October 27 while receiving main generator repairs. Following it out of Crewe in SCR livery was 47702 *Saint*





LEFT: ScotRail produced a new livery in late 1984, with 47708 *Waverley* the first to receive the new colours. The loco stands at Edinburgh Waverley alongside 47712 on May 16, 1985. (Colour-Rail)

BELOW: One of the four class 47's decorated to mark the 150th anniversary of the GWR was 47628 *Sir Daniel Gooch*. The 'celebrity' loco leaves Didcot for Oxford on May 31, 1985. (Colour-Rail/D Pye)

Cuthbert in December, with the livery was destined to be carried on 18 members of the fleet.

Towards the end of the year Crewe Works painted another 'first' livery on a member of the class when 47484 *Isambard Kingdom Brunel* was noted in the yard on December 16 in lined Great Western Railway (GWR) green livery with red bufferbeams. This was a follow-on from the controversial painting of 50007 *Sir Edward Elgar* in February and was to be the first of four 47s in this livery for the 150th anniversary of the GWR celebrations in 1985. Four days later 47628 was released in the same livery, but the colour on the pair was not the correct shade of green, being more akin to LNER apple green. 47484 was held back at the works until February 18, 1985 while it repainted in the correct shade of Brunswick green. Meanwhile, 47628 is thought to have been painted at Old Oak Common in late May into the correct green and fitted with its *Sir Daniel Gooch* ➔



The first Class 47 to appear in the InterCity livery was 47487. The freshly painted loco waits to leave Ely with the 1730 to Liverpool Street on May 28, 1985. (Rail Photoprints/John Chalcraft)



1985 Repaints			
Loco	Livery	Location	Repair code and notes
January			
47713	SCR	ZC	LGT and conversion from 47510 – by Jan 16 (new in BR blue as D1954)
47703	SCR	ZC	by Jan 18 (new in BR blue as D1960)
47714	SCR	ZC	LGT and conversion from 47511 – by Jan 20 (new in BR blue as D1955)
47578	LLB	ED	by Jan 24
February			
47487	IC1	SR	by Feb 20
47595	LLB	ED	exact date unknown (painted for use on Royal Train)
March			
47710	SCR	ZC	noted on Mar 2 – in for generator repairs
47546	LLB	IS	by Mar 5 (first LLB repaint at the depot – blue roof)
47118	LLB	IS	by Mar 8 (blue roof)
47715	SCR	ZC	LGT and conversion from 47502 – by Mar 17
47467	LLB	IS	by Mar 23 (blue roof)
47593	LLB	ED	by Mar 25
47705	SCR	ZC	by Mar 28 (new in BR blue as D1957)
47716	SCR	ZC	LGT and conversion from 47507 – by Mar 31
April			
47704	SCR	ZC	left ZC by Apr 26 – in for engine repairs
May			
47461	LLB	IS	by May 7 (blue roof)
47120	LLB	IS	by May 8 (blue roof)
47500	GWR	OC	late May – ex works by Reading open day on Jun 1
47706	SCR	ZC	by May 31
47701	SCR	HA	exact date unknown
47707	SCR	HA	exact date unknown
July			
47079	GWR	CF	noted in undercoat on Jul 6
47614	LLB	ED	by Jul 11
47709	SCR	ZC	by Jul 12 – present for bogie change
47089	BRB	ZC	INT – ex works on Jul 31 – last 470xx painted blue
August			
47344	BRB	ZC	INT – ex works Aug 2 – last 47/3 painted blue
47550	LLB	IS	by Aug 6 (blue roof)
47233	BRB	ZC	INT – ex works Aug 8
47050	Rf1	ZC	INT – ex works Aug 16
47517	LLB	IS	by Aug 16 (blue roof)
47245	BRB	ZC	INT – ex works Aug 17
September			
47541	LLB	IS	by Sep 5 (blue roof)
47549	BRB	ZC	INT – by Sep 14

names and cast number plates.

Although 1984 was to bring a splash of colour to the railways, it was 1985 that brought a real explosion of shades on Class 47s, and inroads into the 500 locomotives that still carried BR blue livery – a task that would take ten years to complete!

1985

It was clear that Stratford Depot would produce another surprise following the painting of 47583 back to BR blue in 1984, and it did not disappoint. Early in February, 47487 was taken inside the DRS (Diesel Repair Shops) and rubbed down in preparation for a repaint into

47095	Rf1	ZC	INT – ex works Sep 14
47438	LLB	ZC	INT – by Sep 16 noted on test
47503	LLB	ZC	INT – noted on test on Sep 20 (finished without black window surrounds and carried small white numbers. Livery corrected prior to entering service)
47450	LLB	ZC	INT – ex works Sep 21
47417	BRB	ZC	INT – ex works Sep 24 – last Class 47/4 painted in BR blue (dual heat)
47237	BRB	ZC	INT – ex works Sep 28
47455	LLB	ZC	INT – noted Sep 28
47378	Rf1	ZC	INT – noted Sep 28
October			
47422	LLB	ZC	INT – noted on test on Oct 1
47234	BRB	ZC	INT – ex works Oct 5
47406	IC1	ZC	INT – by Oct 9
47363	Rf1	ZC	INT – ex works Oct 11
47464	LLB	IS	by Oct 16 (blue roof)
47460	LLB	ZC	INT – ex works Oct 19 (last dual heat machine overhauled with a boiler)
47226	BRB	ZC	INT - ex works Oct 26
November			
47222	BRB	ZC	INT – ex works Nov 2
47374	Rf1	ZC	INT – ex works Nov 2
47630	LLB	ZC	INT and conversion from 47041 – ex works Nov 2
47489	LLB	ZC	INT – ex works Nov 5
47512	LLB	ZC	INT – by Nov 8 (new in BR blue as D1958)
47362	Rf1	ZC	INT – ex works Nov 9
47629	LLB	ZC	INT and conversion from 47266 – ex works on Nov 9
47226	BRB	ZC	INT – ex works Nov 14
47206	BRB	ZC	INT – ex works Nov 16 (overhauled steam generator fitted; correct livery)
47224	BRB	ZC	INT – ex works Nov 16
47582	LLB	SF	By Nov 21 (no black window surrounds; second time in the livery, first was as 47170)
47444	LLB	ZC	INT – by Nov 22
47631	LLB	ZC	INT and conversion from 47059 – noted on test on Nov 22
47280	Rf1	ZC	INT – ex works Nov 23 (first 472xx in the livery)
47632	LLB	ZC	INT and conversion from 47068 – ex works on Nov 30
December			
47426	LLB	ZC	INT – ex works Dec 12
47453	LLB	ZC	INT – by Dec12
47465	LLB	ZC	INT – by Dec12
47633	LLB	ZC	INT and conversion from 47083 – by Dec 12
47634	LLB	ZC	INT and conversion from 47158 – ex works Dec 14

This listing of 1985 repaints includes the final BR blue examples.

BELOW: With sectorisation on the horizon, 47050 was the first of its class to receive the Railfreight grey livery in 1985. It was captured on film at Holbeck on June 4, 1990. (Gavin Morrison)

InterCity livery. The ‘Series Parallel’ machine emerged towards the end of the month resplendent in the colour scheme that BR had launched with the appearance of the first production Advanced Passenger Train (APT) vehicles in October 1977. It became the chosen livery for InterCity 125s





LEFT: The last dual heat Class 47/4 to receive a new coat of BR blue was 47417 on September 24, 1985. The loco is seen five days later awaiting release back into traffic after it was returned to works following a loss of power. (Carl Brunrock)

to be finished in Railfreight grey. The aforementioned 47050 was in the right place in the overhaul queue to receive these colours and was duly out-shopped from the Cheshire site on August 16. The very next day, however, non-boiler 47245 was despatched in BR blue livery! So what went wrong? Well, the works took the instruction to paint only 47/0 and 47/3 machines literally by number; so any non-boiler 471xx and 472xx numbered locomotives continued to be turned out in blue. The error was not picked up until November. **RU**

Next Month: 1986 and 1987.

from September 1983 and AC electric classes 86/87 in 1984.

At Crewe Works in August Bescot-allocated 47050 was selected to be the first of the class in Railfreight grey. The Type 4 was finished without black window surrounds, as was 47095 the following month, but by the time 47378 was ex-works black window surrounds had become standard. The colour scheme itself dated from 1982 when 58001 was completed and handed over to BR at Doncaster Works in the December.

The year saw 55 Class 47s painted out of BR blue, leaving 445 examples in the colour in December.

Crewe blue paint conundrum

In August 1985 British Rail Engineering Ltd (BREL) was issued with an edict from the British Rail Board stating that all future overhauls at Crewe Works of non-boiler Class 47/0 and 47/3 machines were

RIGHT: Inverness-based 47546 was the first to be repainted into LLB at the depot in March 1985. It passes through Princes Street Gardens as it leaves Edinburgh Waverley with an Aberdeen service on May 10, 1985. (Rail Photoprints/John Chalcraft)



Abbreviations

Liveries

BHY	BR blue hybrid
BRB	British Rail blue
CUT	Cut up (still in BR blue)
D1	DCE grey
D2	DCE grey with yellow stripe (referred to as 'Dutch')
GWR	GWR lined Brunswick green
IC1	InterCity
IC2	InterCity (Second version) – all yellow fronts, small lower cabside numbers
IC3	InterCity (Third version) – referred to as 'Mainline'. Half yellow fronts, white upper cabside numbers
IC4	InterCity Swallow (fourth version) – as IC3 but with black lower cabside numbers, InterCity legend and swallow emblem
ICS	InterCity livery with ScotRail branding
LLB	Large Logo blue
MRR	Midland Railways red

NSE	Network Southeast red, white and blue
NSE2	Network Southeast revised version
PRC	Parcels red
PRV	Provincial
Rf1	Railfreight grey
Rf2	Red stripe Railfreight
Rf3a	Triple grey with aggregates symbols
Rf3d	Triple grey with distribution symbols
Rf3f	Triple grey with Freightliner branding
Rf3m	Triple grey with metals symbols
Rf3p	Triple grey with petroleum symbols
Rf3x	Triple grey with no sector symbols
Rf4	Railfreight Distribution 'European' livery
RES	Rail Express Systems red with blue stripes
SCR	ScotRail
TTG	Two-tone green

Depot and works allocations

AT	Attercliffe (Coopers Metals)
BR	Bristol Bath Road
BT	Butterley (Midland Railway Centre)
CF	Cardiff Canton
CG	Crewe Gresty Lane
CP	Crewe Heritage Centre
DR	Doncaster Carr
DY	Derby Etches Park Weighbridge
ED	Eastfield
EH	Eastleigh (Down Yard)
FH	Frodingham
HA	Haymarket
HU	Hull Dairycoates
IS	Inverness
LB	Loughborough (Great Central Railway)
LR	Leicester (Vic Berry)
OC	Old Oak Common
RH	Rotherham (CF Booth)
SF	Stratford
SP	Wigan Springs Branch

SR	Stratford Diesel Repair Shop (DRS) – later changed to Traction Repair Shop (TRS)
TE	Thornaby
TI	Tinsley
ZC	Crewe Works
ZF	Doncaster Works
ZH	Glasgow Works

Repair codes

FXM	F exam
HGO	Heavy General overhaul
INT	Intermediate overhaul
LGT	Light overhaul

PICTORIAL

The Deltic Borderer at Galabank on April 9. The Deltic Preservation Society's D9009 *Alicydon* hauled its first charter since its repaint into BR blue when it powered the 0455 Derby to Tweedbank. (Anthony Hicks)

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LEFT: Freightliner Heavy Haul 66555 heads through Fernhill with the 6C47 1817 Tower Colliery to Aberthaw Power Station on April 7. (Tom Dumelow)

RIGHT: The A chance encounter at Patchway as 68002 and 68004 with the 1Z20 0555 Old Oak Common to Derby measurement train, pass 37219 with the 3Z33 2327 Bristol High Level Sidings to Bristol High Level Sidings via Swansea working on April 1. (Dave Higson)

BELOW: DB Cargo UK 59204 approaches Hungerford with the 7A09 Merehead to Acton jumbo stone train on March 31. (Ian Edmondson)





BELOW: Direct Rail Services 68016 *Fearless* at Burbage Common near Hinckley with the 6U76 0859 Crewe Basford Hall to Mountsorrel empties on March 31. (Paul Biggs)



RIGHT: Arriva Trains Wales Class 150/2 and Class 153 units catch the reflection of a stunning sunset at Cardiff Central station as they wait departure with the 5F74 1942 ECS to Canton Depot on March 30. (Tim Squires)



BELOW: The NMT HST was an unusual sight in Cornwall on March 11 as the 1Q18 Old Oak Common to Penzance and return. With power cars 43013 and 43062 in charge, it drops down over Angarrack Viaduct near Hayle with the daffodils still in good bloom. (Craig Munday)

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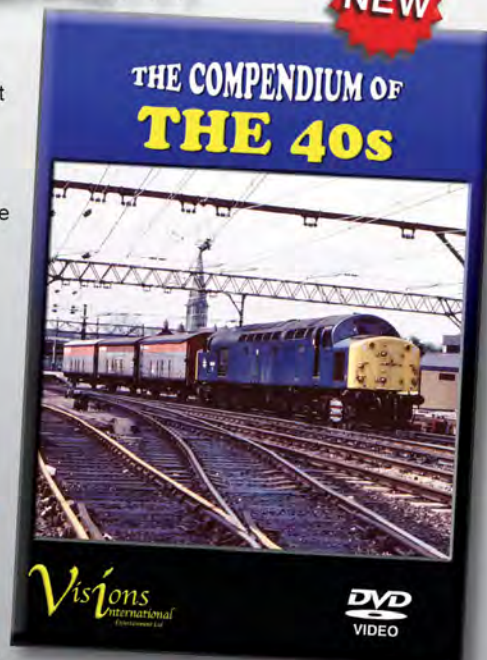
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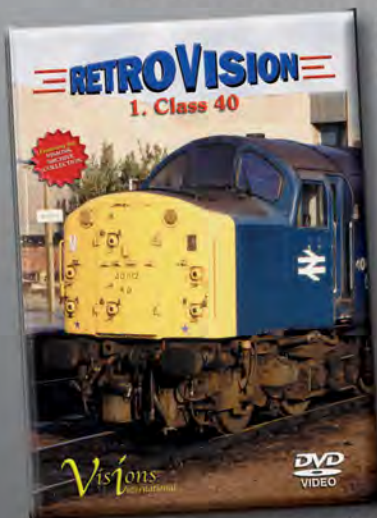
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Great Northern N2 744 approaches Quorn and Woodhouse with the 1320 'Elizabethan' dining train from Loughborough at the Great Central Railway on March 20. (David Bissett)

Heritage Railway Guide 2016

Introduction

The UK is fortunate to have numerous standard gauge heritage lines, the majority of which run steam and diesel services from the spring until late autumn. Many also offer gala weekends and other special events throughout the year that attract guest locomotives from other lines and organisations to boost the home fleets. Regular schedules are run on almost all lines, especially at weekends, and several provide trains during the week, often well patronised by locals and school children.

The heritage line movement really began during the 1960s, spurred on by the rapid run down of steam and the closure of miles of rural railways, deemed financially unviable by Dr Beeching. This

sorry state of affairs was the catalyst for several societies and organisations to snap up whole railways and surplus locos at often bargain prices. It is thanks to those pioneers that we have such a wealth of railway history on show across the UK today.

The essential contact details, website addresses and key galas are listed in the following pages. For specific details readers are advised to visit the relevant website. Although many of the smaller railways don't hold full-blown galas, they often have themed weekends (the 1940s is particularly popular) that focus on a specific event, an individual or class of loco, or the ever-popular beer festival. During December 'Santa Specials' and 'Polar Express' trains

have become the "thing to do" for an increasing number of railways. These are obviously geared towards the younger members of the family, but they usually offer dining and the chance to travel behind a classic steam loco or heritage diesel right up to the end of the year. Whatever your railway interest there is something for everyone across the country. So do plan to visit some of these railways this year, as your continued support is vital to their survival.

Details are as up-to-date as possible at the time of going to press, although a few organisations have yet to release all their 2016 plans and dates. Regular monthly updates regarding galas and events, as well as heritage and steam traction, are covered every month in *Railways Illustrated*.



Many heritage lines allow access to the workshops at some events. This is the Bluebell Railway carriage workshop at Horsted Keynes in November 2011. If you get the opportunity, a look behind the scenes can be fascinating. (Wikimedia Commons/Ed Webster)

Aln Valley Railway

Tel: 0300 030 3311
Email: -
Web: www.alnvalleyrailway.co.uk
Address: Aln Valley Railway Trust, Lionheart Railway Station, Lionheart Enterprise Park, Alnwick, Northumberland NE66 2HT
Galas: -

Avon Valley Railway

Tel: 0117 9325538
Email: -
Web: www.avonvalleyrailway.org
Address: Bath Rd, Bristol, BS30 6HD
Galas: End of Season Gala October 15-16

Battlefield Line

Tel: 01827 880754
Email: -
Web: www.battlefield-line-railway.co.uk
Address: The Shackerstone Railway Society Limited, Shackerstone Station, Shackerstone, Leicestershire, CV13 6NW
Galas: -

Appleby Frodingham Railway

Tel: 01652 656661
Email: glenn@afrrps.co.uk
Web: www.afrrps.co.uk
Address: Appleby Frodingham Railway Preservation Society, Scunthorpe, Lincolnshire, DN16 1XA
Galas: -

Barrow Hill Railway Centre

Tel: 01246 472450
Email: -
Web: www.barrowhill.org.uk
Address: Campbell Drive, Barrow Hill, Chesterfield, Derbyshire, S43 2PR
Galas: -

Bluebell Railway

Tel: 01825 720800
Email: info@bluebell-railway.co.uk
Web: www.bluebell-railway.com
Address: Sheffield Park Station, East Grinstead, Sussex, TN22 3QL
Galas: Giants of Steam October 28-30



Impressive old railway infrastructure forms an important historic element at all heritage lines. This is the former Garnqueen South Junction signal box, now re-named at Bo'ness & Kinneil Railway Station. (Wikimedia Commons/nottsexaminer)

Bodmin & Wenford Railway

Tel: 01208 73555
Email: enquiries@bodminrailway.co.uk
Web: www.bodminrailway.co.uk
Address: Bodmin General Station, Bodmin, Cornwall, PL31 1AQ
Galas: -

Bo'ness & Kinneil Railway

Tel: 01506 822298
Email: enquiries.railway@srps.org.uk
Web: www.srps.org.uk/railway
Address: Bo'ness Station, Union St, Bo'ness, Central Lowlands, EH51 9AQ
Galas: Diesel Gala July 23-24; Steam Gala October 22-23; Winter Diesel Gala December 29-30

Border Union Railway

Tel: -
Email: info@wrha.org.uk
Web: www.wrha.org.uk/border-union-railway
Address: Whitrope Heritage Centre & Border Union Railway, Whitrope, Hawick, Roxburghshire, TD9 9TY
Galas: Opening Gala April 30 – May 1; Summer Gala July 30-31; Closing Gala October 8-9

Bowes Railway

Tel: 0191 4161847
Email: -
Web: www.bowesrailway.uk
Address: Springwell Road, Gateshead, Tyne and Wear, NE9 7QJ
Galas: -

Caledonian Railway

Tel: 01356 622992
Email: enquiries@caledonianrailway.com
Web: www.caledonianrailway.com
Address: The Station, Park Rd, Brechin, Angus, DD9 7AF
Galas: Diesel Saturdays (July and August); Steam Sundays from May 29 until September 4

Cambrian Heritage Railways

Tel: 01691 728 131
Email: -
Web: www.cambrianrailways.com
Address: Llynclys, Oswestry, Shropshire, SY10 8BX
Galas: -

Chasewater Railway

Tel: 01543 452623
Email: -
Web: www.chasewater railway.co.uk
Address: Brownhills West Station, Pool Rd, Walsall, West Midlands, WS8 7NL
Galas: NCB Coal train weekend June 18-19; Industrial Gala September 3-4

Chatham Historic Dockyard Railway

Tel: 01634 823800
Email: -
Web: www.dockyardrailway.co.uk
Address: Chatham, Kent, ME4 4TY
Galas: -

Chinnor & Princes Risborough Railway

Tel: 01844 353535
Email: -
Web: www.chinnorrailway.co.uk
Address: Station Approach, Station Rd, Chinnor, Oxfordshire, OX39 4ER
Galas: Autumn Steam & Diesel Gala - 24 September 2016

Cholsey & Wallingford Railway

Tel: 01491 835067
Email: info.cwrail@gmail.com
Web: <http://www.cholsey-wallingford-railway.com/>
Address: 5 Hithercroft Rd, Wallingford, Oxfordshire, OX10 9QD
Galas: Diesel Weekend August 28-29

Churnet Valley Railway

Tel: 01538 750755
Email: enquiries@churnet-valley-railway.co.uk
Web: www.churnet-valley-railway.co.uk
Address: Kingsley & Froggall Station, Froghall, Staffordshire, ST10 2HA
Galas: Diesel Days September 3, October 15; Autumn Steam Gala November 12/13

With the recently returned to traffic USATC S160 6046 approaching, members of the 1st Infantry Division Living History Group take a rest at Podmore Mill at the Churnet Valley Railway during a wartime reconstruction on March 12. (Mat Yardley)



