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Swanage & Severn Valley



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The final years**

All GWR IEPs –
To be bi-mode



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August 2016
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A warm welcome to the August issue of *Railways Illustrated*. As I type this it's pouring with rain – again!

Technically it is summer, although you'd be hard pressed to believe it given the rain lately, so it still surprises me that so many of you are able to take sunny photos. The Swanage and Severn Valley diesel galas feature this month, with the former blessed with superb weather but the latter not quite as fortunate. This clearly didn't deter the visitors, with record numbers recorded at both events. The trend continued in June with several more galas enjoying excellent patronage. This is reassuring for the railways involved and for the owners of the participating locomotives.

The past few weeks have been extremely busy, with several news items competing for column inches this issue. One of the most

impressive diesel restorations in recent years has just been completed at the Gloucestershire Warwickshire Railway – Class 37 D6948 – and stunning it looks too. On a similar note, there is a comprehensive story on pages 20-24 of the restoration of 37674 at the Wensleydale Railway.

Meanwhile in continental Europe, the world's longest railway tunnel – the Gotthard – has been formally opened – a stupendous engineering achievement that is set to revolutionise north-south rail travel through Switzerland. Back at home it was announced that all GWR Class 801 IEPs will be delivered as bi-modes instead of electric only, with the taxpayer footing the bill due to Network Rail's late delivery of the Great Western Main Line electrification.

Staying with GWR, the company has repainted a second HST in its latest green

livery, despite previously saying only one would be done. The Rail Operations Group has acquired all five former Riviera Class 47s as it looks to expand its portfolio of activities. Bombardier has delivered the final 387/2 to Gatwick Express, and Govia Thameslink Railway has introduced the Class 700s to traffic. On the heritage front, the first Class 40 main line charter for several years has been announced – as Pip Dunn explains in 'From the Front Coach' on page 74, the news will delight followers of the class. All this and much more will hopefully keep you entertained this month – enjoy!



Mark Nicholls
Editor



ABOVE: HST Class 43 Power Car 43002 *Sir Keith Grange* continues to be the most photographed of its kind at the moment, since its re-livery into its original 1976 guise. It departs from Exeter St Davids on May 7 with the 1C81 1200 London Paddington to Penzance. (Mark V Pike)

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Front Cover: Class 46 D182 sporting its early BR blue livery, departs Corfe Castle on May 8 with the 1000 Norden to Swanage service. (Ian Dixon)

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1973 is still remembered for power cuts, the oil crisis, miners' strike and economic disruption, but how was the year for railways?



This page: Colas Railfreight 56087 and 5613 lead 60087 on the 6E92 0514 Oxwellmains Lafarge to Seaham Harbour loaded cement tanks at the Berwick Loops on May 9. (David Scott)



78 BR blue Class 47 cull continues

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Gotthard Base Tunnel Opens

THE WORLD'S longest railway tunnel opened on June 1 as the Swiss celebrated the end of 17 years of hard construction work. With ceremonies at the north entrance in Rynächt and at the south entrance in Pollegio, the Gotthard Base Tunnel was officially open to traffic. The festivities were attended by the Swiss Federal Council, the heads of state of neighbouring countries and transport ministers from countries along the Rotterdam-Genova freight corridor. More than 1,400

guests and representatives from the media witnessed two trains entering and leaving the tunnel in opposite directions, with 1,000 Swiss passengers on board.

The 57km- (35 miles) long tunnel was officially handed over to the Swiss Government by tunnel construction consortium AlpTransit Gotthard at midnight on May 31. At 1430 the following day, the Swiss Railways assumed responsibility as operator, but it was not until June 3 that the first freight train

passed through. On June 4-5, public events were held in and around the Gotthard Base Tunnel to show the Swiss population the result of nearly two decades of construction. Scheduled running through the tunnel will begin in December at the start of the new timetable.

Plans for a base tunnel between Amsteg and Bodio date back to 1947, but were repeatedly redrawn. As a result, the breakthrough between Sedrun and Faido took place in 2010, a staggering 63 years later. After the

excavation of 28.2 million tonnes of rock, it is possible for trains to travel 2,300m (7,546ft) beneath the Alps at a maximum speed of 250km/h (155mph). The high maximum speed in the tunnel will enable travellers to cut their journey times between Zurich and Lugano by 45 minutes. Besides capacity for 65 passenger trains, the new link will also allow up to 260 freight trains a day, greatly improving the connectivity between countries along the entire Rotterdam-Genova corridor.

For more than six months test runs were made to evaluate the performance of the technical equipment installed in the 57km-long tunnel. On October 8, 2015 the first electric train passes through the north portal of the Gotthard Base Tunnel. (AlpTransit Gotthard)

Heritage Railways Receive Queens Award

VOLUNTEERS AT the Chasewater Railway and the East Lancashire Railway started the summer with big smiles on their faces, after it was announced on June 2 that they had honoured with the Queens Award for Voluntary Service. This is the highest award a voluntary group can receive in the UK and was created in 2002 to celebrate the Queen's Golden Jubilee and is given to groups to recognise outstanding work in their communities. Both Railways were among the 193 voluntary groups, charities and social enterprises receiving the award this year.