Colne Valley Railway

Tel: 01787 461174
 Email: info@colnevalleyrailway.co.uk
 Web: www.colnevalleyrailway.co.uk
 Address: Yeldham Road, Castle Hedingham, Halstead, Essex, CO9 3DZ
 Galas: -

Dean Forest Railway

Tel: 01594 845840
 Email: -
 Web: www.deanforestrailway.co.uk
 Address: Forest Road, Lydney, Gloucestershire, GL15 4ET
 Galas: -

East Kent Railway

Tel: 01304 832042
 Email: -
 Web: www.eastkentrailway.co.uk
 Address: Station Rd, Shepherdswell, Dover, Kent, CT15 7PD
 Galas: -

Dartmoor Railway

Tel: 01837 55164
 Email: info@DartmoorRailway.com
 Web: www.dartmoorrailway.com
 Address: Okehampton Station, Station Rd, Okehampton, Devon, EX20 1EJ
 Galas: -

Derwent Valley Light Railway

Tel: 01904 489966
 Email: -
 Web: www.dvlr.org.uk
 Address: Murton Ln, Murton, York, YO19 5UF
 Galas: -

East Lancashire Railway

Tel: 0161 7646360
 Email: admin@eastlancsrailway.org.uk
 Web: www.eastlancsrailway.org.uk
 Address: Bolton Street Station, Bury, Lancashire, BL9 0EY
 Galas: Summer Diesel Spectacular July 8-10; Autumn Diesel Gala September 24-25; Autumn Steam Gala October 14-16

Dartmouth Steam Railway & River Boat Company

Tel: 01803 555872
 Email: -
 Web: www.dartmouthrailriver.co.uk
 Address: Queens Park Station, Torbay Road, Paignton, Devon, TQ4 6AF
 Galas: -

Didcot Railway Centre

Tel: 01235 817200
 Email: info@didcotrailwaycentre.org.uk
 Web: www.didcotrailwaycentre.org.uk
 Address: Didcot Parkway Station Station Rd, Didcot, Oxfordshire, OX11 7NJ
 Galas: Steam Gala April 30 - May 2; Diesel Gala May 28-30

East Somerset Railway

Tel: 01749 880417
 Email: info@eastsomersetrailway.com
 Web: www.eastsomersetrailway.com
 Address: Cranmore Railway Station, Cranmore, Shepton Mallet, Somerset, BA4 4QP
 Galas: -

Class 47/4 D1501 (47402) *Gateshead* sees action during the East Lancs Railway's Spring Diesel Gala after an absence of 18 months as it accelerates towards Summerseat with a non-stop shuttle service from Bury to Ramsbottom on February 21. (Alexander Cromarty)





The Ecclesbourne Valley Railway has a superb collection of first generation DMUs, as depicted by 150253, 159303 and 150170 alongside 179900 and 155006 at Wirksworth on September 27, 2015. (Colin Pottle)

Elsecar Heritage Railway

Tel: 01226 746746
 Email: enquiries@elsecarrailway.co.uk
 Web: www.elsecarrailway.co.uk
 Address: Wath Rd, Elsecar, Barnsley, Yorkshire, S74 8HJ
 Galas: -

Embsay & Bolton Abbey Steam Railway

Tel: 01756 710614
 Email: enquiries@embsayboltonabbeyrailway.org.uk
 Web: www.embsayboltonabbeyrailway.org.uk
 Address: Bolton Abbey Railway Station, Skipton, Yorkshire, BD23 6AF
 Galas: Branchline Weekend April 30 - May 2; 1940s Weekend September 12-13

Ecclesbourne Valley Railway

Tel: 01629 823076
 Email: ticketoffice@e-v-r.com
 Web: www.e-v-r.com
 Address: 2 Chapel St, Duffield, Belper, Derbyshire, DE56
 Galas: Diesel Weekend August 6-7

Eden Valley Railway

Tel: 017683 42309
 Email: enquiries@evr-cumbria.org.uk
 Web: www.evr-cumbria.org.uk
 Address: Warcop Station, Warcop, Appleby, Cumbria, CA16 6PR
 Galas: -

Epping Ongar Railway

Tel: 01277 365200
 Email: enquiries@eorailway.co.uk
 Web: www.eorailway.co.uk
 Address: Epping Ongar Railway, Ongar Station, Station Approach, Ongar, Essex, CM5 9BN
 Galas: Steam Gala June 10-12

'Slim Jim' Class 33/2 33202 on the rear of the 1515 departure, waits for the off from North Weald during the Epping Ongar Railway's Diesel Gala on September 19, 2015. (Trevor Bruford)





Sulzer Type 2 D5185 sweeps majestically past Kinchley Lane with the 1300 Loughborough to Leicester North Great Central Railway diesel service on March 13. (Paul Biggs)

Foxfield Railway

Tel: 01782 396210
 Email: -
 Web: www.foxfieldrailway.co.uk
 Address: Caverswall Road Station, Caverswall Rd, Blythe Bridge, Stoke-on-Trent, Staffordshire, ST11 9BG
 Galas: Summer Steam Gala July 16/17

Gloucestershire Warwickshire Railway

Tel: 0124 2621405
 Email: info@gwsr.com
 Web: www.gwsr.com
 Address: Toddington Station, Gloucestershire, GL54 5DT
 Galas: Cotswold Festival of Steam Gala May 30; Diesel Weekend July 29-31; Autumn Diesel Weekend October 8-9

This image of the Keighley & Worth Valley Railway's United States of America Transportation Corp Class S160 2-8-O 5820 illustrates how a bit of careful planning can yield some creative photographic results. The loco was performing during the line's gala on February 28. (Ben Bucki)



Great Central Railway

Tel: 01509 632323
 Email: sales@gcrailway.co.uk
 Web: www.gcrailway.co.uk
 Address: Loughborough Central Station, Leicestershire, LE11 1RW
 Galas: Railways at Work Gala May 21-22; Autumn Steam Gala October 6-9

Great Central Railway- Nottingham

Tel: 0115 9405705
 Email: info@gcrn.co.uk
 Web: www.gcrn.co.uk
 Address: Mere Way, Ruddington, Nottingham, NG11 6JS
 Galas: Summer Diesel Gala July 2/3

Gwili Railway

Tel: 01267 238213
 Email: info@gwili-railway.co.uk
 Web: www.gwili-railway.co.uk
 Address: Bronwydd Arms Station, Carmarthen, SA33 6HT
 Galas: Autumn Gala and Beer Festival October 8

Helston Railway

Tel: 07901 977 597
 Email: info@helstonrailway.co.uk
 Web: www.helstonrailway.co.uk
 Address: Helston, Cornwall, TR13 0RY
 Galas: -

Isle of Wight Steam Railway

Tel: 01983 882204
 Email: info@iwsteamrailway.co.uk
 Web: www.iwsteamrailway.co.uk
 Address: The Railway Station, Havenstreet, Isle of Wight, PO33 4DS
 Galas: Spring Gala May 28-30; Diesel Gala October 1-2

Keighley & Worth Valley Railway

Tel: 01535 645214
 Email: admin@kwvr.co.uk
 Web: www.kwvr.co.uk
 Address: Haworth, West Yorkshire, BD22 8NJ
 Galas: Steam and Ale Trail May 28-30



The Keighley & Worth Valley Railway is among the oldest heritage lines in the UK and was instrumental in establishing the heritage railway movement when it opened on June 29, 1968. The Deltic Preservation Society's 55015 *Tulyar* makes a spirited departure from Oxenhope during the line's first diesel gala in 1988. (Gavin Morrison)

Keith & Dufftown Railway

Tel: 01340 821181
 Email: -
 Web: www.keith-dufftown-railway.co.uk
 Address: Dufftown Station, Dufftown, Banffshire, AB55 4BA
 Galas: 1940s Weekend June 18-19

Lincolnshire Wolds Railway

Tel: 01507 363881
 Email: -
 Web: www.lincolnshirewoldsrailway.co.uk
 Address: Rd, Ludborough, Grimsby, South Humberside, DN36 5SQ
 Galas: -

Mid Hants Railway

Tel: 01962 733810
 Email: info@watercressline.co.uk
 Web: www.watercressline.co.uk
 Address: Alresford Station, Alresford, Hampshire, SO24 9JG
 Galas: Diesel weekend April 22-24

Kent & East Sussex Railway

Tel: 01580 765155
 Email: -
 Web: www.kesr.org.uk
 Address: Station Rd, Tenterden, Kent, TN30 6HE
 Galas: 1940s Weekend May 21-22

Llangollen Railway

Tel: 01978 860979
 Email: llangollen.railway@btinternet.com
 Web: www.llangollen-railway.co.uk
 Address: The Station, Abbey Road, Llangollen, Denbighshire, LL20 8SN
 Galas: Heritage Railcar Gala June 11-12

Mid-Norfolk Railway

Tel: 01362 690633
 Email: info@mnr.org.uk
 Web: www.mnr.org.uk
 Address: Dereham Station, Dereham, Norfolk, NR19 1DF
 Galas: Steam Gala June 24-26; Autumn Diesel Gala September 9-11; Festive Diesel Gala December 30-31

Lakeside & Haverthwaite Railway

Tel: 01539 531594
 Email: -
 Web: www.lakesiderailway.co.uk
 Address: Haverthwaite Station, Nr Ulverston, Cumbria, LA12 8AL
 Galas: -

Mangapps Railway Museum

Tel: 01621 784898
 Email: -
 Web: www.mangapps.co.uk
 Address: Southminster Rd, Burnham-on-Crouch, Essex, CM0 8QG
 Galas: -

Mid-Suffolk Light Railway

Tel: 01449 766899
 Email: -
 Web: www.mslr.org.uk
 Address: Brockford Station, Wetheringsett, Stowmarket, Suffolk, IP14 5PW
 Galas: -

Lavender Line

Tel: 01825 750515
 Email: -
 Web: www.lavender-line.co.uk
 Address: Isfield Station, Isfield, East Sussex, TN22 5XB
 Galas: Diesel Gala July 23-24; Gala Weekend October 1-2

Middleton Railway

Tel: 0845 6801758
 Email: info@middletonrailway.org.uk
 Web: www.middletonrailway.org.uk
 Address: Moor Road Station, Leeds, Yorkshire, LS18 5PA
 Galas: Victorian Gala Weekend July 16-17; Diesel Gala September 16-17

Network South East liveried 47596 at Crownthorpe heads for Wymondham along the Mid-Norfolk Railway on September 11, 2015. (Geoff Tibble)



Midland Railway Centre- Butterley

Tel: 01773 570140
Email: info@midlandrailway-butterley.co.uk
Web: www.midlandrailway-butterley.co.uk
Address: Butterley Station, Ripley, Derbyshire, DE5 3QZ
Galas: Diesel Weekend June 11-12

Nene Valley Railway

Tel: 01780 784444
Email: nvrorg@nvr.org.uk
Web: www.nvr.org.uk
Address: Wansford Station, Stibbington, Peterborough, Cambridgeshire, PE8 6LR
Galas: Steam Gala September 10/11

North Norfolk Railway

Tel: 01263 820800
Email: enquiries@nnrailway.co.uk
Web: www.nnrail.co.uk
Address: Sherringham Station, Station Approach, Norfolk, NR26 8RA
Galas: Diesel Gala June 10-12; Grand Steam Gala September 2-4



Railfreight Grey 31108 stands in the yard at Swanwick Junction at the Midland Railway on October 12, 2015. (Treflyn Lloyd-Roberts)

Black Five 45337 arrives at Wansford on the Nene Valley Railway on October 11, 2015. The railway is refocussing itself to represent a British Railways cross-country line of the 1950s, so is well worth a visit this year. (Colin Pottle)





The North Yorkshire Moors Railway hosted Gresley A3 60103 *Flying Scotsman* during March, which proved extremely popular. The famous loco rounds the curve at Esk Valley Junction with the 1530 from Grosmont to Pickering on the 15th. (Phil Wright)

North Tyneside Steam Railway

Tel: 0191 2007146
 Email: -
 Web: www.ntsra.org.uk
 Address: Middle Engine La, North Shields, Tyne and Wear, NE29 8DX
 Galas: -

Plym Valley Railway

Tel: 07580 689380
 Email: plymrail@yahoo.co.uk
 Web: www.plymrail.co.uk
 Address: Coypool Rd, Plymouth, Devon, PL7 4NW
 Galas: -

Royal Deeside Railway

Tel: 01330 844416
 Email: info@deeside-railway.co.uk
 Web: www.deeside-railway.co.uk
 Address: Milton of Crathes, Banchory, Aberdeenshire, AB31 5QH
 Galas: Diesel Day September 4

North Yorkshire Moors Railway

Tel: 01751 472508
 Email: info@nymr.co.uk
 Web: www.nymr.co.uk
 Address: Pickering Station, 12 Park Street, Pickering, North Yorkshire, YO18 7AJ
 Galas: Late Spring Gala May 6-8, 13-15; Seventies & Heritage Diesel Gala June 17-19; Autumn Steam Gala September 30-October 2

Rother Valley Railway

Tel: 01580 881833
 Email: reception@rvr.org.uk
 Web: www.rvr.org.uk
 Address: Robertsbridge Junction Station, Station Road, Robertsbridge, East Sussex, TN32 5DG
 Galas: Return to Robertsbridge Gala September 21/22

Scottish Industrial Railway Centre

Tel: 01292 531144
 Email: Info@ScottishIndustrialRailwayCentre.org.uk
 Web: www.scottishindustrialrailwaycentre.org.uk
 Address: Dunaskin, Dalmellington Road, Waterside, Patna, Ayrshire, KA6 7JF
 Galas: -

Northampton & Lamport Railway

Tel: 01604 820327
 Email: enquiries@nlr.org.uk
 Web: www.nlr.org.uk
 Address: Pitsford Rd, Chapel Brampton, Northampton, NN6 8BA
 Galas: Branch Line Weekend August 27-29

Peak Rail

Tel: 01629 580381
 Email: peakrail@peakrail.co.uk
 Web: www.peakrail.co.uk
 Address: Matlock Station, Station Yard, Matlock, Derbyshire, DE4 3NA
 Galas: -



A rather tatty 31270 in Regional Railways colours stands at Matlock, the southern terminus of Peak Rail, on August 29, 2015. Matlock can be reached on East Midlands Trains' services from Derby. (Barry Duffin)

Pontypool and Blaenavon Railway

Tel: 01495 792263
 Email: -
 Web: www.pontypool-and-blaenavon.co.uk
 Address: The Railway Station, Furnace Sidings, Garn Yr Erw, Blaenavon, NP4 9SF
 Galas: Mixed Traction Weekend May 1/2; Summer Steam Gala June 24-26



The vast majority of heritage railways are single-line and this allows visitors the chance to see token exchanges in action. Here, the secondman of Hymek D7076 prepares to exchange tokens with the signalman at Highley on the Severn Valley Railway during last autumn's diesel gala on October 2. (Andy Flowers)

Ravenglass & Eskdale Railway

Tel: 01229 717171
 Email: steam@ravenglass-railway.co.uk
 Web: www.ravenglass-railway.co.uk
 Address: Muncaster Castle, Ravenglass, Cumbria, CA18 1RQ
 Galas: -

Ribble Steam Railway

Tel: 01772 728800
 Email: enquiries@ribblesteam.org.uk
 Web: www.ribblesteam.org.uk
 Address: Chain Caul Rd, Preston, Lancashire, PR2 2PD
 Galas: -



The Severn Valley Railway's Spring Steam Gala took place on March 18-20. At Hampton Loade 7812 Erlestone arrives with an afternoon train from Bridgnorth. (David Bissett)

Rocks by Rail

Tel: 07873 721941
 Email: curator@rocks-by-rail.org
 Web: www.rocks-by-rail.org
 Address: Rutland Railway Museum, Cottesmore, Rutland, LE15 7BX
 Galas: -

Severn Valley Railway

Tel: 01562 757900
 Email: info@tram.co.uk
 Web: www.svr.co.uk
 Address: Number One, Comberton Place, Kidderminster, West Midlands, DY10 1QR
 Galas: Spring Diesel Festival May 19-21; Western Weekend August 27-29; Pacific Power September 22-26; Season Finale Gala November 4-6

South Devon Railway

Tel: 01364 642338
 Email: trains@southdevonrailway.org
 Web: www.southdevonrailway.org
 Address: The Station, Buckfastleigh, Devon, TQ11 0DZ
 Galas: 1960s Mixed Traction Weekend May 27-30; Diesel Gala November 4-6

The glorious scenery of the South Devon Railway is a bonus as Pannier Tank 6412 approaches the Staverton up distant signal with the 2T04 1230 Buckfastleigh to Totnes Littlehempston on February 15. (David Hunt)



Spa Valley Railway

Tel: 01892 537715
 Email: -
 Web: www.spavalleyrailway.co.uk
 Address: West Station, Royal Tunbridge Wells, Kent, TN2 5QY
 Galas: Summer Steam Festival July 2/3; Summer Diesel Gala August 4-7; Autumn Diesel Gala October 21-23

Swanage Railway

Tel: 01929 425800
 Email: info@swanagerailway.co.uk
 Web: www.swanagerailway.co.uk
 Address: Station House, Swanage, Dorset, BH19 1HB
 Galas: Diesel Gala May 6-8; Autumn Steam Gala October 14-16

Tanat Valley Light Railway

Tel: 01691 829314
 Email: -
 Web: www.nantmawrvisitorcentre.co.uk
 Address: The Lees Farm, Rednal, West Felton, Oswestry, Shropshire, SY10 9HW
 Galas: -

Strathspey Railway

Tel: 01479 810725
 Email: info@strathspeyrailway.co.uk
 Web: www.strathspeyrailway.co.uk
 Address: Aviemore Station, Dalfaber Road, Aviemore, Highlands, PH22 1PY
 Galas: Open House April 16-17

Swindon & Cricklade Railway

Tel: 01793 771615
 Email: randallchri@yahoo.co.uk
 Web: www.swindon-cricklade-railway.org
 Address: Blunsdon Station, Tadpole Lane, Blunsdon, Swindon, Wiltshire, SN25 2DA
 Galas: -

Tanfield Railway

Tel: 0845 463 4938
 Email: info@tanfield-railway.co.uk
 Web: www.tanfield-railway.co.uk
 Address: The Engine Shed, Newcastle upon Tyne, Tyne and Wear, NE16 5ET
 Galas: Legends of Industry Gala June 11-12

Telford Steam Railway

Tel: 01952 503880
 Email: -
 Web: www.telfordsteamrailway.co.uk
 Address: The Old Loco Shed, Bridge Rd, Horsehay, Telford, Shropshire, TF4 2NF
 Galas: -

Ivatt 46512 makes an impressive sight as it passes Boat of Garten with a Strathspey Railway Photo Charter on March 19. Several railways hold photographic events throughout the year and for a fee you get controlled access with limited numbers of people, allowing for some excellent shots to be obtained. (Sam Bilner)



Weardale Railway

Tel: 01388 526203
Email: -
Web: www.weardale-railway.org.uk
Address: Stanhope Station, Station Rd,
Stanhope, Bishop Auckland,
Durham, DL13 2YS
Galas: -

Wensleydale Railway

Tel: 01677 425805
Email: -
Web: www.wensleydalerail.com
Address: Leeming Bar Station, Leases
Road, Leeming Bar, Northallerton,
Yorkshire, DL7 9AR
Galas: Diesel Gala July 15-17

West Somerset Railway

Tel: 01643 704996
Email: info@wsrail.net
Web: www.west-somerset-railway.co.uk
Address: The Railway Station, Minehead,
Somerset, TA24 5BG
Galas: Mixed Traction Weekend June 10/11;
Autumn Steam Gala October 6-9;
Winter Steam Festival December
29/30

Before it returned to main line service with Colas Railfreight, Class 37/0 D6757 visited the Wensleydale Railway and passes Harnby with the 1300 Leeming Bar to Redmire on July 19 last year. (Anthony Hicks)



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Deltic 55019 17 & 18 September

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Road/Rail Locomotives



ROAD/RAIL LOCOS have now been in use for more than 50 years. Mainland Europe has been using these for a long time, but Britain has only begun to employ them in greater numbers during the past decade. They can be split into two categories: a road vehicle that has been modified to be used on rail, and a purpose-built rail vehicle that has the potential to be moved off track on a road.

Most of the early vehicles were road conversions and the one that most people may be familiar with is the German-built Unimog. Several firms were involved with these conversions during the past half century and they are still used in large numbers today. Three new Unimogs are now in use on the Crossrail contract, employing the road wheels for the drive to the rail and guide wheels to keep them on the rails. Once they are in rail mode the steering wheel is locked, but all other functions – clutch, gear change, etc – work just the same as when it is used as a road vehicle. I must admit when I first drove one of these in its rail mode it was very difficult to stop myself from trying to move the steering wheel when I came to a corner!

There are other firms that have

S&H 7512 being used by Grant Lyon Eagle on track work renewal at the Rover Group, Longbridge on April 20, 1996. (Bob Darvill)

used a road vehicle in conversions, including UCA (based in Belgium) that uses various JCBs as donor vehicles. One of these was built especially for a firm at Dunkirk Docks and was capable of moving coal trains up to 2,500 tons. The first purpose-built locos for the UK were supplied by Strachan & Henshaw (S&H) of Bristol in the 1960s, which built small examples under license from the American firm Trackmobile. Several British firms used them, one of which was Grant Lyon Eagle that had a couple on various track-laying contracts. They were nice and easy to move between contracts, but have been superseded by newer types of road/rail machines.

One of the S&H locos is preserved: S&H 7502, which is at the Mangapps Railway Museum in Essex. Interestingly another of these early locos has just been 'discovered' in Scotland, unused for around 30 years but still in complete condition. It is S&H 7505 that was originally used by British Aluminium at Invergordon.

Most of the new road/rail locos in

Britain are of the smaller variety that are being used as lathe shunters and for shunting within depots, and have been supplied by various European builders. However, one firm – Zephir of Modena, Italy – has been at the forefront of recent deliveries and has supplied different types. As well as smaller locos it has built some larger ones that have replaced conventional locomotives. Two of the large locos were supplied to Lafarge Tarmac at Mountsorrel,



Zephir 2372 is a Type CRABB 1500E that was supplied to Blackpool Transport in 2011 for use at its Starr Gate Depot. (Bob Darvill)



Bob Darvill
News Writer

Type LOK 16.300 Zephir 1928 in 2005 and Zephir 2136 in 2008, and are used to move full trains for loading under remote control. They are easily visible from passing trains on the Midland Main Line.

A number of Type CRAB 1800E locos are used by UK operators for shunting within depots – Zephir 2484 at Bedford, Zephir 2562 at Toton and Zephir 2563 at Crewe Electric Depot. Zephir also has quite a few orders for UK locations that are due for delivery this year. These include a large type LOK 42.000 loco. Full details will be given once deliveries have been made.

Possibly one of the most unusual uses of road/rail locos in Britain was during the 1980s when four small examples built by Noord Nederlandsche Machinefabriek in the Netherlands were supplied to Sealink. They were built under license from Trackmobile. Although I quote Britain as their base they were never actually used on British soil! Instead they were employed on the ship *Speedlink Vanguard* that was a train ferry that sailed between Harwich Town and Zeebrugge. The ship had two decks with the top one accessed by a pair of lifts which were able to fit one wagon at a time together with a small road/rail loco. It was quite interesting to see this in action. Two locos were in regular use, with a third stabled on the ship as a spare.

IN BRIEF

➔ During February Chiltern Railways offered for sale Ruston & Hornsby 459518, which had been based at its Wembley Depot. It had seen very little use since it had been acquired. The depot at Wembley has no road access and it was originally delivered to

a nearby yard and then tripped over to the depot by rail. Very few locos are now moved by rail between sites, road being the preferred method. Chiltern stated that it would be moved to a site that would be road accessible, and instead of moving it to

somewhere in the London area it was taken by rail to Aylesbury Depot. This was done during the night on March 12 and it was sandwiched by a pair of Class 68s – quite an unusual sight.

The loco has been now been sold and on March 30 it was taken

by road to Tyseley Depot. No other information about the sale is currently available, but I'm sure full details will surface shortly. The loco has a TOPS number – 01585. Tyseley also hosted 01511 TH V323 from MoD Longtown, which was there for wheel turning in March.

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After 54 years, an N2 is back at the Cross



Mel holley
News Writer



SOLE-SURVIVING N2 0-6-2T 1744 made a brief visit to King's Cross on April 5, along with kitchen composite carriage 7960, in connection with the unveiling of a statue of Sir Nigel Gresley on the station concourse.

The N2, owned by The Gresley Society, which commissioned the

With the Class 20s moved to provide a clear view of the Gresley-designed products, thanks to its short length a Hull Trains' Class 180 was allowed to use the same platform. (Anthony Guppy)

statue, is normally based at the Great Central Railway. It was moved by road to Bounds Green depot, from where it went to King's Cross in light steam between BR blue Class 20s

20189/142, for the late-morning ceremony. The Rail Operations Group facilitated the move.

The kitchen composite carriage, the last survivor of its kind and

restored from a derelict gutted wreck, was moved by road for the event from the Severn Valley Railway. The idea was to show two examples of Gresley's designs to the VIPs invited to the ceremony. The last time an N2 was at King's Cross was in 1962.

Scotsman Popularity Continues

WITH SUCCESSFUL runs at the East Lancashire and North Yorkshire Moors Railways now completed, the appeal of newly-restored 60103 *Flying Scotsman* shows no sign of abating, as its main line trips continue to sell out.

By mid-April Steam Dreams' York-Newcastle-York trip on May 10, the first chance for the public to have an advertised 'normal price' main line trip, was sold out. Although

seats were still left on its May 14 York-Edinburgh, May 15 Edinburgh-Tweedbank and separate evening Fife circular trains, and May 17 Edinburgh-York return, its May 19 York-King's Cross run was full.

Also full are its May 21 Paddington-Southampton, May 25 Victoria-Norwich and May 28 Paddington-Salisbury trains with 60103. On June 1 Steam Dreams becomes the first steam promoter to take advantage

of the newly opened Bicester-Oxford line to avoid a locomotive-turning movement. As a result, it's offering a Victoria-Oxford-Victoria lunch train, followed by a separate Victoria-Guildford-Redhill-Victoria evening diner. Both are already full.

After these, a further 13 trains, promoted by SD and RTC, are booked for June, July and August, all of which had seats available as RI closed for press.

A1 Trust 'un-announces' new build plan

IN AN UNUSUAL move for the new-build organisation that is normally renowned for its credibility, the A1 Steam Locomotive Trust used April 1 to announce that its next new-build project would be a Gresley J38 0-6-0, to be numbered 1416.

In a thinly veiled spoof press release it claimed it had a "substantial legacy" of around £1.7m and has

already obtained drawings from the National Railway Museum. It says it would start work next April with the £2m locomotive being complete in three years, if 92 people donated £92 a month during that time (£304,704).

The spoof, in cahoots with The Gresley Society, added that the J38 would be for hire for preserved railways. In truth, the A1 Trust is

trying to raise £200,000 to buy the tender for A1 60163, currently leased from William Cook. Its subsidiary company is in the midst of trying to raise £5m to build P2 2-8-2 2007 *Prince of Wales*.

Three days before the spoof, the Trust launched an appeal to raise £200,000 to wheel P2 No 2007 by the autumn.

Ludborough bags Bellerophon

BELLEROPHON, ONE of the oldest working steam locomotives in the world, was due to visit the Lincolnshire Wolds Railway (LWR), Ludborough, during May.

The 1874-built 0-6-6WT was expected to make its visit during the Bank Holiday Steam Weekend on May 1/2, when there will be three engines in steam, including the formal return to service of the LWR's Barclay *Spitfire*. On May 15 *Bellerophon* will be the star attraction at its Victorian Event, followed by a farewell appearance over the Spring Bank Holiday weekend on May 29/30.

Atlantic Chassis Nears Completion



THE CHASSIS of new-build H2 4-4-2 32424 *Beachy Head* is nearly complete. Being constructed in its own shed called Atlantic House at the Bluebell Railway, the project is using a former original Great Northern Atlantic boiler.

The valves have now been set and the valve covers fitted along with the coupling and connecting rods. The wheel rotators, which

LBSCR H2 4-4-2 32424 *Beachy Head* in the tight confines of its own shed at the Bluebell Railway, as the chassis nears completion. (Phil Barnes)

allowed the valves to be set, have now been removed and placed in store. There is still some work on going with the chassis, which includes fabricating the cab roof and getting the cab spectacle plate windows machined.

Attention has now been turned

to the boiler, with boiler tubes being a significant item as well as repairs around the mud hole doors. The project has received the superheater header, in SG iron, cast, machined and pressure tested from Premier Patterns & Castings of Smethwick, West Midlands.

Real Ale and Steam over the Border

NEW FOR this year are real ale evening trains on the Kent & East Sussex Railway. Three specially timetabled steam trains will run between Tenterden and Bodiam on June 3, July 29 and August 12, departing from Tenterden at 1830 and returning at 2145.

The £17 fare includes the train journey and a branded pint glass. All ales will be £2.50 a pint. Everyone can enjoy live music at Bodiam station until the train departs for Tenterden. It is also possible to pre-book a range of hot meals to enjoy on the train for £7 head.

GCR hunts for CEO

THE GREAT Central Railway is hoping to appoint a CEO, partly in response to the two major infrastructure projects, 'Bridging the Gap' over the Midland Main Line and a new museum at Leicester North.

The intention is that Bill Ford, 78, will move from his current role of MD to lead the board as the company continues its commercial growth and expansion. The GCR also employs a General Manager, Richard Patching, 64, to run the railway day-to-day. Recruitment consultants Harris Hill, have been appointed to manage the recruitment process. It is offering a salary of c £55,000.

Problems behind it



With its mechanical problems now apparently solved, 46100 Royal Scot continues its superb return. On April 16, due to the closure of the Settle-Carlisle, it had a run around the Cumbrian Coast with the 'Scots Commemorative'. It is captured racing away from Sellafield at Nethertown. (Karl Heath)

Old friend returns



Once the mainstay of the East Lancashire Railway in its early days, Manchester Ship Canal No 32 *Gothenburg* is now a rare sight. During the East Lancashire Railway's gala on March 11, it passes Summerseat with a mixed freight from Bury to Ramsbottom. (Brian Dobbs)

PBR puts three out for Summer Season

THE PONTYPOOL and Blaenavon Railway (PBR) is delighted that both its steam locomotives, AB 0-4-0ST Rosyth No 1, and Austerity 71515 *Mech Navvies Ltd* successfully passed their steam tests, so are ready for the new season.

Joining them is Andrew Barclay 0-4-0 ST 1219 *Caledonia Works*, owned by the Andrew Barclay Restoration Group and only recently returned to traffic at the West Somerset Railway. After taking part in the WSR's recent steam gala 1219 has now moved to its new base at the PBR, from where it went straight into service.

In other news, the Railway Club of Wales has completed its winding up, with the transfer of all remaining assets to the Pontypool & Blaenavon Railway. This includes Roysth No 1 and Sentinel VB 9622. Both had been on long-term loan, but now become the property of the PBR.

76084 Closer to the Mainline

SUBJECT TO paperwork and other final checks, BR Standard Class 4 2-6-0 76084 is now closer to going mainline, with the fitting of TPWSfour.

Engineers from suppliers Unipart Rail and Network Rail tested the system on the North Norfolk Railway and were completely satisfied with its performance under

a number of emergency conditions, and accreditation has been issued.

There are a number of differences with TPWSfour that set it apart from earlier systems. It incorporates the requirements for modification to the in-cab TPWS panel (DMI) to provide separate information on the occurrence of AWS, OSS and SPAD TPWS

interventions. It allows the driver to understand clearly the cause of a brake intervention.

One of the major features of TPWSfour is that European Train Control System (ETCS) compatibility is in-built, ensuring future developments and upgrades can be accommodated without further system developments or

performance impacts.

Now assigned TOPS number 98484, the Standard 4MT has a maximum speed of 50mph on the national network, and 45mph when in reverse. Initially, it is expected to work the North Norfolk Railway's new dining trains over the line from Sheringham to Cromer, due to start this summer.

Full of character



What the Mid-Suffolk Light Railway lacks in length it makes up for in character and friendliness. On April 5 Y7 68088 is at Brockford Station, Wetheringsett. (Dave Bowles)

'No Duck' Gresley Statue Unveiled

THE MOST controversial railway statue in more than a generation was finally unveiled at King's Cross on April 5, marking the 75th anniversary of Sir Nigel Gresley's death.

The design was originally planned with a Mallard duck by the figure's feet, to draw the attention of passers-by and prompt them to click on a QR code on the adjacent plaque to find out more about Gresley, but it was altered. The change came after Gresley's grandsons, who did not contribute to the appeal, objected claiming it would 'demean' the statue.

The move caused ructions within The Gresley Society and resulted in a number of trustees resigning and the organisation's reputation being left severely tarnished. It continues fundraising to cover the £95,000 cost of the statue, paid for by public subscription.

The statue was unveiled in front of a small crowd of invited guests. Those in support of the 'save the duck' campaign silently waved plastic ducks taped to the end of sticks. Currently, due to what the society blames on a 'contractors error' there is no plaque, but a sheet of paper pinned to the wall.

The bronze statue, around 1.25 larger than life size, is positioned in the new concourse between the ticket office and a snack bar. It is coloured light brown to blend in with the adjacent brickwork, giving the unusual appearance of having been moulded from clay.

The society's former publicity officer Dennis Butler, one of those who resigned, told the BBC that removing the duck was "madness".



The statue of Sir Nigel Gresley is in a clay colour and blends in with the station's brickwork. (Mel Holley)

He said the duck would have drawn people to the statue, including those who have not heard of Nigel Gresley but have perhaps heard of A4 *Mallard*.

"Sir Nigel Gresley and *Mallard* are

synonymous around the world," said Mr Butler. "As a Gresley fan I would want there to be a statue, but it's a bit pointless putting a long-dead guy that nobody knows up against the wall."

IN BRIEF

➔ Continued leaking tubes on *Edward Sholto* have stopped it at Beamish for a re-tube. To fill the sudden gap, which would have left no steam on its narrow gauge, the Ffestiniog Railway loaned sister 'Quarry Hunslet' *Lilla* for April.

➔ A BR Standard 16T mineral wagon from the Manchester Museum of Science and Industry has arrived at the Pontypool & Blaenavon Railway. Once common across the South Wales coalfields, this is the first of the type to be based at the PBR, which hopes to obtain more.

➔ The Welsh Highland Railway staged a joint Network Rail, Fire Service and Police emergency exercise with real trains. Three scenarios were tested, a train stopping on the Network Rail flat crossing, a fire on a train and a collision with a car at a level crossing.

➔ The Ffestiniog Railway is to take a leading role in a new six-part series on the history of railways, using present day heritage railways as a means of telling the story. Lion TV, responsible for previous series including Victorian Farm, Edwardian Farm and Tales from the Green Valley spent three days filming at the railway and the footage is expected to be in the first episode. The series is due to be aired on BBC2 during August.

➔ The National Wagon Preservation Group has applied to join the Heritage Railway Association. The group aims to preserve and exhibit a selection of British Railways wagons. At present it has two MGR coal wagons, and a TEA tank wagon.

Amongst the heather



Close to Loch Nan Carraigeann, along the side of the Speyside Way, Ivatt 2MT 46512 passes over open moors to Boat of Garten, Strathspey Railway, on March 20. (Dave Gibson)

Fellsman Abandoned for 2016

TOUR OPERATOR Statesman Rail has confirmed that this year's ten Fellsman steam charters have unfortunately had to be cancelled. The firm's Operations Director Peter Watkinson said he regrets the decision, which was made due to the following reasons:

1: The Settle and Carlisle line is closed until at least February [next year] due to a major landslide at Eden Brow.

2: Statesman looked at various alternative routes, but The Fellsman is marketed and sold as a tour over the Settle & Carlisle and if an alternative were considered it would require an entirely new

marketing approach, which is now too late to put in place. Statesman feels that customers who have already booked should not be forced into taking a trip over an entirely different route to the one that was first advertised.

3: The Office of Rail and Road has reduced the train maximum length for Class 5 and Class 6 steam locomotives, making these 'family' orientated cheap price trips uneconomic to run. If the prices were increased to at least £20 per seat it would likely have a dramatic impact on sales.

4: The recent West Coast Railways suspension, imposed

by the ORR, and Settle & Carlisle closure have dramatically retarded market confidence and hence negatively impacted on advance ticket sales, especially in the core passenger area for these trains, the North West, to a level never previously experienced.

This would have been the eighth year of Statesman Rail running the 'Fellsman', having built the programme from scratch, and it is particularly saddening that the circumstances above have conspired to bring it to an end. However, Statesman intends to return with the 'Fellsman' again in 2017.

Standard 4MT in Motorway Crash

THE LOW loader taking 80072 home to the Llangollen Railway from the West Somerset Railway crashed on the M5 near Droitwich on March 21. The reason for the incident is unclear; the tractor unit collided with the stop end of a temporary barrier protecting the hard shoulder during roadworks to upgrade the motorway to four lanes. After inspection and a replacement tractor unit, 80072 arrived safely at Llangollen where it underwent checks to ensure no damage had occurred.

Splash of colour



Spring sunshine makes 45699 *Galatea* gleam as it heads the 1Z53 'Spirit of the Lakes' tour at Eskmeals Viaduct on April 16. The train, which originated from Bridlington, saw the planned Carlisle-Sellafield-Carnforth steam section cut back to Sellafield-Carnforth only. (Anthony Hicks)

Slow Return for Main Line Steam

DESPITE WEST Coast Railways being allowed back on the main line (see main news) the return of steam has been a staged affair. The only promoters unaffected by the steam ban, because they use DB Cargo, are Pathfinder Tours and UK Railtours. Both have confirmed their current programme continues unaffected. Others, including Vintage Trains, Railway Touring Company (RTC) and Steam Dreams have seen their schedules

disrupted with trains cancelled.

The Office of Rail and Road, which lifted its ban from March 23, said it will "continue to closely monitor" the company. However, reports were received of an incident at Bath on April 13, when a WCR-operated train moved while the doors were still open. The train, being run for Steam Dreams from West Brompton to Bristol was scheduled for 34067 *Tangmere*, but it had

been declared unfit and was substituted by 47580 and 47760 on the ten-coach train.

As a result of the ban, 19 main line steam trains were cancelled. One of the highest-profile trains was Charity Railtours' 'Mayflower' from Liverpool Street to Harwich and a number of East Anglian freight routes on June 11. Having held off as long as possible, waiting for positive news from the ORR and WCR, Charity Railtours cancelled

the train, and shortly after the WCR ban was lifted.

With the non-availability of stock and B1 61306, plus engineering works, the train, in aid of Macmillan Cancer Support cannot be rescheduled this year, but it is hoped to run it in 2017. However, the complex RTC 'Great Britain' on April 26-May 4, is confirmed as running, although bookings appear to be slow, with one-day options being offered.

New Ffestiniog Railway loco for 2020



The open cab original *James Spooner*, as delivered in 1872 at the original Porthmadoc Harbour Station in 1873. (FR)

THE FFESTINIOG Railway, which in 1979 was the first in preservation to build a new locomotive, is to construct another new Double-Fairlie, No 8 *James Spooner*, to enter service in four years. It will be the seventh Double-Fairlie to run on the railway and the fifth built entirely at its workshops at Boston Lodge.

The original *James Spooner* was built by Avonside in 1872 and withdrawn in 1928. Some of its parts survive, the wheels being under *Livingston Thompson* at the National Railway Museum in York.

The new loco will take the place of *Earl of Merioneth* in the FR's frontline fleet of Double Fairlies alongside *Merddin Emrys* and *David Lloyd George*, built in 1879 and 1992 respectively at Boston Lodge. The former was built in 1979 and holds a unique place in railway preservation history as the first new-built steam loco on any preserved line in the UK and the first to be withdrawn.

On the expiry of its current boiler ticket, the loco will be placed in dry storage on its original 1979 bogies so that restoration is not precluded at a later date. Cab fittings and controls will be removed for use on *James Spooner*.

Earl of Merioneth, known as 'The Square' due to its angular appearance, is approaching the end of its ten-year boiler certificate and needs a new boiler, boiler cradle, smokeboxes, chimneys and water tanks. Only its power bogies, built in 1986, are serviceable but they are in need of heavy overhaul and new tyres.

The decision was made that building a brand new loco was the best approach rather than patching up one that is effectively life-expired. *James Spooner* will have a traditional appearance, yet will be clearly identifiable alongside *Merddin Emrys* and *David Lloyd George*, with stovepipe chimneys and a removable

cab roof centre section reminiscent of *Merddin Emrys* as originally built. It is hoped that some original components and design details will be incorporated into the new loco.

The first items for the new boiler have already been delivered. This will be the fourth new boiler built in the works and will be a hybrid welded/riveted construction, currently being designed at Boston Lodge. It is planned for the loco to enter traffic in 2020, in time for the 150th anniversary of the 'Little Wonder' trials in 1870, when the world's first successful double engine hauled a train of 111 slate wagons, six carriages, 60 passengers and 12 goods wagons some 1,350ft long.

Boston Lodge is the oldest railway works in the world, where new steam locomotives and carriages have been built in the 19th, 20th and 21st centuries – the first, *Merddin Emrys*, was built in 1879 and is still in regular use today.

IN BRIEF

➔ A partially-overhauled Polish tank locomotive is for sale. The 0-6-0T TKH Vanguard was built in Poland in 1959 and arrived at the Northampton and Lamport Railway in 1992. It was in service from 1997-2008 when a major overhaul started including a new front tubeplate, side tanks and smokebox, now 75% completed. In working order it would be worth about £80,000, said the owner.

➔ An agreement has been reached between Douglas Corporation and the Isle of Man government that the nationalised Isle of Man Railways will run a service on the horse tramway for summer. Douglas Corporation had announced that it would not run this year and would be closed. What will happen after is very uncertain, so this could be its last year.

➔ Oswestry-based Cambrian Heritage Railways has launched a £20,000 appeal to help return the town's station to its heyday. The appeal will cover the refurbishment of the former down platform, reinstatement of the three lines that once ran through the station – a significant feature of the site – and the addition of further railway features.

➔ The Severn Valley Railway and Isle of Wight Steam Railway have been named as joint winners of the Heritage Railway Association 'Railway of the Year' award.