With a volunteer base of around

70 members ranging from 14 years to 80 plus, the Chasewater Railway runs throughout the year and has been building up a collection of locomotives and rolling stock to tell the industrial story of the local area. While based on a former colliery railway, the collection not only includes examples from the coal mining industry, but also the power generation, steel and brewing industries. It is also notable in now having the largest fleet of working MGR hoppers in the country, not bad for a two-mile railway.

The railway will receive the award from the Lord Lieutenant of Staffordshire later this year. The

Railway's Chairman Mark Sealey said: "I am extremely proud and overjoyed that Chasewater Railway has won this prestigious award. It acknowledges all the hard work undertaken by our volunteers past, present and future."

Meanwhile the East Lancashire Railway runs for 12 miles from Heywood in the east to Rawtenstall in the north, passing through Bury, Summerseat, Ramsbottom and Irwell Vale. The railway uses a range of preserved steam and diesel locos to haul vintage train services through the scenic Irwell Valley. It is the third most popular paid visitor attraction in Greater

Manchester and welcomes over 160,000 visitors each year. The line is run by the East Lancashire Light Railway Company and staffed by members of the East Lancashire Railway Preservation Society. Both the Company and the Society are voluntary organisations, which together make up the East Lancashire Railway.

Peter Duncan, former Chairman of the ELR, attended a garden party at Buckingham Palace on May 24 2016, where he met the Queen and other winners of this year's award. The award will be presented by the Lord Lieutenant of Greater Manchester later this summer.

TransPennine Express goes Loco-hauled

FURTHER ORDERS for new rolling stock have been announced by TransPennine Express, including locomotive-hauled coaches and 12 five-car EMU sets. All are to be built by CAF in Spain at a cost of £230m.

The EMUs are to be used on the company's North West to Scotland route, while the coaches

will be used in conjunction with DRS Class 68s on core routes between Liverpool and Newcastle. Thirteen five-coach sets are to be built, to be maintained by Alstom at its facilities at Manchester Longsight, Liverpool Edge Hill and Glasgow Polmadie. The orders are in addition to the previously-

announced fleet of 19 five-car bi-mode Hitachi AT300s that will be used to augment the Class 185s on both north and south TransPennine routes. The new orders will mean the company will have a fleet of trains with at least five carriages instead of the current three by 2019. All the new trains will be capable of 125mph.

Dover Progress

NETWORK RAIL'S £44.5M project to replace the Dover sea wall is gathering pace. Behind Shakespeare Beach and supported by 134 concrete columns a new 235m long low level viaduct is being built, which will ultimately be hidden by new sea defences. This mirrors the original South Eastern Railway arrangement of 1844 of a wooden trestle viaduct, which was later replaced by the sea wall in the 1920s. The failure of the wall on Christmas Eve last year has seen the main Folkestone-Dover line closed between the west end of Martello Tunnel at Folkestone and Shakespeare Beach at Dover.

At Dover the former up main line between Dover Priory and the beach now serves as a long siding used by freight traffic removing spoil from the site. Unlike the higher profile project at Dawlish, Network Rail has been able to utilise rail for works traffic from an early stage. Spoil trains have been working empty at 0559 from Hoo Junction to Shakespeare Beach and returning loaded just before 1700. Trains are top and tailed and motive power has been a mix of GBRf double headed 73s and GBRf, Freightliner and Colas 66s. The project, which will include the reinstatement of a footbridge allowing public access to the beach, is due for completion in December although there are some unconfirmed hopes that it may be completed earlier.

Colas 66850 and GBRf 66726 stand at Shakespeare Beach top and tailing a spoil working, which will form the return loaded departure to Hoo Junction on May 19 2016. (David Staines)



COMMENT

➔ My old stomping ground along the Great Western Main Line has been in the news a lot recently, most of the time for all the wrong reasons. The derailment of a Class 165 turbo outside Paddington on June 16 caused chaos for commuters right in the middle of the rush hour. Network Rail stated it had passed a signal at danger, so was the TWPS working? The investigation should provide all the answers.

Answers to why the GWML electrification project is so far behind schedule are not so forthcoming, with the blame seemingly being passed around among those concerned. Unfortunately, the tax payer will end up footing the bill – a bill made higher by the recent announcement that all the GWR Class 801 electric-only IEPs are to be delivered as bi-modes. While this makes sense in so far as they won't be sitting in sidings waiting for the wires to go up, GWR's train times will slow considerably because the top speed on diesel traction is 100mph – hardly a good way to impress your customers if journey times increase, even for a short period.