A Spring Break

Despite a poor forecast and gloomy weather on Shap, the photographer headed northwards to Beattock near Harthope, and was rewarded with this view of 46233 *Duchess of Sutherland* climbing Beattock with the 'Midday Scot' to Edinburgh on March 19. (David Price)



Manor duo wow crowds

The Llangollen Railway's gala was April's highlight. 7820 *Dinmore Manor* and 7822 *Foxcote Manor* are at Llangollen Goods Junction with the 09.20 Llangollen-Corwen East on Saturday April 9. *Foxcote Manor*, newly out-shopped in unlined BR black, was paired with *Dinmore Manor* (from the Gloucestershire Warwickshire Railway) for the first passenger run out of Llangollen on each of the three gala days. (Steve Sienkiewicz)

STEAM EVENTS DIARY

Heritage Railway Events				
Date	Railway	Event		
May				
6-8, 13-15	NYMR	Late Spring Steam Gala		
14/15	LR	Victorian Weekend		
14/15	BR	Southern at War		
14/15	GCR	Classic Car Weekend		
14/15	RHDR	Steam and Diesel Gala		
21	BWR	T9 Locomotive Day		
21/22	KESR	1940s Weekend		
21/22	GCR	Railways at Work		
22	IWSR	Festival of Transport		
29/30	NNR	Dad's Army Live!		
28-30	IWSR	Spring Steam Gala		
28-30	GWSR	Festival of Steam Gala		
June				
3-5	GCR	1940s Wartime Weekend		
5	CVR	Bus Rally		
6-8, 13-15	NYMR	Late Spring Steam Gala		
Railway codes				
BR	Bluebell Railway	01825 720800	www.bluebell-railway.co.uk	
BWR	Bodmin & Wenford Railway	01208 73666	www.bodminandwenfordrailway.co.uk	
CVR	Churnet Valley Railway	01538 360522	www.churnet-valley-railway.co.uk	
GCR	Great Central Railway	01509 632323	www.gcrailway.co.uk	
GWSR	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 762943	www.kesr.org.uk	
LR	Llangollen Railway	01978 860979	www.llangollen-railway.co.uk	
NYMR	North Yorkshire Moors Railway	01751 472508	www.nymr.co.uk	
RHDR	Romney Hythe & Dymchurch Railway	01797 362353	www.rhdr.org.uk	
Main Line Steam Tours				
Date	Itinerary	Promoter	Operator	Locomotive
May				
10	York-Newcastle-York	SD	WCR	60103
11	Victoria-Bristol	BEL	DBS	60163
12	York-Edinburgh	SD	WCR	60103

14	Three Bridges-Weymouth	RTC	WCR	34067
15	Edinburgh-Tweedbank	SD	WCR	60103
17	Edinburgh-York	SD	WCR	60103
19	Hellfield-Carlisle	WCR	WCR	TBA
19	York-King's Cross	SD	WCR	60103
21	Paddington-Southampton	SD	WCR	60103
21	Cleethorpes-York	RTC	WCR	45690
21	Derby-Chester	PMR	WCR	46233
22	King's Cross-Rowley	RTC	WCR	61306
25	Victoria-Ely	SD	WCR	60103
26	Hellfield-Carlisle	WCR	WCR	TBA
27	Victoria-Shalford	BEL	DBC	60163
28	Paddington-Bristol	SD	WCR	60103
28	Crewe-Holyhead	PF	DBC	46100

June				
1	Victoria-Oxford	SD	WCR	60103
1	Victoria-Guildford	SD	WCR	60103
2	Hellfield-Carlisle	WCR	WCR	TBA
2	Victoria-Swanage	RTC	WCR	TBA
4	Victoria-York	RTC	WCR	60103
4	Manchester-Scarborough	RTC	WCR	TBA
4	King's Cross-Scarborough	A1	DBC	60163
5	Paddington-Shrewsbury	SD	WCR	60103

Notes:

1. 'The Jacobite' Fort William-Mallaig-Fort William (two trains per day, each way) runs Mondays-Fridays from May 9, and daily from June 13 until September 23. Then Mondays-Fridays until October 28. Promoter and operator WCR, locomotives TBA.
2. Pool - locomotive from the Carnforth-based pool of 44932, 45690, 45699, 46115, 48151, 61994

Promoters

A1	A1 Steam Locomotive Trust	01438 715050	www.a1steam.com
BEL	Belmond	0845 0772222	www.belmond.com
SD	Steam Dreams	01483 209888	www.steamdreams.com
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk
PMR	PMR Tours	01773 743986	www.prclt.co.uk
RTC	Railway Touring Company	01553 661500	www.railwaytouring.co.uk
WCR	West Coast Railways	01524 732100	www.westcoastrailways.co.uk

Train operators

DBC	DB Cargo UK
WCR	West Coast Railways

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Manchester and Miles Platting Memories

The stretch of line between Manchester Victoria and Miles Platting has held a fascination for railway enthusiasts for years. The gradient up Miles Platting bank begins at 1 in 52 and steepens to 1 in 47, and often required the use of banking engines in steam days. Bankers were not uncommon during the diesel era either, and there were always one or two locos stabled in the middle roads at Manchester Victoria waiting for the next freight requiring a push. The steep climb also made for some spirited performances, as anyone who remembers a Class 40 with 11 Mk 1s attacking the bank will testify.

During the 1970s and 80s the stations and infrastructure were in a pretty forlorn state following years of under investment – a situation only recently rectified with the rebuilding of Victoria. David Rostance provides a selection of photos from the good old days that ably illustrate the run-down appearance of the area, and the wonderful variety of locos and rolling stock on offer at the time.



ABOVE: On the descent from Miles Platting, 40130 approaches Manchester Victoria with a westbound freight on July 29, 1977. Note the two-car Class 504 Bury EMUs in the sidings on the right.

LEFT: A two-car BRCW-built Class 104 DMU forming the 1328 Manchester Victoria-Rochdale-Oldham Mumps-Manchester Victoria circular service passes Miles Platting on May 12, 1984.



ABOVE: Class 40 40035 (formerly *Apapa*) waits at Manchester Victoria with the summer Saturday 0900 Llandudno to York on September 4, 1982. To the left is Class 25 25186 on banking duty.

RIGHT: A BRCW Class 110 Calder Valley unit passes Miles Platting with an empty stock working from Manchester Victoria to Newton Heath Depot on May 12, 1984.

BELOW: Class 45/1 45143 *5th Royal Inniskilling Dragoon Guards* waits to depart Manchester Victoria with the 1100 Scarborough-Bangor on June 23, 1984.





ABOVE LEFT: A typical scene at Manchester Victoria, with Class 45/1 45147 on stand-by duty and a Class 108 DMU about to depart with the 1548 for Liverpool Lime Street on June 23, 1984.

ABOVE: Class 40 40194 passes Manchester Victoria East Junction with 4M12, the 0814 SO Perth to Manchester Red Bank empty vans on September 15, 1984.

LEFT: 40068 heads Leeds to Stanlow empty oil tanks through Manchester Victoria on July 29, 1977.

BELOW: An atmospheric image of 45135 3rd Carabinier on standby duty at Manchester Victoria on October 4, 1986.





ABOVE RIGHT: The 0950 Manchester Victoria to York, comprising Metropolitan Cammell Class 101 and BR Derby Class 108 DMUs, takes the ex-Lancashire & Yorkshire route at Miles Platting Junction on October 4, 1986.

RIGHT: Shortly after leaving Manchester Victoria, 45105 heads the 0710 Newcastle to Liverpool Lime Street past Ordsall Lane Junction on February 7, 1987.

BELOW: Class 45 45033 passes Miles Platting with a Peak Forest to Manchester Hope Street 'Peakstone' train on October 4, 1986.





Pip Dunn
News Writer

Don't you just love deadlines? An early press day meant RI May had closed the day before the Office of Rail and Road granted charter train operator West Coast Railways permission to start running trains again after its second blanket ban in less than a year.

Four weeks off the rails, and the ORR seems satisfied that WCR will, finally, comply with rules and regulations. This is good news for WCR's long-suffering, and 'loyal' customers – several of whom have been fretting over their future. Of course, it's only good news if WCR keeps its nose clean. In WCR's letter of intent Chairman David Smith claims WCR has "restructured its management team... with an independent Chairman drawn from the UK rail industry."

Smith's letter was very vague in many areas, and so we asked for clarification

from the ORR. Initially it sent back a one-line answer that said "ask WCR". Now, given WCR has implacably refused to deal with the press, any comment from it seemed unlikely. RI replied to ORR that this was unacceptable, and so the ORR's Ian Prosser, Chief Inspector of Railways, agreed to chat.

He told the magazine: "WCR has organised itself with a proper executive team with a competent Head of Safety, Head of Engineering and Head of Operations. All these staff were interviewed by ourselves." He added



That has to be good news.

Asked about the request to eliminate, or reduce, zero-hours contracts, Ian said: "WCR is in the process of moving nearly all other drivers off zero hours contracts. All I can insist on is WCR manages the risk." Now, zero-hours contracts are not all bad, *if staff want them for flexibility*, but in the main they have been used in the employer's favour.

The main thrust of the ORR's investigation has been on steam operations. It is often argued that WCR's elderly steam drivers 'have decades of experience', which is true. But it is also argued they don't have the experience on the modern railway with its stringent health and safety regulations and increased technology, while at the same time having a 'get the job done' mentality which *sometimes* oversteps the mark and leads to infringements.

Prosser said: "We've focussed on steam as that is where WCR has had [the most] issues. We have issued an improvement notice over WCR's driver management system and it is strengthening its risk assessment to maintain a suitable standard of drivers. We are confident they have the adequate route knowledge."

When asked who the traction inspectors were that WCR has said it will now provide, he said he was "not sure" who they were, but that, "We felt WCR needed to sort out its steam drivers to make sure the culture and behaviour of footplate crew was adequate."

We asked if WCR staff had a whistleblowing channel where they could highlight their concerns anonymously without fearing the wrath of their Chairman. Prosser said: "Yes, they do. WCR has hired a reputable company to do a safety culture survey on the company. It will interview all staff individually and its report will not be sent to Smith."

Will the ORR make unannounced inspections? "Yes, we can – and will – turn up unannounced at any WCR train or depot."

Mr Prosser said the outcome of the court case at Swindon will not stop WCR running, but added if there were to be no improvements in the company's operating culture then another ban would occur: "If we have to, we will ban them again, but it depends why. We can revoke WCR's safety certificate at any time. WCR can appeal any revocation with the Secretary of State. If banned totally, it would have the right to reapply at a later date. But we have to have evidence that would stand up in a court of law, and we have to be proportionate."

We also asked if WCR would be forced to be more open with the press and public. "We have encouraged WCR to get some public relations expertise, and Marshall and Babbage 'took that on board', so I am 'hopeful' that they will do that," said Prosser."

There are some who feel Network Rail and the ORR would be happy to see steam quietly go away, but Mr Prosser said the opposite. "We are looking at new rules on how steam runs on the main line with the RSSB and Network Rail. We want steam in a measured and managed

ABOVE: Back in business – West Coast Railways' 47851 and 47854 pass Crewe Casey Lane working the 5M43 Southall to Carnforth ECS on March 30. (Jack Robinson.)

that Pat Marshall is now a non-executive director and that Peter Babbage, has been brought in to sit on the board: "He is coming from outside the rail industry, having previously been with British Gas. Both sit on the board for safety chaired by Ken Bott, Head of Safety."

The key question everyone is asking is will Smith stop interfering, overruling staff and undermining their positions? On this Prosser said: "I am confident they will stand up to outside interference from David Smith. If they fail to do so, we will know about it. "Smith has to

demonstrate that he is out of the day-to-day operations. He has written to me and all his staff to say that he will do that. If it is found that he has reneged on that, there will be serious consequences." Well, most in the rail industry hopes this 'confidence' proves right. We will have to see...

The ORR says WCR has cut its steam drivers down from 90 to just 29, of which 24 will be employed on contracts. That is a major cut. On the plus side it might mean WCR does not overstretch itself, cuts out overly complex itineraries and keeps tabs on all its drivers' competencies.

way and to succeed, not fail. We do not want to see steam off the main line."

He concluded: "I am confident WCR will rise to the challenge, but I will always be on the lookout. We cannot be complacent. But we will ensure WCR improves or we will take action."

Just two weeks after getting track access back, WCR was involved in an incident at Bath. A train, hauled by 47580 and 47760 stopped short on the platform and then drew forward with the doors open. It was a minor incident, but the driver in charge had apparently been hired in. Regarding this incident Prosser said: "The investigation is on going, but, yes, I can confirm the driver was a First Great Western driver hired in."

WCR is drinking in the last-chance saloon, and many in the industry fear, so long as Smith is involved very little will change. Many assume all WCR's long suffering customers, many of whom have lost business and had their reputations involuntarily tarnished, will be looking at more robust, sustainable, and long-term alternatives for their crewing and traction. Because if their programmes are curtailed again by a WCR ban, then the chances are there will be no coming back for the team at Carnforth.

Let's just hope Smith is true to his word and stops interfering. But we shall just have to wait and see if a leopard can change its spots...

ROG to power charters

Some good news to come out of the WCR debacle has been the emergence of another supplier in the passenger train charter market with the news that Rail Operations Group (ROG) has applied for passenger licence, which it expects to be available for May.

Karl Watts from ROG told RI: "It's public knowledge that we have applied for this licence, although we are not doing steam. We had been debating if we wanted to do it as we have a solid business plan that is working well, but we decided we will be extremely selective on what we operate."

But before you all rush off hoping ROG will be running all manner of weird and whacky trains, calm down. Karl said: "We don't envisage doing too [many] 'cranky' things. We will operate 'classic' types of

train – Mk 1/2/3s, with diesels. And yes, we are in negotiations with a number of promoters, but until we have confirmed contracts, we won't shout about anything.

"We are not looking to compete with WCR, we are a different animal to WCR. It is principally a charter operator, we are not. In fact, we are not looking to take on DB Cargo or GBRf. One of the reasons we went for a passenger licence was because of the number of queries we had from the marketplace, which is naturally nervous about lack of supply. We can add to that supply chain. But we won't be worried if we only run a dozen or so trains a year – our sights are firmly set on the rolling stock movement market."

ROG is proud to be open and honest about its activities (which is refreshing). Karl added: "We are keen to be transparent and honest about our principles. We will tell the industry after we have done things! We have eight full-time drivers – we don't have retired drivers on zero hours contracts. They are all top-notch, hand-picked, full-time operations managers who have retained their traction competency."

Obviously ROG does not want to discuss customers until deals are signed, though it's well known that Vintage Trains has been looking at alternatives to WCR for some of its activities after the second ban.

Joint charity train

A charity fund-raising charter, jointly promoted by Virgin Trains, DRS and the *Railway Magazine* is currently being planned; the date identified for the 'Independent Yorkshireman' is September 3.

The route is likely to be Chester (pu)-Crewe (pu)-Stafford (pu and reverse)-Crewe independent lines-Warrington (pu), then via Eccles, Manchester Victoria, the Calder Valley, Wakefield Kirkgate, York (sd) and Scarborough. The return should be via Church Fenton, Sheffield, the Hope Valley, Navigation Road, Northwich and Chester.

Traction will be two Class 37s – unlikely to be 37/4s – with a Class 57/3 on the rear for train supply. The fares are expected to be £85 Standard class and £125 for First, with the latter including dining. Tickets will go on sale on June 1.

UKR heads to Ayrshire

UK Railtours has added another 'forgotten tracks' train to its programme, with August 7 set aside for the 'Ayr Apparent'.

Using a DB Cargo UK Class 90 from Euston to Carlisle, it then gives way to top-and-tail Class 66s for a circular route via Gretna Junction, Dumfries and Mauchline Junction where the train takes the freight and diversionary route via Annbank Junction to Newton-on-Ayr.

It then heads via Barassie Junction to Kilmarnock to visit the Long Leys Sidings, and then continues south via Mauchline Junction and back to Gretna. The tour will also traverse the short branch line from Mossband Junction to Bush-on-Esk No 2 Crossing and the Kingmoor Flyover.

UKR stresses there will be leg stretch stops at Carlisle during the loco changes, but otherwise this is largely a continuous railtour. A planned 0050 start at Euston (back at 2315) plus pick-ups at Watford Junction, Rugby and Crewe mean the scope for onward connection trains is limited, so passengers are advised to make robust arrangements in case the train is delayed.

CFPS hopes for some good news

The return of D9009 *Alycidon* to the main line in blue on April 9, when it visited Tweedbank for Pathfinder – and D1015 *Western Champion* the following day – running to York for the same promoter – is great news for lovers of ex-BR heritage traction on the national network.

Likewise, June 11 should, all being well, see two Class 50s back 'where they belong', running at high speeds with a heavy load over a long distance. But what about the Class 40 Preservation Society's 345? Well, the CFPS had been hopeful of a June 4 tour, but the WCR ban put paid to that. September 10 was the CFPS's next date, but WCR couldn't accommodate that (thankfully, as it clashes with the GBRf 15 mega charity train!).

So what next? Well, a date in October 'might' be possible, but the less than desirable conditions of shorter days and colder temperatures mean the promoter is not 100% happy with such a proposal. It does have irons in other fires, so all is

BELOW: DB
Cargo UK's 60059
Swinden Dalesman
at Knottingley with
Pathfinder Tours'
'Generating Finale'
1Z37 Eggborough
Power Station
to Ferrybridge
Power Station
on March 26.
66059 was on the
rear. (Alexander
Cromarty)





not lost, and there is every chance 2016 could welcome the enjoyable sight and sound of a 40 hard at work on Network Rail lines, but it's nothing more than a case of watch this space at the moment.

Farewell Matey!

I was saddened to hear of the death of one of the railway's true characters and a good friend, Ray Towell, who

passed away on Easter Saturday. Known as 'Matey' after his bellowing greeting to all his railway friends when he saw them – Ray was a pillar of the community and an all-round decent bloke.

He told it like it was, was always open and honest, and always helpful. A stalwart of the National Railway Museum, and a lover of

steam, diesel and electric traction, he was incredibly knowledgeable and enthusiastic about his passion for railways. It was nice to see UK Railtours ran 60163 *Tornado* with M8Y on the smokebox on April 2, while a week later, on April 10, D1015 *Western Champion* ran to York with 'Matey' in the cab window. Ray really will be sorely missed. **RI**

ABOVE: D1015 *Western Champion*, masquerading as D1012 *Western Firebrand* on one side, storms through Sawmills on April 10 with the Mayback Yorky from Derby to York. The 'Matey' in the cab window is a tribute to Ray Towell, who passed away on Easter Saturday. (Steve Donald)

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CHARTER TRAIN DIARY

May				
Date	Route	Promoter	Operator	Traction
7	Holyhead-Carlisle	WCR	WCR	47/57
7	Paddington-Okehampton	PF	DBC	D1015
7	Tweedbank-Kyle of Lochalsh	SRPS	WCR	47/57
7	Hull-Carlisle	SR	WCR	47/57
7	St Pancras-Cleethorpes	UKR	EMT	HST
10	King's Cross-York	UKR	GBRf	66, 87
11	Carnforth-Norwich	WCR	WCR	47/57
14	Victoria-Minehead	UKR	DBC	59
14	Hereford-Carlisle	SR	WCR	47/57
14	Salisbury-Leeds	PF	GBRf	66
14	Bristol TM-Seventh Tunnel Jn	BLS	GWT	DMU
21	Bedford-Carlisle	WCR	WCR	47/57
21	Aberystwyth-Carlisle	SR	WCR	37, 47/57
21	North Berwick-Fort William	SRPS	WCR	47/57
21	Paddington-Carmarthen	UKR	DRS	68
25	Stockport-Brighton	WCR	WCR	47/57
28	Norwich-Newcastle	NT	WCR	47/57
28	Sheffield-Eastbourne	SR	WCR	47/57
28	Gourock-Whitby	SRPS	WCR	47/57
June				
4	Cardiff-Ravenglass	SR	WCR	47/57
11	Lincoln-Ravenglass	SR	WCR	47/57

11	Glenrothes-Liverpool	SRPS	WCR	47/57
11	Derby-Swanage	PF	GBRf	50x2
11	Finsbury Park-Sunderland	UKR	DBC	60, 90
18	Bristol TM-Ravenglass	SR	WCR	47/57
18	Derby-Tweedbank	PF	DBC	55009, 67
19	Tonbridge-Eastleigh	GBRf	GBRf	66+73/9
25	Norwich-Carlisle	NT	WCR	47/57
25	Swindon-Ravenglass	SR	WCR	47/57
25	Eastleigh-Penzance	PF	DBC	66
Promoters				
BLS	Branch Line Society	07785 112044	www.branchline.org.uk	
NT	Nenta Taintours	01692 406152	www.nentatraintrous.co.uk	
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk	
SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk	
SR	Statesman Rail	0845 3102458	www.statesmanrail.com	
UKR	UK Railtours	01438 715050	www.ukrailtours.com	
WCR	West Coast Railways	0844 8504685	www.westcoastrailways.co.uk	
Operators / stock providers				
DBC	DB Cargo			
DRS	Direct Rail Services			
GBRf	GB Railfreight			
GWT	Great Western Trains			
ROG	Rail Operations Group			
WCR	West Coast Railways			

The Cull before Privatisation

Although politicians have a reputation for not meaning what they say, Prime Minister John Major's 'back to basics' campaign of 1993 was in fact advocating the complete opposite to what his Government was actually inflicting on the railways, as **Evan Green-Hughes** describes.



In the early years of the 1990s it seemed as though Britain's politicians couldn't leave anything alone. Carrying on the work of former leader Margaret Thatcher, the Conservative Government was privatising almost everything that the state owned, local and central Government was under review and reorganisation, and even the Women's Royal Naval Service was being disbanded, to be amalgamated in a more politically -correct and expanded Royal Navy. Unemployment was falling, interest rates were standing at 6%, the lowest they had been since 1978, and inflation was at its lowest for 33 years.

It should have been a time when the population was happy to take what was on offer. Average annual incomes were high at around £20,000, which was only about 40% of the price of the average house, and supplies of consumer goods

were of good quality and were plentiful. But there was an underlying unease that often accompanies unexpected change, an unease that was perhaps typified by the shock announcement that the Prince and Princess of Wales would be seeking a divorce, something that would have been unthinkable only a decade before.

Rail privatisation looms

Railwaymen were used to such changes, though, for the Government had been meddling with the trains almost since the first lines were built. Groupings, nationalisation, modernisation, Beeching and sectorisation had all come and gone and the system had even managed to weather Mrs Thatcher's complete dislike for its apparent appetite for public money. However, there was a change on the horizon that politicians said would take the system back to its roots, but would also

take it into completely unknown financial territory, and that change was to be called privatisation. To be fair, Mrs T had abandoned the idea as one privatisation too far, but John Major was determined to press ahead with it, even though he was a bit undecided as to how it was actually to be accomplished. 'Back to Basics' in this case turned out to be a bill for £46m, most of which went in consultants' fees, and which Parliament said was a 'modest' cost incurred in the run-up to privatisation. Those working on the lines were no wiser as to what was to happen to them.

Perhaps matters would have been clearer if we'd known that John Major's pleas for decency, courtesy, self-discipline and responsibility would later be contradicted by revelations about his own extra-marital affair with Edwina Currie, the cash for questions issue and the dozen or so sex scandals involving senior politicians ➔

MAIN IMAGE: The pioneer class 47 – 47401 (D1500) – was acquired for preservation in 1993 and resides at the Midland Railway – Butterley. (Wikimedia Commons/Duncan Harris)



that were to emerge over the following 12 months or so. It seemed as though we had entered a new era where we were told one thing, when in fact the opposite was actually rather nearer the truth.

This double-speak could work to the population's advantage, however. Late in the year it was revealed that secret talks had been under way with the Provisional Irish Republican Army, which held out the promise of peace. Publicly, the Government had been condemning that organisation for a series of explosions it had caused, principally at Warrington where two children had been killed with 50 other people injured, and at Bishopgate in London in April where a truck bomb caused major damage. Some politicians were not happy and said so, and their outrage was shared by many who felt that they had been led up the garden path. The operations of the IRA were not the only bad news stories of the year; two-year-old James Bulger was kidnapped and killed in February on Merseyside, 12 children and a teacher from Hagley RC school in Worcestershire were killed in a crash on the M40, and black teenager Stephen Lawrence was murdered in a racially -motivated attack in April.

Those concerned with railways were also very saddened by the bad news that prominent MP and railway enthusiast Robert Adley had died at the comparatively young age of 58. He was Chairman of the Commons Transport Select Committee and was a vocal advocate against the privatisation process. Had he lived longer the privatised railway that emerged might have been very different, and many of the mistakes that it is generally acknowledged were made might have been reduced in number at very least.

Rolling stock woes

One issue arising from privatisation that continues to haunt the railways to this day



is a lack of passenger vehicles. Even as far back as 1993 a Government document called Railway Privatisation – Passenger Rolling Stock concluded that there was an urgent need for an accelerated programme of rolling stock building. Despite this report, in reality the manoeuvring surrounding privatisation led to uncertainty in the rolling stock market and a lengthy pause in new train construction. One notable casualty was an order for 21 two-car Class 157 DMUs that were ordered for service in Scotland from Hunslet Barclay at a proposed cost of £35m. In spite of an order having been placed, those financing the deal got cold feet and it was cancelled. When new stock was finally provided six years later it was in the form of Class 170s.

Rather surprisingly given the shortages, British Rail went on a selling spree that, while being of great benefit to preservationists, did nothing to assist with the expansion of the main railway system. When the Class 159s took over services to the West of England the entire fleet of 90 Mk 2 coaches previously used was offered for immediate sale. In the summer, 138 locomotives were offered for disposal by tender, and displaced DMUs were being

put on the market scores at a time at prices sometimes as low as £400 per coach. Some of these sales were in answer to mounting losses, with particular financial pressure being brought to bear on Network South East, which was receiving £500m per year in subsidy; an amount that the Government indicated was not going to continue. As a sign of things to come, the British Railways Board was instructed to set up three rolling stock companies that would in due course be privatised.

Against this background of stock withdrawals and contractions in the number of trains, schemes were being processed to make the system larger than it currently was. During the year the Robin Hood and Ivanhoe lines welcomed traffic, a £300m deal was signed to provide the Heathrow Express link, a new station was opened at Manchester Airport, and various proposals were being discussed to provide the London Crossrail scheme. Even at this stage freight was buoyant, with a new facility opened at Thamesport in Kent for expanding container traffic, and contracts signed to move 0.5m tons of limestone from Swinden Quarry near Grassington. Whenever new trains were introduced, the terms of

ABOVE: Forever associated with Manchester and the Northwest, three Class 104 DMUs await their allotted departure times with local services from Manchester Victoria in February 1981. The type was finally withdrawn from use in 1993. (Rail Photoprints/John Chalcraft)

BELOW: Class 159 DMUs took over West of England services from London Waterloo in 1993, leading to the sale of the 90 Mk 2 coaches previously used. One of the new units, 159006, approaches Basingstoke on April 14, 1993. (Colour-Rail/D Pye)



RIGHT: With deliveries of new Class 465 and 466 EMUs almost complete, many of the Southern Region's older examples, such as 2EPBs and 4EPBs, were pensioned off to the scrap yards. Southeastern division 465234 brings up the rear of a Charing Cross-bound service at Waterloo East on July 17, 1993. (Colour-Rail/D Pye)

Government finance dictated that each should replace two of the older models, and British Rail was under an obligation to get rid of what had been replaced, even if the network was showing signs of expansion and it might conceivably use them in the future.

Dilemmas

Although services and the network itself were growing in some areas, traffic continued to be lost to road. There were major cuts to parcels services in October when contracts moved to road transport and to air, and during the year cement traffic from both Clitheroe and Eastgate ceased to use rail, in the latter case leading to the closure of the 18-mile line from Bishop Auckland. King's Lynn Docks branch closed and there was also a threat to the Epping-Ongar shuttle, which London Underground said was no longer economic to run.

Elsewhere the introduction of new units such as the Class 158s and Class 166s had won much suburban traffic back from roads, but it was to be several years before the average man would be tempted out of his newly -introduced Ford Mondeo in favour of the train. Even the much-maligned Pacers were doing their bit to increase rail travel, with the Class 143s completing their transfer from Tyneside to Cardiff, complete with new Cummins engines. The introduction of so many new diesel units meant the number of first-generation types was reducing fast, and the year was to see the end of popular classes such as the 104

and the 108. Also going to the breaker's yard were many examples of Class 101s, 116, 117 and 119. In the south the Class 465 and 466 units were nearly all on stream and were in turn displacing some of the older EMU types, including the 2EPBs. Some classes were slated for a longer life, including the 4CIGs, which were undergoing refurbishment. While the south's new units were largely successful, the same could not be said for the Hunslet-Barclay Class 323s which were suffering a protracted introduction period in the Midlands, largely as a result of gearbox and transmission issues. This led to the retention of many first-generation diesel units that were by that time well past their prime.

With so many new diesel and electric units coming on stream and with each expected to replace older trains on a two-for-one basis, withdrawals of both locomotives and coaches reached epic

proportions. Many potentially useful engines such as Class 37s and 47s were broken up, often after being merely switched off, while less useful types such as Class 26s and scores of 08s were also disposed of. Even the relatively new Class 56s didn't escape the knife and at one point only one of the original Romanian batch was in service, although a refurbishment programme soon changed that. Surprisingly, given the withdrawals, some Class 20s that were considered to be preserved were brought back to main line use to work for London Underground on infrastructure trains. Other examples of these elderly machines also found use on summer holiday trains to Skegness, such as the mixed-up state of the railways at that time. Then, as now, there were few new locomotives in production, with the Class 92s the only new machines to take to the rails. ➔

BELOW: The rundown of first generation DMUs accelerated in 1993, with many types disappearing from the national network. The Gloucester RCW Class 119s were among the victims and towards the end of their careers they could be found working Western Region suburban services, as in this case with 51066 leading as it approaches London Paddington. (Colour-Rail/D Pye)





Heritage bonanza

All these withdrawals caused a veritable boom in the heritage railway business. Eager buyers snapped up many of the locomotives offered in the great summer sale, while DMUs were being preserved at the rate of six to eight vehicles a month. Pioneer Brush Class 47 47401 (D1500) was moved to the Midland Railway Centre where Class 40 D212 also returned to service. Elsewhere the number of shunters at the South Yorkshire Railway at Meadowhall rose to 30. A total of 12 Class 104 DMU vehicles were bought by the same consortium, and 108s went to several sites. By June the total of DMU vehicles preserved had risen to more than 100, with many bought by railways as a way of running cheap cost-effective services. Genuine efforts were also being made to properly restore some of the one-offs that still existed. The Llangollen Railcar Group took over the only surviving Wickham two-car set, which had languished at Chasewater for many years, starting a restoration that was to last ten years. While the Derby Lightweight Group was raising funds for the only original-style Lightweight to have survived. Although the purchase was ultimately successful and much restoration work done, this set has yet to see public service 22 years later. As now, EMUs fared very badly, with one notable loss being the Class 506 that was owned by the West Yorkshire Transport museum but stored at Butterley, that was ultimately cut up at Booth's yard in Rotherham.

Although it had been 40 years since the advent of the first volunteer-run railway there seemed to be no end to the demand for new lines. When cement trains ceased running from Eastgate on the Weardale line, a high-profile preservation movement was set up. Less than an hour away another group was working to save the Wensleydale Railway, which ran from Northallerton to Redmire. Wyvern Rail announced plans to save the Wirksworth Branch in Derbyshire and preservationists were also casting their eyes on the threatened Epping-Ongar route. Established lines such as the East Lancs were adding mileage too, with the famous 'ski jump' at Bury opening and allowing access to the Heywood section. Most of these schemes succeeded largely because they were launched at a time when early

retirement was becoming a possibility for many workers, who were all keen to find something to do with themselves.

Changing times

Railway preservation was only one of the ways that people with new-found leisure time could enjoy themselves. The early 1990s saw the dawn of the computer age with Microsoft releasing Windows NT 3.1, the birth of the World Wide Web and the launch of teletext on ITV and Channel 4. Walkmans, which played cassette tapes, Polaroid cameras and bulky VCR cameras were also short-lived rages. Those ladies who were into fashion spent their money on skin-tight dresses as expertly modelled by Sharon Stone in *Basic Instinct*, denim farmer-style overalls, which were never expertly modelled by anyone, or Doc Marten boots. Boys thought they looked good in high-waist jeans that bunched at the front and big hair-dos – even today there are those whose perms have carried over from this time in history. Those into film spent their money on viewing classics such as *Schindler's List*, *Jurassic Park* and *Indecent Proposal*, while those who liked music had

little to spend their money on with the top positions in the charts being occupied by such stunning releases as Mr Blobby's. To be fair, Freddie Mercury did come up with *Living on My Own* and Whitney Houston with *I Will Always Love You*. Those who wanted could, for the first time, have a trip round Buckingham Palace, while those who couldn't afford it could visit the almost as sumptuous first Staples store in Cardiff.

At least those concerned with the world of football took the Prime Minister's call for a 'Back to Basics' campaign to heart by doing what the British do best, losing at sport. Neither England nor Wales managed to qualify for the FIFA World Cup and the FA Cup Final went to stale-mate. It took a re-match for Arsenal to beat Sheffield Wednesday 2-1, but that was only after extra time.

Looking back at 1993 the overriding view one gets is one of confusion. There was so much change that no one quite knew where they were. It would, we were told, eventually result in a better place to live and a better railway system on which we could travel. More than 22 years later we still have chronic overcrowding, we are short of rolling

ABOVE: Among the loco classes being rapidly run down was the BRCW Class 26. This example, 26039, was withdrawn on October 18, 1990, but was not broken up until October three years later by MC Metals at Glasgow Works (illustrated). (Colour-Rail)

BELOW: The only new loco type introduced in 1993 was the Brush-built Class 92. This pair, including 92034, stand inside Crewe Electric Depot. (Colour-Rail/R Hunter)



stock and the legacy of the botched original privatisation proposals is set to be with us for many years to come. New technology that was supposed to release us from a world of work has instead resulted in everyone being tied, robot-like, to a succession of electronic devices; while the first train through the Channel Tunnel did not produce better links with Europe as promised, but instead has resulted in a political situation that no one foresaw nor expected. As far as the railways were concerned there was not enough money to provide a proper phased plan for the future and this led to much waste and indecision with too much political interference.

All in all then, 1993 was not one of the best years and is one that I would definitely consign to the bad year category. **RI**



LEFT: Sadly, no Class 506 Glossop EMU survived the early 1990s cull, despite one (59404-59504-59604) being set aside for preservation. In better times the first of the class approaches Guide Bridge with a service for Manchester Piccadilly in 1982. (Rail Photoprints/Colin Whitfield)

Good Year Bad Year **Summary**

1993

General	Locomotives	DMU	EMU	Freight	Preservation
Good year					
New schemes such as Crossrail investigated	Class 92 Unveiled	Class 159s take over West of England	Refurb of 4CIGs completed	Thamesport in Kent opens	Boom year for stock purchases
£300m deal for Heathrow Express signed	Class 73s to Merseyrail for further work	Class 117s for Scotland	First Eurostar set revealed	New contract for Swinden Quarry	Many new schemes get under way
New Manchester Airport Station	20s to the coast	Improved Class 143s sent to Cardiff	Waterloo and City 482s introduced	Increase in container traffic	East Lincs 'ski jump' inaugurated
Bad year					
Losses on NSE reach crisis level	Cull of many major classes	Last Class 104s and 108s withdrawn	Serious issues with new Class 323s	King's Lynn Dock branch closes	Class 506 EMU finds no takers
Insufficient rolling stock available	Romanian Class 56s almost eliminated	Many Class 101s taken out of service	2 EPBs finish on South Central	Major cuts in parcels services	Many proposed schemes fail
Costs of privatisation revealed as £46m	Big smash at Maidstone writes off 47288	Abortive order for new Class 157s placed	Secondhand 308s for Leeds-Bradford	Cement traffic decimated	Others far too optimistic

Verdict : **Bad year**



A fortunate and unique survivor is Derby Lightweight Single Car Unit M79900, which resides on the Ecclesbourne Valley Railway. It has been fully restored back to passenger-carrying standard after being the former test car IRIS. (Wikimedia Commons/Pcgenius9)

New Zealand Clayton



Reading the article on the preserved Class 17 Clayton in February's *Railways Illustrated*, has prompted me to highlight that these problematical locos had a 3' 6" gauge cousin (the DSC class) in New Zealand, which is still in use today! The original batch of 18 was supplied by BTH during 1959, having been built at Clayton's works. But the machines proved to be badly built and unreliable, much like our Class 17. However, in

respect of the DSC's performance, it was deemed very good at the job it was designed for – heavy shunting, trip working and, with a 40mph top speed, even passenger duties. It became known as the Rolls-Royce of all NZR shunters due to its ride quality and, incidentally, the fact that it had Rolls-Royce engines under the two hoods.

A further 52 were built in-house between 1962 and 1967 using British drawings. The work was

DSC 2584 is preserved at the Waitara Railway Preservation Society's line near New Plymouth on the North Island and sees regular use hauling passenger trains. It was photographed at Brixton station on March 11, 2015 – in the background is Mt Taranaki. (Phil Barnes)

split between the two South Island workshops, at Christchurch Addington and Dunedin Hillside, with the body/chassis created in NZ, but with a lot of equipment supplied from Britain. The original 210hp motors were from Leyland and later replaced by Cummins examples, while the electrical

system was supplied by AEI. The original batch of 18 were withdrawn by 1989, however a lot of the NZ-built machines are still in use on the Kiwi Rail network, and DSC 2584 sees regular use on passenger trains at the Waitara Railway Preservation Society near New Plymouth in Taranaki state. **Phil Barnes**

The 'rumour mill' has been working overtime again 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.

Class 68s are due to work a number of passenger charter services this year. One will haul the annual Three Peaks charity train from Crewe to Euston on June 23. A Chiltern loco and silver set is due to work from Marylebone to Bridgnorth on October 15, with another outing to Stratford-upon-Avon on December 17. *** With Hull Trains and GWR set to pass on its Class 180s to Grand Central, the future looks bleak for GC's HSTs.** * Colas is set to provide an interesting suite of motive power for the MRC's August diesel gala, including classes 37, 56 and 60. 50026 is also planned to make an appearance.

*** Rumours have surfaced of a number of possible timings for HSTs between Cardiff and Portsmouth, maybe a forerunner for FGV cascading the units on to these services after the arrival of its IEPs.** * Changes with the new Northern franchise may include gaining some Class 150s from Great Western and some Class 170s from elsewhere. It is thought to be planning to replace its Class 333s in the longer term with new CAF units. *** The loco-hauled Wherry Lines set is due to be retained by the new franchisees, but is likely to be used more on a daily**

standby-only basis from summer onwards. * During a period of locomotive shortages (during leaf-fall season) one DRS member of staff is thought to have suggested a way to release some Class 37s, by operating their loco-hauled sets with top and tail DBSOs! [ED – was that on April 1?] **** EMT is concerned about overcrowding levels on its services to Skegness and will be running HSTs this summer on Saturdays. It tried to hire extra stock for additional trains, possibly on Thursday, Sundays and Mondays, but had no replies from any operator other than Colas, which could provide Class 37s, but was unable to supply any loco-hauled stock.** * The electrification of the Edinburgh-Glasgow main line in December will not lead to the full introduction of a Class 380 EMU timetable. Until new Class 385s are delivered, there are insufficient EMUs to cover the service. 380s will work during the day, with Class 170s transferred on to North Berwick services to release extra sets. *** With Class 68s due to begin work on TPE services over the coming years, DRS is planning to open a new depot in the area. Crewe has been suggested, though this will**

mean a lot of ECS workings. * The new Chiltern timetable in May will see little change in Class 68 diagrams, except the morning ECS to Oxford Parkway for a Marylebone departure will now run as a service train for commuters from Bicester Village. *** Rumours are circulating that Manchester-Holyhead services are planned to go over to Class 67s with converted Class 442 stock. The move will enable freeing up of Class 175s to allow doubling up on the busy Manchester-Cardiff route.** * Retro rail tours are planning an August charter from Yorkshire to Edinburgh. Before that it is running a tour behind a Class 68 from Leeds to Canterbury on July 2, initially heading west for pick-ups in and around Stockport. This train had initially been planned to run with a Deltic on May 30, but delays with paperwork caused operator DBC to pull the tour. The stock will run ECS from Burton to form the train and is expected to feature air-cons. *** 40013 and one or two other diesels are planned to run on the Sunday following the Severn Valley diesel gala (May 19-21) though the railway traditionally returns to steam-only running on the Sunday.** * The Western

Pathfinder from Paddington to the Dartmoor Railway on May 7 is due to run non-stop from Paddington to Plymouth. Driver restrictions (driving being generally confined to three-hour stints) will necessitate an extra crew, possibly travelling in the rear cab. *** Pathfinder was hoping to run another Western tour to Penzance in August. The Mazey Day tour (originally planned for Western haulage from Bristol) will now be Class 66 hauled throughout.** * 40013 is pencilled in for the Friday evening curry dining special at the Swanage Diesel Gala. *** Train planners at the East Lancs Railway have caused some confusion to main line certified train crew by classifying Class 5 trains as partially fitted freight, with ECS trains being shown as Class 3s.** * The Midland Main Line is still strongly rumoured to be the final destination of the cascaded East Coast Mark IV fleet, but the Class 91s may not be following them. There are thought to be concerns that the locos are too sluggish to slot in between the much nippier Meridians on the route and they may look at different locos, with DRS Class 88s or imports such as TRAXX thought to be considered. *

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R3227	BR 2-8-0 Class O1 - Late BR - 63663	131.25	119.32
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32-785DS	CI 37/0 BR Departmental	239.95	203.96
			
32-786	CI 37/0 EWS Wthrd	124.95	106.21
35-075/6	CI E4	109.95	93.46
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3519/20/21	Class 35 various	119.95	99.99
8801/2/3	AC Rail Cars various	119.95	99.49
2500/1/2/3	Class 05 shunter various	129.95	108.99
2520/1/2/3	Class 05 shunter various	129.95	108.99
3910/1/2/3	Tango 02 various - *pre order*	184.95	154.49
8750/1/2/3	Park Royal Railbus various	119.95	99.99
8920/1/2/3	HELJAN 8920 Class 128 various	119.95	99.99
9000/1/2/3/4	Metropolitan 17 - *pre order*	139.95	116.99

Mid Norfolk's Spring Sensation

92



Prototype HST with power car 41001 leads at Kimberley with its matching Mk 3s in tow on April 2. (Brian Hall)

The Mid-Norfolk Railway's Spring Diesel Gala on April 1-3 was a resounding success, thanks to some pleasant weather and the attendance of some star attractions. Grabbing the headlines were the first passenger trains hauled by pioneer Class 50 D400 (50050) *Fearless* for 16 years. The recently-restored loco was accompanied by Neil Boden's two other examples,

50007 *Hercules* and 50017 *Royal Oak*, with the trio performing together on some trips and offering a combined 8,100 horsepower!