On a more positive note, GWR has now secured an all-new fleet of 45 Class 387s from Bombardier via the leasing company Porterbrook. This has to be a better solution than the previously proposed mix of ex-Govia Thameslink Railway Class 387/1s and 365s, as it provides a single type fleet that will interlace well with the new Crossrail Class 345s also destined for the Thames Valley lines. Meanwhile another GWR, this time the Gloucestershire Warwickshire Railway, is celebrating the completion of a massive restoration project on Class 37 D6948. Owners the Growler Group set itself the massive task of returning the loco to an 'as built' condition, as it was when it emerged from the Vulcan Foundry in 1964. Five years on and the result is absolutely spectacular and a real credit to all involved. This first half of the year has been a truly excellent one for heritage traction.



Mark Nicholls
Editor



Growler Group's D6948 Returns

AFTER A truly comprehensive five-year restoration project, the Growler Group's Class 37/0 D6948 (37248) is set to star at the Gloucestershire Warwickshire Railway's Heritage Diesel Gala on July 29-31.

It was originally purchased by four Growler Group committee members in 2005 and hired to West Coast Railways for four years between 2006 and May 2009. There, as 37248 in West Coast Railways' maroon, it worked throughout the UK national network, including making regular appearances on the Royal Scotsman. The loco returned from hire in May 2009 and was delivered to the GCR-N where it worked at two gala events before arriving at its new home at the GWR, Toddington in October that year.

After several appearances on GWR services, the loco was taken out of service in December 2010 to allow the start of 'Project D6948'. This was an ambitious plan to return the loco to an 'as built' original condition, as it was first delivered to Cardiff Canton on October 30, 1964, including retro-fitting a steam heat boiler. The project involved a full strip down of the locomotive's bodywork and cabs, fabrication and re-fitting of original body side skirts, working headcode boxes, water delivery hatches and overhaul of key components together with the removal of non-original equipment subsequently added over its 52-year lifetime.

Fitting the steam heat boiler was the most significant challenge of

the whole project and a specialist contractor used three scrap Clayton steam heat generators to make one good one. Removal of ballast weights and the installation of a steam pipe under the body from the boiler to each buffer beam was also required.

Problems with the power unit were discovered during the overhaul, which required a partial engine rebuild and overhaul of key parts. Following completion of the project the loco was re-painted into original British Railways green livery with a grey roof, and it was 'westernised' with the addition of Western Region lamp brackets, 86A (Cardiff Canton) shed plates and WR blue route availability spots on the cab sides, exactly as it had been

when delivered new to 86A from English Electric's Vulcan Works in 1964.

The loco was successfully started for the first time on April 10, 2016 and took power for the first time on May 2. A proper test run followed on May 22 when, in company with the Growler Group's 37215, a short light engine jaunt from Toddington to Laverton took place. A full loaded test took place on June 12 from Toddington to Cheltenham Racecourse. The outward run saw it pilot 37215, but this was left on the rear of the seven coach rake for the return run, giving D6948 the equivalent of a ten-coach or 350-ton trailing load.

For details of the GWR's diesel gala please visit: www.gwsr.com

Looking exactly as it would have the day it emerged from the Vulcan Foundry in October 1964, D6948 gleams in the sunshine at Toddington following its superb restoration. (Growler Group)

Low Moor Progress

CONSIDERABLE PROGRESS is being made on the building of the new station at Low Moor near Bradford. The down platform is less advanced due to work to fill and cap a historic mine shaft. The project is currently on course for the station to open this summer. Construction is being undertaken by Buckingham Group Contracting for Network Rail in partnership with the West Yorkshire Combined Authority. The £10.8 million station development will include fully accessible platforms with

a footbridge and passenger lifts, a car park with approximately 128 spaces, a drop-off point and cycle parking, passenger information displays and public address system, modern waiting shelters, lighting, seating and CCTV, and direct access to and from the adjacent Spen Valley Greenway.

Construction work at Low Moor proceeds on schedule in this image taken on June 6; Northern Rail's 158759 passes the site with the 2E03 0848 Manchester Victoria to Leeds. (Russell Wykes)



SVR's £800k Kidderminster Depot Opens

THE SEVERN Valley Railway's newly-built bespoke diesel depot was officially opened on May 20 with Network Rail's Chairman Sir Peter Hendy performing the honours. 50035 *Ark Royal* then officially cut the ribbon as it entered the three-road, £800,000 facility to a mass of dry ice and a light show.

Earlier John Smith, MD of GB Railfreight, and Phil Swallow from the SVR had named 66763 *Severn Valley Railway*. Jon Dunster, one of the driving forces behind the diesel movement at the SVR, also made a speech and thanked those involved

in getting the scheme off the ground and through to completion.

Outside, the railway was holding day two of its three-day diesel gala, which attracted over 4,600 visitors and guest locos from Network Rail, DRS, GBRf and various heritage groups. Chiltern Railways also supplied 68015 for display at the new shed.