Another popular visitor was the 125 Group's Prototype HST power car 41001, along with its three Mk 3 trailers recently painted into matching livery. Several unusual combinations were made possible, with various locos attached to the rear

for the return journeys along the line between Dereham and Wymondham Abbey. Adding to the flavour was 37905, supplied by UK Rail Leasing from Leicester. It was due to be accompanied by 56006, but the Grid was unable to make it, so Direct Rail Services provided 66426 in its place, adding a more modern element to proceedings. Resident locos 45133, 47367 and 47596 also took part.

A considerable amount of effort has gone into restoring the line by the Mid-Norfolk Railway, a project that began in the late 1990s and still continuing, with work underway to extend the route to the north to Hoxe (some trains ran there during the weekend). The ultimate goal being to reach Fakenham. For more details about the railway and how you can help visit: www.mntr.org.uk



The surprise guest at the event was DRS 66426. The loco heads out of Dereham on April 3 with a pair of Mk 2s, a Mk 3 buffet and the prototype HST at the rear. (Nick Edmonds)





Visiting from Leicester was UKRL's 37905, seen passing Crownthorpe on April 2 with the prototype HST at the rear. (Nigel Gibbs)



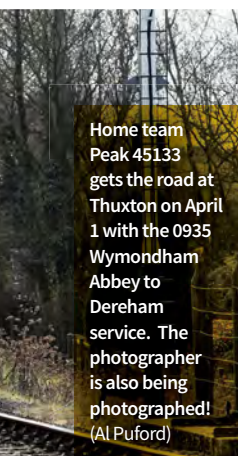
Super power as Neil Boden's three Class 50s storm through Kimberley on April 2. (Alexander Cromarty)



Adding plenty of colour to the event was Neil Boden's 50017 Royal Oak in Network Southeast livery. The loco passes over the crossing at Thuxton on April 2. (Brian Hall)



D400/50050 Fearless and 50007 Hercules shortly after leaving Kimberley Park with the 1310 Dereham to Wymondham on April 2. (James Wilson)



Home team Peak 45133 gets the road at Thuxton on April 1 with the 0935 Wymondham Abbey to Dereham service. The photographer is also being photographed! (Al Puford)



Sulzer power, as resident 47367 and 47596 pass Hardingham on April 2. (Alexander Cromarty)

Post-Schoolboy Tales Part 11

Although no longer a pupil, Editor **Mark Nicholls** continued to accompany the Desborough School Railway Society around the UK for a couple more years.





LEFT: A typical weekend scene at Tinsley in the late 1970s with a resident Class 08 accompanied by Classes 20, 31 and 37 occupy the stabling roads while a Class 45 lurks in the servicing shed. (All photos John Williams)

When I left Desborough School in June 1978 I had a couple of free months before my railway career began. So I busied myself travelling around the UK hunting down the more elusive locos I required while still making hundreds of coach cops. Life changed considerably in August when I began as a Traction Trainee, learning the ropes to start as a Driver's Assistant at Old Oak Common later in the year.

My first turn of duty was a very early morning Sunday job, booking on after 0200 to work the 0325 Paddington to Oxford newspapers and empty stock return to Old Oak. I remember it well as I walked out with Driver Dai Bowen to prepare a pair of Class 31s in multiple before running light engines to Paddington. Although it was a relatively simple and short turn of duty, it was my first night shift – and having been up all the previous day I was absolutely shattered by the time we finished.

I kept in touch with Mr Williams and continued to accompany the Railway Society on several trips for the next couple of years, two adults hopefully spreading the workload better. I began to realise the level of responsibility he had – keeping tabs on up to 25 excited boys often hundreds of miles from home was no easy task. It

was rather rewarding to be able to help out and repay the generosity he'd showed me during my school years and on the dozens of trips I'd made as a pupil. In fact I made a point of visiting the school on a couple of occasions to give talks about the railway to society members during the lunch break. Being on the footplate meant I could offer some technical insights to broaden their knowledge and understanding of locomotives and the Driver's and Driver's Assistants jobs.

On March 31, 1979 the society returned to what was my favourite depot – Tinsley near Sheffield – followed by a journey south to Birmingham to visit Bescot and Saltley. The journey north from St Pancras was unusual because instead of the more normal 45/1 Peak we were hauled by Bescot-based 47444. On passing the Derby Research Centre we spotted three of the new APT-P power cars – SC49001, SC49005 and SC49006, – although there was little else of note before we reached Sheffield.

We caught the bus – the fare was still just 2p if I remember correctly – and made our way to the depot. The looks on the faces of some of the boys as we crossed the bridge overlooking the fuel point and the vast marshalling yard must have been the same as mine the first time I saw it. ➔

ABOVE: Variety was always the name of the game at Saltley and our visit on March 31, 1979 proved no different.



BELOW: Second-built Class 20 20001 shares a stabling road with 20054 and two others on March 31, 1979.

By that time the production of new Class 56s in the UK was ramping up, although all but two of the seven we saw at Tinsley that day was from the original Romanian batch. An unusual cop for me was a GWR-built Full Brake (W332), which had presumably found a new lease of life as a stores van at the depot.

Tinsley MPD – March 31, 1979	
Type	
Class 08	08022, 08024, 08223, 08266, 08485, 08492, 08517, 08538, 08539, 08810, 08861
Class 13	13001, 13002, 13003
Class 20	20001, 20010, 20034, 20054, 20057, 20058, 20106, 20144, 20145, 20157, 20160, 20210, 20214, 20215
Class 31	31119, 31128, 31221, 31276, 31297, 31303, 31305, 31319, 31324
Class 37	37128, 37131, 37133, 37198, 37260, 37261
Class 45	45010, 45020, 45022, 45029, 45053, 45061
Class 47	47175, 47279, 47319
Class 56	56003, 56007, 56008, 56009, 56012, 56015, 56027, 56031, 56032


Another ultra-cheap bus ride back to the city centre enabled a while spotting at Sheffield Midland before 47123 took us south to Birmingham New Street on a northeast-southwest service. We made our way to Bescot on the obligatory EMU and found the depot fairly full with 41 locos. Solitary electric 83006 was stabled in the nearby yard. After a short journey to Duddleston we wandered down the hill to Saltley where the staff were as friendly as ever. An unusually high number of Class 25s were found on shed, and a close look at the list shows some remarkable symmetry among their numbers!



Bescot Depot – March 31, 1979	
Type	
Class 08	08019, 08083, 08327, 08613, 08446, 08672, 08673, 08788, 08841
Class 20	20013, 20041, 20043, 20063, 20070, 20071, 20161
Class 25	25038, 25061, 25147, 25188, 25211, 25260, 25261, 25263, 25273, 25278, 25299
Class 45	45053
Class 46	46038
Class 47	47031, 47049, 47050, 47102, 47249, 47333, 47336, 47339, 47486, 47489
Class 56	56041, 56045

By now I really was struggling to make significant numbers of cops – 96 for the whole trip, and 81 of those were coaches! A paltry eight locos were new to me, but such were the perils of the hobby – and an excellent illustration of why I had taken

Saltley Depot – March 31, 1979	
Type	
Class 08	08134, 08597, 08647, 08807, 08893, 08908, 08919
Class 20	20134, 20154, 20155, 20174
Class 25	25118, 25129, 25131, 25141, 25151, 25191, 25243, 25253, 25262, 25272, 25282, 25300, 25303
Class 31	31329
Class 37	37171
Class 45	45031, 45050
Class 46	46002, 46055
Class 47	47069, 47074, 47087, 47094, 47174, 47198, 47201, 47231, 47350, 47480, 47534, 47536

up logging coaches. But that said, it was still a great experience and thrill and I also found assisting Mr Williams interesting and rewarding. 

Next Month: Merseyside and Yorkshire.

ABOVE: Not very old when this photo was taken, Toton-based 56045 takes a breather at Bescot on March 31, 1979.

BELOW: Sulzer power at Saltley as 47087, 47650 and 47534 pose for the camera.

96



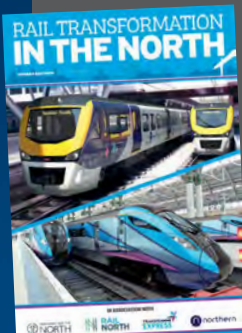
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CLASS 20

➔ 20132/314 and 20096/107 continued with their regular Wednesday only Old Dalby to West Ruislip tube stock delivery runs throughout the period. In addition, Monday deliveries from Derby Litchurch Lane to Old Dalby for testing recommenced on April 1.

CLASS 31

➔ A much quieter period for the class saw 31233 in action on the Southern region on the evening of March 17, working with 37175 and a UTU set from Victoria to Preston Park and return. The following day they took the stock to Dollands Moor for testing on the CTRL with MPVs.

➔ Having returned to Derby on March 19, 31233's next working was on April 8 with a UTU run to St Pancras and return.

➔ However, having got a taste for Scotland during the last period 31233 headed back north on April 12 working from Derby to Carlisle via the Cumbrian Coast and then forward to Mossend Yard the following day.

➔ It then worked to Ayr and North Berwick and to Tweedbank on April 14; Wemyss Bay, Ardrrossan Harbour and Largs on the 15th and then heading 'over the top' to Inverness via Aberdeen the following day ready for a run to Wick and Thurso on April 17.

➔ 31452 starred at the Nene Valley Railway Diesel Gala on April 8-10. It's only mainline activity during the period was on March 31 when it took a DVT from Brush Loughborough to Wembley.

CLASS 37

➔ BR green-liveried 37057 and Colas-liveried 37175 took UTU2 to the seaside on March 14, recording from Allington Junction to Skegness and return. Two days later 37057 was in sole charge of a combined UTU/SGT run from Derby to Brough, Goole and Knottingley.

➔ The following week saw 37057 with UTU1, running to Liverpool Street for a trip to Southend Victoria on March 21, followed the next day by a venture to Cambridge and then Clacton-on-Sea on March 23. The following two nights saw runs to Harwich Town and Felixstowe before the train returned to Derby early on March 26.

➔ Meanwhile 37175 joined 31233 for a trip on the Southern before going out of traffic for repairs. It returned to action on March 26 for a week long diagram based at Mossend Yard.

➔ 37421 and 97301 were in Scotland from March 15 on Track Inspection Coach (TIC) duty and worked to Ayr the following day. March 17 should have seen the

56113 top-and-tails with 56087 while working the 6C52 0830 Ferrybridge North Junction to Tyne Yard RailVac on April 10. (Jimmy Wilson)

pair heading to North Berwick and Tweedbank, but 97301 was smoking badly and the fumes were getting into the travelling technicians coach through a defective window. As not everyone views such things as an added bonus, the train was returned to Crewe for fitter's attention.

➔ Following repairs the 37s found themselves ideally placed to stand in for 37716, which was having problems with a coach on a Plain Line Pattern Recognition (PLPR) run. The pair ran from Crewe on March 18 and recorded to Northwich, Altringham, Buxton, Stockport and Sheffield.

➔ 37025 *Inverness TMD* and 37219 worked a UTU set from Doncaster to Immingham and return on March 23 covering for 37604 that had worked in from Whitby the previous night and was found to have suffered wheel flats.

➔ March 28 saw 37025 and 97301 paired up for a four-day PLPR mission based at Ely, during which they worked to Shoburyness, Norwich and King's Lynn.

➔ On April 2 37025 was joined by 37421 for a run from Derby to Newcastle via the Durham Coast. Two days later 37219 was partnering 37025 for an overhead

line inspection diagram with test coach *Mentor* around the Birmingham suburbs.

➔ Meanwhile 37421 had taken over UTU1 and recorded from Newcastle to Doncaster on April 4 and Doncaster to Blackpool North the following night.

➔ DRS Class 37s have a much reduced test train workload, but they still play an important role. 37601 and 37607 were active throughout the period and on April 11 took a Radio Survey Coach (RSC) and Track Recording Coach (TRC) set on a 13-hour diagram from Crewe; working to Peak Forest, Buxton, Altringham, Chester, Bidston, Wrexham General and Warrington Bank Quay.

➔ The same night 37688 *Kingmoor TMD* was out on UTU duty, working into Paddington. The following night saw it move further east and was working out of Fenchurch Street.

➔ Showing the preference for Colas machines though, 37601/607 were removed from their diagram on April 12 and replaced by 37025/116, which had run light from Derby to work a Crewe-Liverpool via Northwich recording run. However, the swap may have been ill judged as 37116 promptly failed!



➤ The first appearance of a Europhoenix 37 at Retford occurred on April 5 when 37884 delivered one of the new Robel Mobile Maintenance trains to the Network Rail depot adjacent to the ECML platform. The new train began testing on the Brigg line the following week.

CLASS 47

➤ With the Prohibition Notice served on West Coast Railways and the reopening of the West Coast Main Line at Lamington mid-March proved to be a quiet time for the Class 47 fleet. So much so that 47847 and 47848 *Titan Star* ran light from Barrow Hill to the Nemesis facility at Burton on March 23 for storage.

➤ The only operative Colas 47, 47739 *Robin of Templecombe*, had a rare run out on the Boston steel turn on the March 24.

➤ 47773 was hired in by the Rail Operations Group (ROG) on the 24th and was used to move two translator vehicles from Soho to Old Dalby and was then due to move 321352 to Ilford, but the journey was halted at Peterborough after a SPAD. The 47 was then used to return the 321 to Old Dalby on the 29th.

➤ With its ban lifted, WCR was back on the rails and 47760 led 37518 on 5V42 the 1123 Carnforth-Southall on the 29th.

➤ The following day 47851 led 47854 *Diamond Jubilee* on 5M43, the 1019 return working.

➤ 47739 was back on unit transfers on the 30th when it moved 458516, the final unit to be converted to 458/5 specification, from Doncaster Wabtec to Wimbledon as 5X58.

➤ 5V42 ran again on the 31st with 47245 leading 47580 *County of Essex*.

➤ WCR started to run passenger trains again on April 2 with 47245 and 47580 working 1Z61 the 0814 Euston-Chester to Crewe for Steam Dreams, which then had a short bit of steam haulage. 47245 later worked 1Z63 the 1646 return with 47580 on the rear.

➤ WCR also ran its own tour that day; 1Z26 the 0636 Peterborough-Carlisle departed behind 57315, but a reversal at Carnforth due to the closure of the S&C then saw 47786 *Roy Castle OBE* leading from its home town. Trouble was not far away, however, and the train was stopped just over a mile later due to a traction motor fire on 47786. The 57 was used to haul the ensemble back to Carnforth where 47786 was replaced by 47832, which is restricted to 75 mph due to the state of its tyres.

➤ 47830 *Beeching's Legacy* stretched its legs for the first time this year when it was hired by ROG and ran light from Midland Road to Kilmarnock Barclay on the 8th to work the 5V56 0600 to Laira with refurbished HST trailers the following day.

➤ The WCR promoted 1Z62 0632 Skegness to Stratford-upon-Avon



Freightliner Class 47/8 47830 *Beeching's Legacy* was used for a GWR stock move consisting of refurbished Mk 3 HST trailers on April 9 and is about to pass Tiverton Parkway running 181 minutes early as 5V56, the 06:00 Kilmarnock (Barclay) to Laira. (Tim Squires)

was steam hauled to Duddleston Jn where 47760 took over to Hatton South Jn and finally 47580 to destination on the 9th. 47760 then powered the 1263 1718 return.

➔ 47773 was hired again to move 323204 from Soho to Tyseley for tyre turning on the 9th.

➔ Steam Dreams was left dreaming of steam once again when 47580 powered the 1261 0751 West Brompton-Bristol in place of 34067 *Tangmere*. The 1263 1641 return, hauled by 47760, was marred when it moved with the doors open at Bath.

➔ Over on the European mainland 47375 was moved from Rotterdam to Hungary on the 13th.

➔ 47580 had charge of the 1252 0657 Bridlington-Carlisle, promoted and run by WCR, via the Tyne Valley on the 16th. 47760 later powered the 1253 1410 return via the Cumbrian Coast.

➔ NENTA's 1242, the 0519 North Walsham-Worcester Shrub Hill was worked from Norwich by 47851 the same day; it had arrived behind 57313, which would power most of the return journey.

➔ 47s have been in demand at diesel galas on preserved railways during the period with 47192 and 47712 attending the Nene Valley event and 47739 at the Bluebell in place of the advertised one from GBRf.

CLASS 56

➔ UK Rail Leasing's (UKRL) 56081 worked the Stockton to Cardiff scrap duty on March 15 and was next working scrap from Shipley on March 23. It then moved on to the Bristol-Wembley Chiltern stock moves, working on March 24 and 29.

➔ Two days later it worked the empty scrap wagons back to Derby

then returned to its Leicester base until required for further duty on April 13, taking the same wagons back to Shipley for loading.

➔ 56103 has been a constant performer on the Willesden to Calvert spoil duty and worked throughout the period without incident.

➔ The Boston steel duty meanwhile did see more than the usual amount of traction changes. 56302 started the period in charge, but was removed after its March 16 run and sent to Doncaster to partner 56113 on RailVac duty.

➔ 56087 returned to the Boston duty until March 23 when it was replaced by 47739. The Brush 4 only worked for one day to allow 56302 to return, having been replaced on the RailVac work by 56087.

CLASS 60

➔ The DB Cargo UK fleet suffered more failures than usual during the period, with 60066 expiring on the 6M24 Lindsey-Kingsbury shortly after departure on March 16. 60020 was in the oil terminal having just returned from Neville Hill so was despatched to assist.

➔ March 22 saw 60044 *Dowlow* come to grief, also on an oil train for Kingsbury. This time the train wasn't far from its destination and managed to reach Elford Loop to wait for assistance. This duty came in the shape of 60017, which was at Kingsbury with 6M24. 66149 was then provided from Bescot to work the 60017's empty tanks back to Lindsey.

➔ To complete the hat-trick 60100 failed in Miskin Loop on April 10 working 6B04 1254 Llanwern-Margam. The 60 was then assigned to Toton depot for repairs and the method of getting it there was quite

convoluted, but still with some sort of logic. The first move was north to Tees Yard in the consist of 6E30 for Hartlepool, departing Margam at 1617 on April 11 behind 66152 *Derek Holmes Railway Operator*. Two days later it moved to Scunthorpe behind 66065 in 6D97. It was then tripped across to Doncaster and taken to Toton as 0M22 by 66096 arriving there at 1438.

➔ On April 14 it was the turn of 60092 to begin the journey from Margam to Toton via Tees Yard, Scunthorpe and Doncaster.

CLASS 66

➔ Local sources suggest the trials of pairs of Class 66s taking over the Kingsbury tank trains have proved that there are issues with train length, making the change unlikely. However, April 14 saw 66125/187 turned out to work 6M24 1713 Lindsey-Kingsbury complete with a full set of 30 tanks.

➔ Failures of GBRf Class 66s are virtually unheard of, so when 66739 *Bluebell Railway* came to grief near Maltby on the South Yorkshire Joint Line between Worksop and Doncaster early on April 6, it was a noteworthy event. The 66 was working the return empties of one of the very few coal trains still serving West Burton power station. The problem turned out to be fairly minor for after the train was assisted to Doncaster, fitters soon had 66739 back in traffic and taking up duty on the Middleton Towers sand train circuit.

CLASS 90

➔ Pairs of DBC Class 90s have settled down to regular diagrams on the WCML, namely the 6V15 1727 Mossend-Didcot and 6X65 2028 Didcot-Mossend, to and from

Warrington; along with the 4M25 0606 Mossend-Daventry and the 4S47 1603 return. In addition 6S94, the Wednesday only 0224 Dollands Moor-Irvine is now booked for a pair of 90s between Wembley and Mossend.

➔ It was this latter train that came to grief on March 20 when 90039 failed at Oxenholme while partnering 90035. 68016 was working south on 6C27 from Shap and was routed to Tebay loop to detach from its train and assist. The 68 took 6S94 to Grayrigg loop to clear the mainline and then returned to its train.

➔ Meanwhile 90037 *Spirit of Dagenham* was despatched from Carlisle to work 6S94 forward with 90035 and a dead 90039.

CLASS 91

➔ There were fewer failures in traffic for this hard working fleet during the period, but availability has fallen to a worrying level with the new enhanced timetable just around the corner.

➔ 91127 was featured last month as having several problems and was sent to Wabtec at Doncaster for modifications. It was returning from this work attached to 91118 on the rear of the 0840 Leeds-King's Cross when the train came to a halt shortly after departure. 91118 had failed, but luckily, having a spare 91 to hand saved the day!

➔ On April 14 early morning commuters were disappointed when 91120 failed in Newark North Gate before departure with the 0535 to King's Cross. The Doncaster Thunderbird was scrambled, but the decision was taken to cancel the service and herd passengers on to other services, leaving the failed set to be hauled ECS to Bounds Green.



Rail Operations Group used 20189 and 20142 for the 5Z52 Craigentinny-Leicester LIP barrier coach move on April 15. With Europhoenix' recently acquired 37611 on the rear, the train passes Newcastle. (Sean White)

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Shown above: Goathland - 'OO' gauge, preservation

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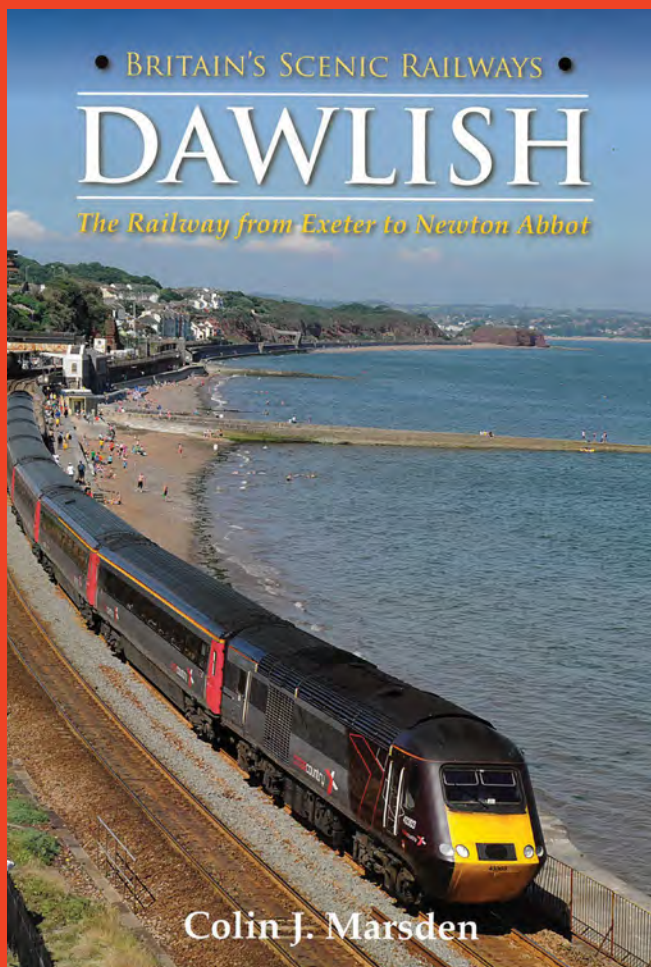
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PRODUCT OF THE MONTH

Dawlish – The Railway from Exeter to Newton Abbot



AUTHOR: Colin J Marsden
PUBLISHER: Ian Allan Publishing
ISBN: 978 0 7110 3838 7
PRICE: £22.50
WEB: www.ianallanpublishing.com

HUNDREDS OF railway books have been published about a specific place or area of interest. But what often distinguishes the good from the bad is whether the author is familiar with the location. This book from the 'Britain's Scenic Railways' series examines one of the most popular stretches of railway in the UK – the 21-mile coastal route between Exeter and Newton Abbot. The author does indeed have plenty of first-hand knowledge – he has lived in Dawlish for many years – consequently the detail and information he presents is superb. It is backed up by an excellent selection of photographs, many by the author and others from a variety of sources.

Rather than organise the chapters in a historical timeline, key places along the route are looked at instead, starting with the Exeter area and finishing with Newton Abbot to Aller Junction. Further chapters detail special and unusual workings, Teigngrace log traffic, steam charters, the new Dawlish footbridge and a comprehensive section about the 2014 sea wall collapse.

Dividing the book geographically allows for historic and modern day images to sit side-by-side, throwing up some quite fascinating combinations. These include a 1902 shot of GWR prototype 460 No 100 and a maroon Western on page 48, a Freightliner Class 66/6 and a Class 42 Warship on page 53 and gas-turbine prototype 18100 and a Class 50 on page 63. Items of significant infrastructure are also covered, including signal boxes and the former Newton Abbot depot and workshops. All in all a fabulous book, highly recommended. **(MN)**

British Railways Class 22

AUTHOR: Dave Blake
PUBLISHER: Project 22
ISBN:
PRICE: £8
WEB: www.class22newbuild.co.uk

VERY LITTLE has ever been published dedicated to the North British Class 22 diesel hydraulics, so this pamphlet goes some way to redress that balance. It's only 24 pages, including the covers, but does include 44 different images of the locos during their brief BR careers on the Western Region.

Most of the images are colour, although the older views are black and white. Some pictures are very good indeed, others not quite so, but you have to cut the compilers some slack on the inclusion of lesser quality images mainly because of the cameras and film that were available to snappers in the 1960s.

There are images of the locos on shed, at stations, in works, as well as a few powering trains, some from the lineside. There are also several shots of stored locos or in the Swindon Works scrap line, as well as the odd night shot. It's a shame no pictures of the class on the Hemyock branch are included, but a picture of a pair of Class 22s at Winwick Junction on delivery from Glasgow is a real gem.

What lets the book down are the captions, which are not that good sadly – repeated use of 'it's' instead of 'its', and referring to locos as she, gives an amateurish feel and there are other aspects of the grammar



that could be much better.

However, let's be fair, this is a pictorial book so it is likely most readers will not be overly fussed. That said, if a second volume is ever produced, please could the authors get it sub-edited to overcome this unnecessary distraction?

On the plus side, there is some useful information contained in the captions, especially on detail differences. While this booklet is a start, it highlights that there is a real need for a really good historical account of the Class 22s to be written, or at least such a book on North British diesels.

The booklet is available from eBay for £8, and while some might feel that is not cheap, it does generate profit to Project 22, which has the ambitious aim of building a new Class 22. **(PD)**

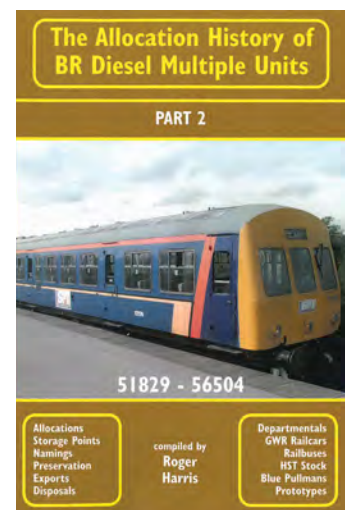
Allocation History of BR DMUs, Part 2

AUTHOR: Roger Harris
PUBLISHER: Roger Harris
ISBN: -
PRICE: £21.50
WEB: -

THIS IS a 155-page book by rail historian Roger Harris that details the allocation history of BR First Generation 'heritage' DMUs, vehicles 51289-56504 of Classes 100-131.

It catalogues each car and the depots it was allocated to, and when. Disposal details are also included, along with re-numberings, storage dates, export details and the various liveries worn.

It is the second book by Mr Harris covering the complex DMU story. Part 1 was published in June 2011 and covered units 50000-51828. Both volumes follow on from his excellent series detailing loco allocation histories.



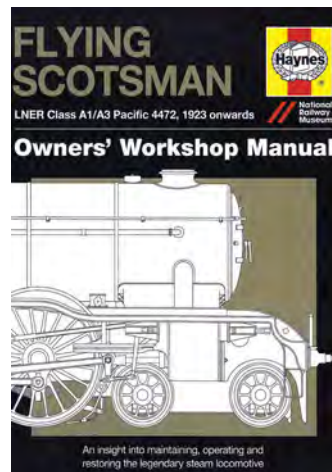
If you like DMUs, or are a railway historian, then this book is a must. It is available from the author at 63 Carol Avenue, Cherry Orchard, Bromsgrove, B61 8RW. **(PD)**

Flying Scotsman Owners' Workshop Manual

AUTHOR: Philip Atkins
PUBLISHER: Haynes Publishing
ISBN: 978 1 84425 706 5
PRICE: £22.99
WEB: www.haynes.co.uk

THE PREVALENT and well-known Haynes workshop series deviates from its more traditional material again, this time to feature an iconic steam locomotive recently restored to mainline standards for the National Railway Museum. Starting with a brief outline of the history of the trains, the volume moves on quickly to the evolution of steam engine designs, from Sterling's 4-2-2s to Gresley's A3 4-6-2s. Design and construction of the *Flying Scotsman* loco are then reviewed in detail, supported by a range of diagrams and period photographs. Interesting features such as the three cylinders, the boiler and firebox, and the tenders, are discussed in detail and illustrated where appropriate with imagery obtained during the recent overhaul at Bury.

The book then moves on to the loco's time in mainline service, its preservation in private ownership, and finally to tell the story in some depth of the recent work to return it to working order. The final chapter covers



60103's 2016 debut on the main line, again supported by ample photographs. An array of data and performance tables and a feature on driving *Scotsman* round out the publication.

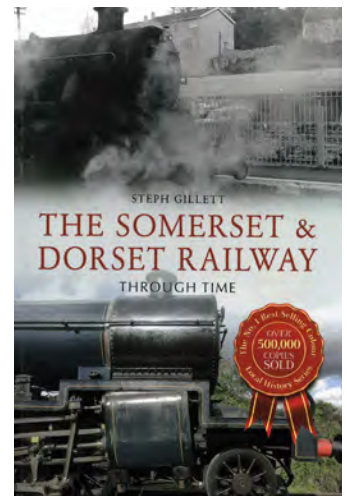
Although this book is perhaps not a traditional Haynes manual, it nonetheless provides a good grounding in the history of *Flying Scotsman*, and a deeper dive into its construction and features. The publication is timely given the recent and triumphant return of the loco to the mainline, and is recommended to all fans of steam engines who want to understand a little more about how they work. **(AM)**

The Somerset & Dorset Railway Through Time

AUTHOR: Steph Gillett
PUBLISHER: Amberley Books
ISBN: 978 1 4456 5037 1
PRICE: £14.99
WEB: www.amberley-books.com

THE MUCH lamented closure of the Somerset & Dorset Railway during the 1960s remains a bone of contention for railway lovers everywhere. Today, 50 years on from that fateful day when the final passenger trains ran in March 1966, the nostalgia for the Bath to Bournemouth route continues to generate new books on the subject. This work is by Steph Gillett, who travelled the line as a child right up to its closure, and offers personal recollections of journeys behind various steam locos during the line's swansong.

The book begins with a concise history of the S&D, which goes into considerable detail and describes the rise and fall of what was a very picturesque line through the Mendip Hills. The remainder of the book is filled with photo spreads depicting the line over the years and is a goldmine of historic images.



Stearns locos, passenger and freight workings, bridges, tunnels signal boxes and stations are all depicted, as is the aftermath of closure, with deserted platforms and track, empty tunnels and abandoned trackbed.

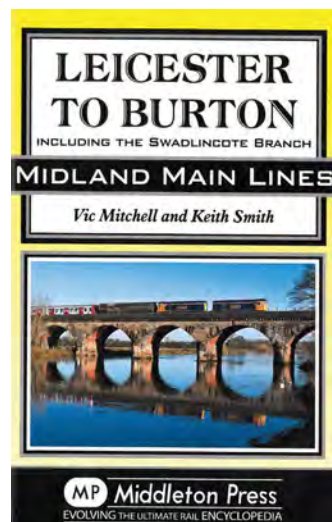
The personal angle makes the book all the more interesting, and at a price of £14.99 anyone wishing to learn more about this famous line should certainly consider buying a copy. **(MN)**

Leicester to Burton

AUTHORS: Vic Mitchell and Keith Smith
PUBLISHER: Middleton Press
ISBN: - 978 1 908174-85 7
PRICE: £18.95
WEB: www.middletonpress.co.uk

THE NEXT in Middleton's popular series, subtitled Midland Main Lines, covers the branch between Leicester and Burton, once a through route, but now used only by quarry trains and the occasional London Underground stock move from Derby to Asfordby. Being familiar with the area and the railway today, it comes as a surprise to learn that the line was once thriving, supporting regular passenger workings and a host of coal traffic from mines across the region.

As with each volume in this series, the content is primarily black and white photographs supported by in-depth captions, with some track diagrams and maps included to add context. Photography covers the entire history of the line from early days to the current sporadic works



to Stud Farm and Bardon Hill quarries, highlighting how much infrastructure there once was, and how much is gone now the route is a shadow of its former self. As with other books in this Middleton series, Leicester to Burton is recommended to anyone with an interest in railway geography and evolution in a specific area. **(AM)**

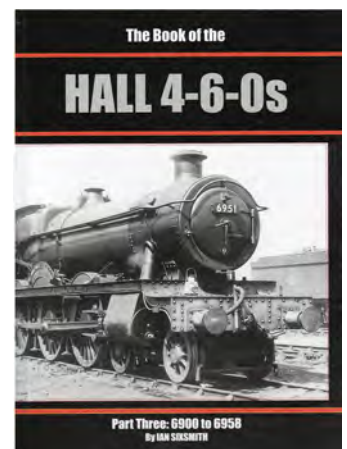
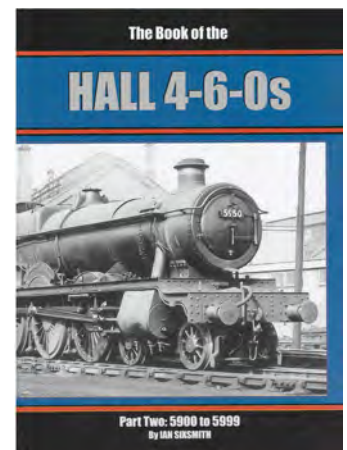
Book of the Halls parts 2/3

AUTHOR: Ian Sixsmith
PUBLISHER: Irwell Press
PRICE: £28.95 (part 2) and £22.95 (part 3)
ISBN: 978 1 906919 89 4 (part 2) and 978 1 906919 92 4 (part 3)
WEB: www.irwellpress.com

THESE TWO books cover the lives of the GWR Hall 4-6-0 design tender locos. Part 2 covers 5900-99 while Part 3 examines 6900-58. Part 1, previously published, covered 4900-99, while Part 4 – due later this year – will cover 6959-99 and 7900-29.

Both books typically have two pages per loco, which include two or three black and white images and a potted history – with details of their overall mileage accumulated, boilers fitted during their lives, the shed allocation and works overhaul history, and which tenders they ran with, from when and to.

Withdrawal and disposal details are also listed, and photo captions give the reader further information about each loco. These are detailed books and are a great source of reference for enthusiasts who love steam and the Great Western Railway. They should be warmly received. **(PD)**





Andrew Watts
News Writer

THE LATEST GWRA auction was held on March 19 at Pershore High School, Pershore, Worcestershire WR10 2BX. Commanding the princely sum of £8,300 was *Vanguard* from 50024, which maintains the high value placed on these popular nameplates. On the steam front *Barbury Castle* fetched an even higher sum of £10,800.

Steam Nameplates: *Barbury Castle* (5043) £10,800, *Stanford Court* (2929) £6,473 and *Mawley Hall* (5959) £4,500.

Diesel and Electric Nameplates: *Vanguard* (50024) £8,300, *Tayside Region* (47717) £2,700, *The Master Cutler 1947-1997* (43076) £2,400, *Resolve* (47491) £2,000, *Bristol-*

Bordeaux (43174) £650, *Merchant Venturer* (43125) £550 and *William Webb Ellis* (86254) -n/s.

The following were sold on behalf of Great Western Railway in aid of Prostate Cancer UK:

Nameplates: *Dewi Sant/Saint David* (47600) £2,500, *City of Bristol* (43126) £1,350, *Exeter* (43025) £1,300, *Samson* (47808) £1,300, *University of Exeter* (43177) £850 and *Borough of Swindon* (43004) £800.

Nameplate Badges: *St Peter's School York* AD627 (43152) £660, *John Grooms* (43020) £300, *City of Discovery* (43041) £280, *Sulis Minerva* (43130) £260, *County of Somerset* (43134) £160, *City of Plymouth* (43188) £130 and *City of Westminster* (43026) £110.

GWR Cabside Number plates (Brass unless shown): 2010 £2,900, 5959 £2,400, 4237 £1,600, 2856

£1,500, 9430 £1,250, 6319 £1,150, 4168 £900, 2899 (CI) £850, 7231 (CI) £440 and 1651 n/s.

Diesel and Electric Works plates:

English Electric Vulcan no 3496/D927 1964 (37239) £820, English Electric Vulcan no 3386/D852 1963 (37208) £700, English Electric RSH no 3272/8387 1963 (37127) £600, BRCW Smethwick no DEL 58 1958 (26013) £420, GEC Metro Cammell Birmingham 1992 (Eurostar 377) £280, BREL Doncaster 1962 (85xxx) £180 and BR Derby AEI/Sulzer 1963 (25056) £150.

Diesel Depot Plaques: Toton (Cooling Towers ex-56086) £90.

MR Hawkseyes: Leamington Spa £600 and Bredon £500.

SR Target: Slades Green £3,000.

Totems:

BR (E) Blue: New Southgate £550

and Reedham £300.

BR (M) Maroon: Bury Knowsley Street £1,400, Croxley Green £1,100, Saltley £900, Oldbury & Bromford Lane £460, Tunbridge Wells West £440, Edge Hill £420, Aylesbury Town £350, Flint £340, Prestatyn £320 and Witton £300.

BR (NE) Tangerine: Driffield £1,100.

BR (S) Green: Smitham £600, West Wickham £500, Lower Sydenham £480, Epsom Downs £460, Kingswood £420, Wandsworth Common £420, Eden Park £400, Catford Bridge £320, Hayes £320, Frimley £300, Sydenham Hill £280, Woodside £260, and Rainham n/s.

BR (Sc) Light Blue: Duke Street £200.

BR (W) Chocolate & Cream: Oldfield Park £3,700, Worcester Foregate Street £1,580, Portishead £1,550, Worcester Shrub Hill £1,500, Henwick £1,300, Filton Junction £950, Hereford £600, Colwall £460, Lapworth £400, Newport High Street £280 and Soho & Winson Green £190.

Future Events



NEIL BOOTH of Railwayana Auctions UK (Stafford) is due to hold his next auction at Blessed William Howard Catholic School, Rowley Avenue, Stafford on May 28. Among the items up for grabs are:

Steam Nameplates: *Croxeth Hall* (6923), *Harvester* (60074), *Loch Oich* (61794) and *Sir David Stewart* (62275).

Diesel and Electric Nameplates: *Almon B Strowger* (20131), *Lancastria* (40023), *Spartan* (D844), *Y Ddraig Goch-The Welsh Dragon* (47616), *Western Monarch* (D1049), *Thorpe Marsh Power Station* (56077), *Comet* (86217), *City of London* (87005) and *Redgauntlet* (87026).

North British Warship Class 43 844 *Spartan* waits to depart from Newton Abbot with the 1A74 1705 Paignton to Paddington service on July 11, 1971. (Rail Photoprints/John Medley)

GWR Cabside Number plates: 426, 1636, 3377, 3447, 3831, 4125, 4650, 5388, 5647, 6130, 6140, 6353, 6394, 6416, 6866, 6923, 7211, 8496, 8759, 9454, 9456, and 9722.

Diesel and Electric Works plates:

BR Crewe 1959, English Electric Vulcan no 2888/D604 1961 (37025) *Inverness TMD*, English Electric Vulcan no 3060/D722 1962 (37068) *Grainflow*, BR Crewe Sulzer 1965, BR Crewe Sulzer 1966, English Electric Vulcan no 3782/D412 1967 (50012) *Benbow*, BREL Doncaster 1982 (56105), BREL Crewe 1983

(56129), GM-EMD London Canada (66181) and English Electric Vulcan/AEI no 3732/E392 1966 (86212).

Headboards: 2857 G J Churchward and The Norseman.

Hawkseyes: Bitton and Mangotsfield.

SR Targets: Yeovil Junction.

Totems:

BR (E) Blue: Wroxham.

BR (M) Maroon: Chelford, Derby Midland, Freshfield, Gravelly Hill,

Kingsbury, Kirkby Stephen East, Leasowe, Market Harborough, Nelson and St. Albans City.

BR (S) Green: Byfleet and New Haw, Dorchester West, East Malling Halt, Fratton, Guildford, Pluckley, Portsmouth and Southsea, Tunbridge Wells Central, West Malling and Yeovil Pen Mill.

BR (Sc) Light Blue: Clarkston, Craigendoran, Fort William, Neilston High and Patterson.

BR (W) Chocolate & Cream: Exeter St Davids, Exeter (St. Thomas), Gloucester Central, Honeybourne, Lostwithiel, Newton Abbot, Taplow, Totnes, Uxbridge Vine Street, Wrexham General and Widney Manor.

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

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Life at Laira – a 'Peak' at Yesteryear

Roderick H Fowkes looks back on his time working at Plymouth's Laira Depot from 1978.

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MAIN IMAGE: Not quite a typical scene at Laira in September 1985. Toton's 45143 leads Old Oak Common's 47508, while a resident Class 08 stands in front of preserved D1062 Western Courier as it clags away nicely. (Rail Photoprints/ John Chalcraft)

Having had a yearning to live in the southwest, in 1978 I landed a job at Laira Traction and Rolling Stock Depot (T&RSD) in Plymouth, relinquishing my position as Traction Arranger (Running Foreman), at the largest maintenance installation in Western Europe – Toton Traction Maintenance Depot. Occupying space formerly used as a marshalling yard, Laira was the first diesel maintenance depot to be built for the Western Region and was officially opened in 1961 at a cost of £880,000. Compare this with the £7,000,000 price tag of the High Speed Train Maintenance and Servicing Shed that came on stream 20 years later.

Laira T&RSD is two miles east of Plymouth station, close to the estuary of the River Plym, within a triangle bounded by the main line from London/Bristol to Plymouth and Cornwall, and the connecting lines between Laira Junction and Lipson Junction to Mount Gould and on into Friary yard. The London and South Western Railway ran from Exeter across Dartmoor into Friary station until its closure in 1958.