The depot, which puts many such establishments on the national network to shame, has been built to look after the SVR's growing fleet of heritage diesels. It has a ten-tonne capacity overhead crane, two

inspection pits for gaining access to a loco's underside, and lifting jacks that can raise a 117-tonne Type 4 off the ground to allow the removal of bogies.

It was funded by several groups based at the 16-mile railway, including the Class 50 Alliance, owners of 50031 *Hood*, 50035, 50044 *Exeter* and 50049 *Defiance*, the Diesel Traction Group – owners of D7029, D821 *Greyhound* and D1015 *Western Champion* – and the SVR itself, which will have its Class 08/09/11 shunter fleet maintained at the depot. **Pip Dunn**

IN BRIEF

➔ Southern's fleet of 19 Class 313 EMUs are all to receive a 'C6 exam' at Wolverton Works. The first to arrive on June 13 was 313213, which was delivered by GB Railfreight's 66768. The 40-year-old units have been used on Coastway services originating from Brighton since 2010.

➔ Freightliner has announced its 23rd daily rail service from the Port of Felixstowe, increasing the total number of daily trains from the port to 32. The new flow will run to/from the Freightliner rail port at Doncaster once development work has finished at the site. In the interim it will be serviced at the DB Cargo site run by Newell & Wright, in Rotherham.

➔ The first former London Midland Class 321 unit to be out-shopped in ScotRail livery has been released from Wabtec's works in Doncaster. 320415, the former 321415, has been reduced in length from four cars to three and has received full interior refurbishment as well as re-livery. Previous conversions have been sent to Scotland in de-branded London Midland colours and have only had replacement seat covers fitted. Already in Scotland are 320411-12/416. Nine units will eventually be transferred.

➔ The remaining three Class 150s with London Midland are likely to be returned to the leasing company next summer and replaced with Class 153s. The company's recent franchise award shows that 150105/107/109 are to be removed from their current duties and up to nine Class 153s might be obtained instead.

➔ Following corrosion repairs to its centre car 56710, Arriva Trains Wales' 175110 has been returned to full strength. A hybrid set of 50704 from 175104 and 79705 from 175105 is currently running due to corrosion issues on other vehicles.

➔ Virgin Trains has applied promotional vinyls to Pendolino 390107 advertising the new *Independence Day* film. The set is also being used to launch a new on-board entertainment system. The unit will revert to its normal livery in September.

All GWR IEPs to be bi-mode

THE 21 Class 801 EMUs planned for Great Western lines out of London are to be produced as bi-mode versions fitted with diesel engines, due to delays in providing the overhead wiring on the route.

Rail Minister Claire Perry has confirmed that the Department for Transport has received the request and has agreed to the changes

that would enable the new units to be introduced to service to the lack of an overhead power supply.

The Class 801 was planned as an all-electric version of Hitachi's IEP train for use on the Great Western and the East Coast main lines, starting in service in 2017. A total of 63 are on order, with

the 21 destined for the Great Western being nine coaches long. The trains are designed to be produced either as straight electrics or as bi-modes and are almost identical to the bi-mode Class 800s. All the trains are being assembled at Hitachi's new plant at Newton Aycliffe in County Durham.

Second Royal Scotsman GBRf 66



GB Railfreight has repainted a second Class 66/7 into Royal Scotsman maroon livery. The re-livery took place at Eastleigh Works and 66743 passes Sandiacre on May 20 while heading north. (Steve Donald)

Class 700s Unveiled and Enter Service

Govia Thameslink Class 700/1 700109 arrives at Blackfriars on May 24 for the unit's official unveiling.



GOVIA THAMESLINK Railway and Siemens have officially launched the Class 700 EMUs for the Thameslink route. After final testing the design entered revenue service on June 20 when 700108 formed the 1002 from Brighton to London Bridge. 700109 was used for a press special from Blackfriars to East Croydon on May 24.

The '700s' have been designed with wide doors and aisles, through walkways, luggage and cycle spaces, adaptive climate-controlled air conditioning and fully accessible toilets. They are not currently equipped with power sockets, Wi-Fi or standard class tables, and discussions continue between GTR, Siemens and the Department for Transport regarding the provision of these facilities.

On-board electronic passenger information displays can show train loading information, toilet location and real time updates on Transport for London services. New passenger information screens are also being installed at the core stations between Blackfriars and St Pancras to provide improved information and also advise passengers where on the platform to wait for disabled access, bicycle spaces and first class accommodation.

Deliveries of new Class 700 EMUs for Thameslink duties continue

with three more arriving in the country via the Channel Tunnel in May. Arriving at Three Bridges depot from manufacturer Siemens on May 8 was eight-car 700005, which was followed by 12-car 700104 on June 1 and a further eight car unit, 700006, on June 8. By mid-June there were 22 of the class in the country, of which five are eight-car and the remainder 12-cars.