Steam power had been ousted from the West Country some years earlier, being replaced by diesel hydraulics such as the Western Class 52s, which on my arrival in Plymouth had also been withdrawn, with a handful preserved. At the time Laira and Gateshead depots shared the allocation of the BR/Sulzer Class 46s.

Diesel locomotives allocated to Laira on the dates below were:

Date	Class 08	Class 25	Class 37	Class 46	Class 47	Class 50
17/12/78	7	10	2	28	19	44
14/02/82	14	-	5	-	22	40

In the spring of 1982 Laira also had an allocation of 18 High Speed Train sets and 16 Diesel Multiple Units.

Duties

After completing my training and taking charge of the Outside Movements Supervisor position, it was time to learn the Traffic Assistant's duties, which were akin to those of Traincrew Supervisor at Toton, excepting that the complex, with its single line between

Laira Junction and Mount Gould Junction, required a biennial rules examination that was undertaken by John Forrester at Bristol. Although a Bristol Control Office function, the Traffic Assistants jealously regarded the allocating of power as their integral duty. The Traction Controller was responsible for the depots at Penzance, Exeter, Bristol Bath Road, Westbury and Gloucester – St Blazey being largely self-contained – and would furnish the numbers of all locomotives on trains to Plymouth and into Cornwall as well as ECS moves from Exeter off the Waterloo line to Laira. Regional Headquarters Paddington also advised the diesels arriving on the depot which were due A exams. Locomotive diagrams for Western Region depots, together with extracts from those on the LMR and ER – namely Crewe, Toton, Tinsley, Holbeck and Gateshead, whose locos worked into the south-west – were formulated into a simplifier.

Allocating resources

Balances were usually maintained, with the exception of the early morning departures which had diesels that had been released off maintenance on the previous late turn. One particularly tight balance was the Holbeck Class 45 off the 'Cornishman', due on the depot around 1415 and off again at 1548 to work the 1618 Plymouth to Birmingham. No problem if it required just fuel and water, but an A exam and/or brake block change was extremely tight as the maintenance shift changeover was 1430. When asked about achieving the A exam and brake blocking in the short timescale, Derek Land, a Senior Shift Maintenance Supervisor, told me he staffed the diesel with all available personnel, this being an overriding attitude down in the south-west.

As a general rule, when allocating diesels to diagrams Class 47s would suffice if a Class 50 was not available; the Control would then monitor the fuel position. At the behest of the maintenance department, some diesels released off exam/repair would work the first trip into Cornwall. If any problems came to light the loco could be taken off at Plymouth on its return. Those released off major exams – D and E – usually had a light trial run to Totnes before ➔



being attached to the 0823 from Plymouth to Penzance with a QCI riding. For sheer devilment and much to the annoyance of my relief, Henry Hooper the ex-Southern Stationmaster, I often booked a Class 45 on the 0300 (0250 MO) parcels to Penzance. Perhaps what may well have been an unprecedented occurrence was the overnight stabling of no fewer than three Toton-based Class 45s at Penzance on January 3, 1982 – 45103, 45107 and 45111.

Peak power

In 1973, a modification was carried out on 50 Class 45s when the steam heating boiler was removed in favour of electric train heating equipment; this was completed in 1975 with a reclassification to 45/1. During my tenure at Toton, Nottingham was always at a premium for passenger power, and normally the incoming diesel on a Sheffield-London express would re-engine the next train from St Pancras going north. When 'waiting power' – an extremely common occurrence – the priorities of the operating and maintenance departments became even more apparent. A Class 45/1 would arrive at Toton on No 1 fuel line for an A exam and brake block change. After the diesel had been serviced and the necessary paper work completed by the outside receptionist, it would be washed and berthed inside the depot. It then had a pre-maintenance exam before the A exam and blocking was undertaken. Afterwards it would undergo a pre-traffic exam by a supervisor. Seldom, even in time of acute shortage of power, would a 45/1 be released in much under a shift. Admittedly the loco was not always staffed immediately, although it most certainly should have been under the circumstances.

By and large the Laira drivers spoke well of the Peaks, some preferring them to a Class 47. One spoke volumes of ascending the South Devon banks, Dainton and



Rattery, with the down 'Cornishman' of up to 14 coaches on a summer Saturday. On my arrival, the Class 46s were being gradually moved out of the southwest, some were withdrawn and despatched to Swindon Works, while the remainder were concentrated at Gateshead in Newcastle. Later, the Class 45s, which had monopolised the Midland Main Line and held sway over the northeast/southwest axis for some years, would also be seen in fewer numbers after the introduction of HSTs on the cross-country route.

Dropping a clanger

It is with some regret that I unintentionally brought about the premature banishment of the Peaks west of Bristol. It all came about by a chance remark to one R J (Bob) Poynter, Regional Operations Manager on the Western Region. Very often when riding in the cab Bob would speak to the Deputy

Chief Controller at Swindon and demand an explanation when he saw adverse signals. He commanded respect, and when his presence was imminent there was usually a sense of urgency about the place, management staff in particular having a spring in their step.

An unexpected visit to Laira T&RSD one morning in the summer of 1985, by the Area Manager Jim Collins accompanied by Bob, was a case in point. They had come to look at coaching stock being cleaned for the lunchtime Exeter-Waterloo service. As we returned to my office we passed 45109 on the stop blocks of the oil road. It was then that a comment that turned out to be an act of crass stupidity was directed to RJP. Bob listened intently as I told him that 45109, allocated to Toton, had been languishing at Laira for almost three weeks 'waiting material'. It had previously had an A exam at Leeds Neville Hill Depot on the Friday, prior to working empty stock to York, a relief train

ABOVE: After arriving at Bristol from Glasgow, 45142 waits to detach the three leading Mk 3 sleepers before the train continues westwards on August 10, 1985. Removing Peaks here became commonplace after the Western Region's Regional Operations Manager R J Poynter laid down the law restricting their use west of Bristol. (Gavin Morrison)

BELOW: Toton's 45132 passes Lipson Junction near Laira Depot with the 0955 Penzance-Leeds on August 24, 1985. (Gavin Morrison)



to Plymouth and empty coaching stock to Laira. When the loco was being serviced it was found to have a number of wafer-thin brake blocks, others missing and some brake hangers hard on the wheels.

Receiving an update on the condition of the locomotive from the Maintenance Supervisor, RJP spoke to the Traction Maintenance Controller at Swindon and asked why the loco had not been hauled back to Toton. Obviously he was far from satisfied with the reply, as his clenched fist hit the desk a crashing blow and Bob exclaimed: "I'll stop these diesels coming down the south-west!" He was as good as his word. A directive was issued to the Traction Controllers that was rigidly adhered to, that Class 45 locos were not to work west of Bristol unless on an out-and-home basis with a Bath Road Driver. The LMR however, continued to send Peaks down from Birmingham, and on occasions trains were overtime at Bristol Temple Meads, changing (and sometimes waiting for) a replacement loco to work the train forward.

Sampling power

During the period I was lodging I often travelled home on the 1023 Penzance-Bradford 'Cornishman', which left Plymouth at 1240 after attaching a diner portion and a fresh loco. Having spoken to the Bath Road Driver, I rode with him on the Peak, initially as far as Bristol Temple Meads. The Saltley Driver then told me I could "stay put" and I continued to Birmingham New Street. Beyond Westerleigh Junction to the top of the Lickey Incline the power handle was wide open except for the slowing over Standish Junction, Gloucester avoiding line and through Cheltenham station. Those Saltley lads certainly waltzed the 12-coaches along at high speeds, the smell of fuel percolating through the engine room door.

Having a Maintenance Supervisor (Derek Land) who led from the front on my shift, we achieved a great deal overall. The heavy stone workings in the Westbury area accounted for two daily light engine moves from Laira at 0500 and 1410. Once, Bill Nance turned over the sheet to find two locos had gone 0500 to Westbury and retorted: "You don't want to give power away like that; we want to build some up for the weekend." It was only Tuesday!

London was always short of power. When RHQ Paddington and later Swindon came on to give the A exams, the conversation centred on the availability of locos. If they required additional traction they would put the request through Bristol. Two Class 50s were put in multiple for the 0547 to Paddington long before advice was received from Bristol. One morning, owing to tamping work on the main line at Ivybridge, there was no path for the 0500 light engine to Westbury. Bill Harris was the driver and always wanted to 'get done'. Speaking to the Control, I suggested the diesel for Westbury be attached to the 0547 as far as Taunton and this they agreed. The 0547 to Paddington already had two 50s in multiple and, with the additional Class 47 on, the Guard told me the following day it was the fastest ascent of Hemerdon Bank that he had ever known!

Whilst travelling back to Plymouth one day on the 'Cornishman', I joined Bill up front at Bristol. As soon as the 'right away' was given, the power handle of the 45 was



opened almost fully before being eased back. We were over the points under the over bridge, when suddenly the power handle was slammed shut. "Bloody Hell," he cried, "I'd forgotten about that on the rear." 'That' was a dynamometer car for detachment at Plymouth with the diner portion.

Bill would only sit down a couple of times before reaching Plymouth. He was an extremely fit individual whose pastime was diving, and it came as quite a shock to all at the depot when he died from a heart attack.

Variety

Although Laira had an allocation of Class 37s, they were mostly used from St Blazey Depot, only coming to Laira for repair or B exams and above. Only three drivers at Laira signed Class 37 traction, two of those for preparation and disposal only. The other driver, Jack Knapman, booked on duty one morning 0900 spare. On the depot was 37269, which was required at Cardiff Canton. Pathing of diesels running light

wasn't a problem as far as Newton Abbot, but from there to Exeter, with trains off the Torbay line and under semaphore signalling, it was a case of taking a chance with other services. With this in mind I told Jack to take the 37 into Plymouth and attach to the 0740 Penzance-Liverpool as far as Bristol Temple Meads. This train usually arrived from Cornwall a minute or two early, where it was booked to change diesels and attach a TSO and RMB.

The forerunner of Pathfinder Tours was F&W Railtours, run by Gloucester-based Peter Watts. Very often, when a trip started early from Plymouth, two or three people would present themselves at the depot around midnight. Together with the Senior Shift Maintenance Supervisor, Derek Land, we afforded them a supply of soap, paper towels and black bags. In return, most of the rubbish from the tour would be bagged up, thereby assisting the cleaning staff.

The type of traction was as specified, but if the allocated one was not to their ➔

ABOVE: Eight months before it was withdrawn, 46020 calls at St Austell with the 1306 Penzance to Birmingham on April 10, 1980. (Gavin Morrison)

BELOW: By the time the author arrived at Laira the resident Class 46s were either being reallocated to Gateshead or withdrawn. In better times 46023 is stabled in the shed yard at St Blazey on June 6, 1976. (John Woolley)



preference – for example, not the right livery or used previously – then I would offer them a choice, bearing in mind dedicated Class 50s were nominated for Exeter-Waterloo services. One infiltrator, Peter Rolstone, worked for Mothers Pride and acted as a steward on the railtour. He would organise a degree of hand cleaning of the loco in conjunction with Derek Land. For a time the Railtours were referred to in the Weekly Train Notice as ‘Crankex’, a reference I considered insulting, but which was no doubt treated light-heartedly by some jumped-up timing clerk. My observation was passed on to the Traincrew Manager to make representations to RHQ Swindon, and some time later the term was dropped in favour of ‘Charter’, which was more meaningful. After all, organisers paid a lot of money to run the Railtours.

Open Day

The first Open Day at Laira Depot for six years took place in 1991. The committee was already in place when I returned as Operations and Planning Manager and it was no surprise that I was ‘roped in’ on it.

The original intention was to bring back all of the preserved Westerns for the event. Unfortunately, D1041 *Western Prince* was trapped on the East Lancashire Railway, owing to the severance of the main line link at the time. Another, D1048 *Western Lady*, was the subject of protracted talks with the Bodmin & Wenford Railway. The locomotive, in a rather shabby condition, was left in Cornwall, as the movement and its subsequent return could not be agreed with its owner.

In most organisations there is usually a fully paid-up member of the awkward squad. Not so with Bill Griffiths in the freight section at Swindon and Frank Orme at Rail House Crewe, both were most helpful in the movement of the exhibits down to the south-west. The Divisional Civil Engineer had agreed that locos for display could travel on Civil Link services between Toton/Bescot and Tavistock Junction. Also sanctioned was the use of his two diesel locomotives, 50008 and 50015, to fetch exhibits from various staging points.

Sunday September 15 was the chosen day for the event. This was clearly wrong for two very good reasons. Firstly, had it been held on a Saturday the whole area could have been more easily managed, with no movements at all off the depot. As it was, four trains had to be worked away on the Sunday morning. This hindered the progress of the DMU shuttle service running between Plymouth and a temporary platform on the single line between Mount Gould Junction and Laira Junction. Two Railtours also had to be brought onto the depot. Secondly, the attendance figures would have increased considerably with a more diverse Saturday service. Indeed, on the day in question anyone travelling from the Midlands and the north by ordinary service train would not have arrived in Plymouth until late afternoon. Despite my protestations, Sunday it was, and it could easily have been so different.

Ask and ye shall receive. I was particularly pleased with two of my own requests. A fax was sent to A W (Tony) Lovell, Contracts Manager for Railfreight Petroleum, enquiring as to the possibility of having



a Class 60 diesel on display. He kindly arranged for one to work throughout on 6V52 1034 Fawley-Tavistock Junction on the Friday and run light to the depot, worked by an Eastleigh driver throughout with the Exeter driver as a conductor. Tony also cancelled Friday's return working 6079 2140 Tavistock Junction-Fawley, and ran it especially on the Sunday evening, again with an Eastleigh driver, who would require a conductor for route knowledge to Exeter. I considered it to have been quite a scoop.

It had been the intention to bring down a Class 25 from the Paignton and Dartmouth Railway, but this became unavailable. On the Thursday prior to the event, during

a conversation with Tony Mosely of the Heritage Centre, Crewe, we discussed the exhibits and that the 25 was not an option. He immediately offered D7523 (25173) *John F Kennedy* and arrangements were made for it to arrive with a Class 86 and 90 from Crewe. Gladly accepting this latest acquisition, I rang Frank Orme to advise him of the development. “Too late to do anything about it, the notice has already been issued,” he barked, “So if it comes, it comes.” And it did! The 25 looked resplendent in two-tone green.

To get so many exhibits over such a long distance was a feat in itself, and 11,000 visitors attended the event realising more

ABOVE: Toton-based 45146 departs from Newton Abbot with the 0917 Leeds to Penzance on July 6, 1985. The author was well versed in the 45/1 during his time at the Midland's depot. (Gavin Morrison)



LEFT: Raised on jacks for the occasion, 50048 *Dauntless* was one of the exhibits at the Laira Open Day on September 15, 1991. (Rail Photoprints)



than £23,000; after setting-up expenses, that left approximately £12,000 to donate to various charities. Many people commented on how well the exhibits were posed, producing some excellent pictures. After the gates closed at 1700, with the last of the stragglers on their way home, it was time to tidy up, as in a couple of hours trains would begin to arrive for servicing.

50 wind-down

The demise of the Class 50 fleet continued apace – by late 1991 there were 14 locomotives awaiting disposal – but it was hindering the working of the depot, particularly on the night turn when stabling room was at a premium. There were no immediate plans for any of them to be worked away out of the south-west and the tender list wasn't going to close for

some time. In deciding to send six of the condemned (50020/26/40/42/43/45) out to Tavistock Junction in August for out-stabling, special dispensation was required from RHQ Swindon. The diesels were all un-braked and Class 9 trains no longer ran in the area.

The Rules and Signalling section was not at its most co-operative and demanded a week or more notice for the moves. This was clearly unacceptable and it was given an ultimatum; if the move was not forthcoming then the performance of services emanating from the depot would be affected. Some four months later, in late November, advice was received from the Director of Procurement regarding the invitation to tender, which was followed by sales acceptances for 19 Class 50s. Nos 50001/20/26/36/40/45

at Laira, along with 50023 at Exeter and 50004/16 at Stratford, were all destined for C F Booth of Rotherham. The remainder (50003/18/37/46/48) were destined for M C Metals at Springburn, Glasgow, while 50002/17/27/31/42/43/49 were for private owners. No 50010 was to be cut up on site at Laira.

The six Class 50s were brought back from Tavistock Junction in early December. As each one was un-braked, a 70ft long flexible air-pipe had to be fitted in order that the ensemble could run under through-pipe conditions. Bill Griffiths in the freight section at Swindon requested I arrange to work the Class 50s up to Exeter Riverside on the Civil Link Service, one at a time. From there, a special movement would be ➔

ABOVE: Five Westerns attended the 1991 Laira Open Day, evoking memories of the hydraulic era at the West Country depot. (Bernard Mills)

BELOW: Class 46 46016 approaches Cullompton with an up express on August 28, 1982. (Gavin Morrison)



arranged to Rotherham or Glasgow, each conveying three locos with the requisite vehicles as brake force.

Bells and whistles

The one avenue where Laira did excel was in the provision of traction and rolling stock for the special occasion. Power car naming ceremonies were many and each HST set was turned out in pristine condition. The response from the prestige events was always very favourable.

While the presentation standards could not be sustained, for obvious reasons, the depot had for many years been associated with a high standard of carriage cleaning. If Laira had shown the same impetus and resolve in ensuring the maintenance of the HST fleet was held to the scheduled timescales as they did with the presentation of the Class 50s (50007, 50033 and D400) during their last couple of years in traffic, then it would have been better for all concerned at the depot and the Western Region overall. Admittedly, the Railtours hauled by the trio of Class 50s generated a great deal of interest and revenue, but at what cost? The three Class 50 celebrities continued on Railtours until 1994. **RI**



LEFT: Laira-based 46016 thunders towards Dawlish Station on April 1, 1978. It remained in traffic until December 1983 when it was withdrawn with wiring faults. It was subsequently dumped at Tinsley until towed to Swindon Works in March 1984 where it was broken up six months later. (John Woolley)

RIGHT: Laira's three 'celebrity' Class 50s – 50007, 50033 and 50050 (D400) – stand at Plymouth Station before their eventual withdrawal in 1994. (Bernard Mills)



BELOW: Class 47 47112 shunts several withdrawn Class 50s, including 50010 and 50023, at Laira on October 22, 1990. (Colour-Rail/C Trethewey)



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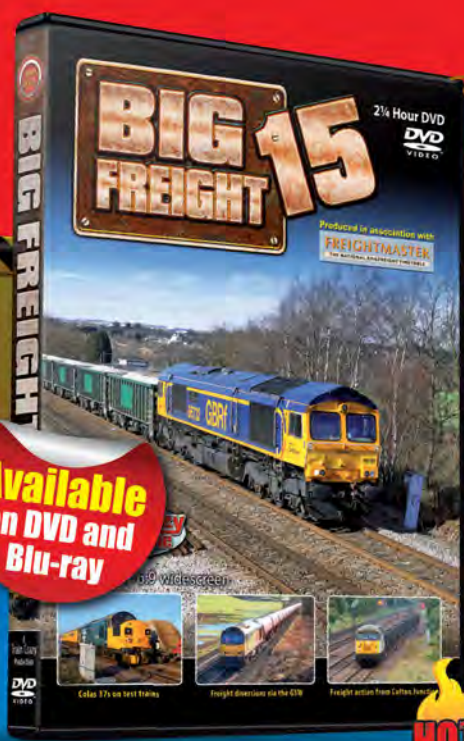


Freightliner Heavy Haul's 66597 at Plean; heading for Longannet with another load of coal on August 8, 2012. (Stuart Fowler)

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Colas Class 37s: The use of Colas Class 37s on Network Rail Infrastructure Monitoring trains has been one of the traction highlights of recent times. With many celebrity machines returning to the main line, Colas have acquired a superb pool of locos, working countrywide on the yellow trains. This feature includes 37025 in Large Logo blue and 37057 in BR green.

GSW diversions: The closure of the WCML north of Carlisle prompted two months of diversions in early 2016. Travelling along the Glasgow South Western route via Dumfries and Kilmarnock - a line which normally sees little freight - intensive services operated with containers, cars, steel, oil, flasks, ballast and even sleeper trains all diverted. See various 60s and 66s, 37s on a flask train, 2 x 47s on the Caledonian sleeper and much more.

Colton Junction: This popular Freightmaster hotspot is visited again with a great day from July 2015. See various GBRf Class 66s on coal and biomass trains, DB, Freightliner and DRS Class 66s on containers, steel and engineers trains and the day ends with a DCR Class 56 on the Cardiff scrap.

Plus: Action from numerous other locations including Class 60s at the Humber oil terminal, 5-in-a-row at Brocklesby, 3-in-a-row at Whittlesea, the unusual swing bridge at Keadby, footage from West Ealing with trains running to/from Calvert and a round-up of Scottish action.

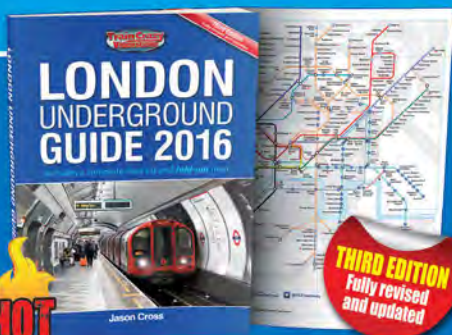
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