700004 has been taken to Hornsey for ETCS testing. Other members of the class are now regularly seen on training runs, while some are stored at Three Bridges, Cricklewood and Hornsey. Full deployment of the 115-strong fleet is expected to take place by 2018, and although the planned introduction to service date of the first one in spring was not met, the first units are now in traffic.



Smart onboard displays can show a variety of useful information, including where there is more space and empty seats. (GTR)

Class 442 Update

FURTHER TO last month's news items (RI July, p10), the six Class 442s to be retained are for use on peak hour Eastbourne to London Bridge services and not for Littlehampton trains. Four units are required to provide the schedules, but it is reported only one will be retained as a maintenance spare, though local sources believe this will be two, bringing the total to six.

Nine of Southern's fleet of Class 442 EMUs were to have been stood down at the end of June, with a further eight due to be set aside during August as their duties gradually pass over to new Bombardier Class 387/2s. One unit, 2422, is already in store at Eastleigh and others are stabled at Three Bridges, Eastbourne, Tilgate Sidings and Streatham Hill. These include 2401/404/409/418/423-24.



Kirkstall Forge Opens

Kirkstall Forge station on the Airedale and Wharfedale lines out of Leeds opened on June 19. The new station was built in a partnership by West Yorkshire Combined Authority, Network Rail, train operator Northern and the Commercial Estates Group. The station is on a former industrial site that is being redeveloped with a mix of offices and residential units. EMU 333016 was the first train to call at the new station. (Russell Wykes)

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57s Return to Cornish Locals

With the advent of the May timetables, GWR has begun using its Class 57s and three coaches off the Night Riviera in the West Country. On June 4, 57603 passes Brea near Camborne with the 5P70 1012 Long Rock to Par. This then forms the 2P70 1120 Par to Plymouth. (Craig Munday)

Changes to GWR 387 Orders

ADJUSTMENTS HAVE been made to the number of Bombardier Class 387 EMUs due to enter service with Great Western Railway to replace Class 165 and 166 diesel units on Thames Valley services.

A new deal signed on June 8 will take the total number of new units allocated to GWR to 45. Of these, eight were already on order, a further 14 will come from a speculative order for 20 sets placed by Porterbrook with Bombardier, and the final 23

will be new build. The first of these is currently under construction. This agreement will provide Great Western with an all-new fleet and replaces a previous plan that would have seen the eight new units running alongside 29 387/1s cascaded from Govia Thameslink.

The first of the new fleet is due to enter service on the Paddington-Hayes and Harlington route on September 5. They are to be maintained at Reading depot.

Southern Receives ex-ScotRail 170

THE FIRST former ScotRail Class 170 to be repainted into Southern colours has been released from the Knorr-Bremse Works at Wolverton.

Travelling back to Selhurst on May 30 was the former 170424, which was not carrying any set numbers and is due to receive a new identity when it enters service on Brighton-Ashford and Uckfield line services. The unit has been altered to Class 171 specification by having its couplings changed from the BSI

to the Dellner system. During its time out of service it has also been given reconditioned bogies, an interior upgrade and electrical modifications. Three other units (170421-423) are currently in works as part of a plan that will see train lengths increased to ten coaches on some Southern services.

Five similar units are due to transfer from Scotland in due course, but are currently still sub-leased back to ScotRail.

Freightliner Recycles Coal Hoppers



FREIGHTLINER HEAVY Haul has become the first UK rail operator to build new European Standards-compliant box wagons produced by using parts from redundant coal hoppers.

In support of a new contract with Tarmac, Freightliner needed to provide a fleet of modern, high capacity box wagons and decided to investigate the possibility of using recycled parts from HHA (102t) coal hoppers that had recently been made redundant by the national decline in coal usage. With the help of Greenbrier Europe

it was determined that, with some modifications, the bogies and some of the braking equipment from the hoppers would be compatible with an existing design of box wagon that Greenbrier had produced.

As a result in November 2015, Freightliner Maintenance in York began the recovery and modification of the bogies that were then transported to Greenbrier Europe in Poland for use on the new wagons. The first 23 brand new MWA (102t) open box wagons have arrived in the UK.

One of the new 102t MWA box wagons, produced for Freightliner using parts recovered from redundant HHA coal hoppers. (Freightliner)

Hybrid GWR 150



GWR has recently formed a hybrid Class 150/9 (150938) by using Class 150/2 DMS 57219 from unit 150219 (the DMSL car was damaged in a collision at Plymouth on April 3) and attaching it to existing 150/2 150238 to make the new three-car set. In this view the unit stands at Exeter St Davids while working the 2B82 1724 Exmouth to Barnstaple on June 1. (Tim Squires)

IN BRIEF

➔ The EMU involved in the sideswipe incident at Clapham sidings last October is to return to traffic following completion of repairs to Motor Second Open 62825 at Wolverton. The remaining three vehicles from South Western Trains' 455750 have been stored since the incident.

➔ Emerging from Wolverton Works in Govia Thameslink's grey livery in June were 319432 and 319456.

➔ Following repairs to damage caused when its engine caught fire last November, Class 166 Driving Motor 58109 from 166209 has been repaired at Brodie, Kilmarnock. The incident took place at Buckland and involved a Dorking to Reigate GWR service.



Midland Metro Opens to Grand Central

The delayed Midland Metro extension from Bull Street, Birmingham to the Grand Central stop adjacent to New Street railway station finally opened to public services on May 30. On the first day car 24 stands at the Grand Central terminus after arriving from Wolverhampton St George's. (Mike Haddon)

Second Green HST

DESPITE ANNOUNCING no more HSTs would wear the Green livery applied to Power Cars 43187/43188 and the associated trailer vehicles, a second set of Mk 3s has recently been delivered back to Laira following refurbishment at Kilmarnock. Rail Operations Group took the vehicles south on June 18, as the 5V47 moved from Kilmarnock behind recently acquired ex-Riviera 47812 and 47848, which had been stored at the National Railway Museum.

Two more Power Cars, 43005 and 43041, have been painted green as well, and will no doubt be used with the repainted stock.

Final GatEx 387/2 Delivered

PRODUCTION OF the new batch of Class 387/2 EMUs for Gatwick Express duties is complete and the final set (387227) moved to Bletchley for testing on June 10 behind Freightliner's 66529.

A total of 27 four-car units have been built by Bombardier at Derby for services between London, Gatwick and Brighton where

they are replacing 1988-built Class 442s. The final unit is now undergoing testing alongside 387224-226, after which the units will be transferred to Stewart's Lane Depot for commissioning. Manufacture of Class 387s is continuing, with eight four-car units for Great Western currently under construction.

Chaos at Paddington

A CLASS 165 two-car DMU (165124) derailed outside Paddington Station at around 1800 on June 16 while running as empty stock into the station. According to Network Rail, the unit passed a signal at danger and was derailed on catch points. It came to rest adjacent to the old parcels platform and resting against two overhead line supports, damaging both as well

as the overhead catenary.

Severe disruption was caused to GWR, Heathrow Express and Heathrow connect services as the power had to be turned off. All trains were cancelled for a time as engineers rushed to reopen some of the unaffected platforms. Some services resumed later in the evening, but disruption continued the following day.

Peco name for Colas 56



During the West Somerset Railway's Mixed Traffic Weekend on June 10-12, Colas Railfreight's 56302 was named *Peco - The Railway Modeller*. The nameplate was photographed at Bishops Lydeard on June 12. (David Hunt)

First 'Renatus' Class 321 Completed

THE FIRST Greater Anglia Class 321 to go through Eversholt Rail's 'Renatus' programme at Doncaster Works (321303) was released to traffic on June 6. It has been fitted with air conditioning, new seating, larger vestibules, Wi-Fi, extra luggage space and improved access for the disabled,

including a new toilet. It is the first of 30 trains to receive the treatment, with ten due for completion by October this year. The Class 321s were built between 1988 and 1990 and are the mainstay of services in East Anglia, and the work is considered to be part of a mid-life upgrade.

73/9s Debut on the Coastway West line



Class 73s have been a regular sight along the Coastway West line in East and West Sussex for more than 50 years, but on June 1 the first appearance of the latest iteration, GBRf Class 73/9s, occurred. Topped by 73961 and tailed by 73962, a Network Rail test train forming the 1234 Hither Green to Brighton (via a convoluted 8.5 hour route) passes Goring-by-Sea. (John Vaughan)

Battle to Save Banbury North Box Lost

NETWORK RAIL has confirmed that both signal boxes at Banbury will be demolished, bringing disappointment to a group of enthusiasts who have been campaigning to save Banbury North box for four months. However, they were successful in securing a ten-week postponement on the demolition of the North box so it can serve as a temporary visitor centre. A Facebook group was set up to support the planned education centre for railway

enthusiasts, but the group was told it needed to raise £160,000 to retain the box on a permanent basis. It did secure £17,500 through public pledges and donations by Banbury-based companies, but there was insufficient time to raise the full amount.

The North box was built in 1901 and will be torn down on October 8; the South box is to go on July 20. The area's semaphore signaling is being upgraded to colour lights as part of a £78m upgrade.

GWR marks Queen's 90th



Great Western Railway has applied appropriate vinyls to HST Power Car 43027 to celebrate the monarch's 90th birthday. The Class 43 pauses at Swindon with the 0900 Paddington to Bristol on June 16. (Darren Ford)

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ELL places second Vectron order



Maxime Bonnier
News Writer

LEASING COMPANY European Locomotive Leasing (ELL) has signed a second framework agreement with Siemens for the delivery of 50 Vectron electrics. In March 2014, the lessor had also closed a deal

with Siemens for 50 locomotives. That ELL had ordered additional examples was not a surprise, as the 50th Vectron for the Austrian leasing company was soon followed by more of the type, but the agreement for a further 50 surprised everyone. The new locos will have a power output of 6.4MW and a maximum speed of 200km/h, making them suitable for both passenger and freight services. ETCS Level 2 is a

standard feature installed on all machines in ELL's fleet.

ELL has also given some insight into the country packages that can be called-off under the new contract. Where the previous framework only covered AC locomotives for use in Germany, Austria, Hungary and Romania, and multisystem electrics that can also run into the Czech Republic, Slovakia, Hungary and Poland, the new agreement

covers a broader variety of country packages. New are Vectron MS locos for the Netherlands-Germany-Austria/Switzerland-Italy corridor, and for the Netherlands-Germany-Austria-Hungary-Romania route. Additionally, the company's portfolio will be expanded with AC locos for services to and in Scandinavia, as well as some with a diesel engine to cover for the last mile to the customer.



ELL 193.208 is the only ELL Vectron wearing the leasing company's large logos on its sides. Hired to Germany's Lokomotion, it powers a Unit Cargo train together with 189.902 near Sankt Jodok am Brenner in February 2016. (Henk Zwoferink)

Dutch Railways places Class 186 follow-up order

A **SECOND** follow-up order has been placed by Dutch national passenger operator Nederlandse Spoorwegen (NS) for Class 186 multisystem electrics. After an initial batch of 19 locomotives (186.001-019) and a first follow-up order for 18 more (186.020-037), NS has decided to add another eight to its fleet. It intends to use them in top-and-tail mode with ICRm PRIO coaches on services that use, or

will use, the HSL-Zuid high-speed line. This includes the following InterCity services:

- The Hague – Eindhoven (Rotterdam – Breda via HSL-Zuid)
- Amsterdam – Rotterdam (via HSL-Zuid)
- Amsterdam – Breda (via HSL-Zuid)
- Amsterdam – Brussels (Amsterdam – Rotterdam via HSL-Zuid, Rotterdam – Antwerp unknown)

Pesa Enters Polish Loco Pool

POLISH ROLLING stock manufacturer Pesa has taken a 51% stake in Rail Capital Partner (RCP), a newly established locomotive leasing pool. The remaining 49% of shares in RCP are held by the state-owned Polish Development Fund (PFR). An initial investment in RCP of 200 million PLN over a five-year period will cover for the acquisition of eight Gama Marathon

locomotives. These will be equipped for services on the Polish 3kV DC network only.

Additionally, the machines will feature a small diesel engine for last-mile shunting purposes. A first example for RCP is already under construction and will be available for leasing in the first quarter of 2017. By mid-2018 the remaining seven should have been completed.

One-off Livery for Deutsche Bahn Classic



The former Deutsche Bahn 141.248-5 has been repainted in the one-off S-Bahn trial livery that it carried from the late 1970s until 2001. It poses in front of the Südwestfälischen Eisenbahnmuseum roundhouse during the official presentation of its Karlsruher Zug livery. (Jannick Falk)

IN BRIEF

➔ DB Fernverkehr has taken delivery of TRAXX Multi Engine loco 245.026, the sixth of seven of the type for the German operator.

➔ Railpool TRAXX AC3 last mile electrics 187.301-302 and 304 have been released for restricted use in Austria. Approval for Germany, Hungary and Romania is still pending.

➔ Bombardier has commenced delivery of 18 additional Class 186 locos for Dutch national operator NS, which it ordered in mid-2015. 186.020-022 were the first of the batch to arrive in the Netherlands.

➔ Latvia's LDz has taken delivery of the first modernised 2M62U loco from CZ LOKO. On May 20 it was officially presented to the public in Riga.

➔ Newag has out-shopped the third of five Dragon electrics with a shunting module for Freightliner PL.

➔ Siemens has released the first Vectron multisystem loco for ČD Cargo from its Munich works. It subsequently headed to the VUZ Velim testing for certification trials.

➔ German rail freight operator Holzlogistik und Güterbahn GmbH acquired former NSB Di 6 diesel loco DE 2700-06 from Vossloh Locomotives in October 2015.

➔ Thyssenkrupp Steel Europe took charge of a G 1206-2 from Vossloh Locomotives in April 2016. Built in 2008, the loco joins eight similar examples already in use by the German steel manufacturer.

➔ Due to possible issues with the electrical equipment of Class 265 Voith Gravita locos, DB Cargo Deutschland has side-lined the entire class as a preventive measure.

➔ Germany's Brohltalbahn acquired V100 diesel Am 847.958-6 from Swiss railway engineering company Sersa in March 2016. The loco was built by Deutz in 1961 as V 100.1118 (later 211.118-5) for Deutsche Bundesbahn and was used during the construction of the Channel Tunnel.

Stadler to supply EURO 4000s to Portugal

PORTUGUESE RAIL freight operator CP Carga rebranded as Medlog in May. The change of name follows the acquisition in January of CP Carga by MSc Rail, a subsidiary of Mediterranean Shipping Company (MSC). The takeover marked the beginning of MSC's strategy to strengthen and

expand the business of CP Carga, with the final goal to create a major player on the Iberian Peninsula.

As a part of the expansion process, Medlog has invested in four EURO 4000 locomotives. The vehicles have been ordered through leasing company Alpha Trains, which will take delivery

and lease them to the Portuguese operator. The four diesels will be equipped for services on both Portugal's and Spain's national railway networks. This will enable Medlog to decrease the number of loco changes at the border, saving time and money while improving the quality of its service.



Beacon Rail acquires Ascendos Rail

Ascendos Rail Leasing is well-known for its two-tone green and yellow liveried Class 66 locomotives. On April 9, 2016 Ascendos PB 18, also known by its Rurtalbahn Cargo number V 271, passes the Belgian town of Hoeselt with a car train partially loaded with Mazdas. (Peter Franssen)

Beacon Rail Leasing has reached an agreement with Ascendos Rail Leasing concerning the acquisition of the latter, although the deal still requires approval from the regulatory authorities. The process is expected to be completed by the start of the third quarter of 2016. The takeover of Ascendos Rail Leasing is the second large deal made by Beacon recently. In

2015 it acquired a large part of the mainline diesel loco fleet of competitor MRCE – ten Siemens EuroRunners and 17 EMD Class 66s.

The acquisition of Ascendos Rail Leasing will once again see Beacon's fleet increase. This time 24 Class 66 and three EuroRunner diesels will be added to its portfolio, as well as five Class 145 and three Class 185 TRAXX electrics.

Furthermore, 100 freight wagons on lease in Germany, Belgium and the Netherlands, 35 multiple units on lease in Germany and 67 double-deck coaches leased to Denmark's DSB will become part of Beacon's fleet. These vehicles will come on top of the 190 locomotives, 944 freight wagons and 20 multiple units that Beacon Rail Leasing already has in its portfolio.

DB Cargo UK

THE DB Cargo operational fleet continues to be flexible with several locos stored and reinstated during recent weeks. To store, all to WQAA, are 59206

and 60066 at Toton, 66083, 66145, 66221, 67011, 67026, 90029 and 90037 at Crewe EMD. Their removal from the fleet is off-set by the reinstatement

to traffic and their relevant operational pools of 66100, 66142, 66149, 66185, 67001, 90019, 90021 from store at Toton or Crewe EMD. 90019 was

displayed at the Multimodal exhibition at the National Exhibition Centre, Birmingham prior to being returned to Crewe by road then being reinstated.



Gleaming 90019 *Multimodal* leads 90029 on the well loaded 4M25 0607 Mossend to Daventry Intermodal at Elvanfoot in the Clyde Valley on May 31. The loco recently had a spell in stored status while it was on display at the NEC. (Stuart Fowler)

IN BRIEF

→ FREIGHTLINER

90041 has been stopped at Leeds Midland Road to supply spares for the remainder of the Freightliner Class 90 fleet. 66557 and 66565 have been transferred from Heavy Haul to Intermodal - reallocated from the DFHH pool to DFIM, swapping with 70002 and 70006 which have been reallocated from the DFGI pool to DFGH.

→ RAIL OPERATIONS GROUP

The locomotive fleet available for use by the Rail Operations Group has increased with the return to traffic following substantial repairs at UKRL Leicester of 37800, on hire from Europhoenix. The firm has been shopping recently and purchased its first wholly-owned locos – the five former Riviera Class 47s. 47812 and 47848, previously stored at York, are already in traffic, while 47815, 47843 and 47847 remain in store with Nemesis Rail at Burton-upon-Trent.

→ TRADITIONAL TRACTION

The remains of 08628 and 08886 have been sold to EMR for disposal and both have been transported from Wishaw to Kington for processing.

Direct Rail Services

MAKING SPACE at Gresty Bridge has resulted in the six stored Class 57s being moved north from Crewe to the secure MoD facility at Longtown near

Carlisle. 66433 hauled 57004, 57008 and 57009 direct from Gresty Bridge to Longtown on June 2, while 57010, 57011 and 57012 made the journey

in two legs, from Gresty Bridge to Carlisle Kingmoor behind 57301 on June 8, then forward to Longtown behind 37610 the following morning.



DRS Large Logo 37403 (minus many internal parts) at Barrow Hill on June 5. By June 18 the loco had received a replacement power unit. (Steve Pritchett)

GB Railfreight

From the last batch of Class 66s 66774, 66775 and 66778 have been in traffic, but all three have since been returned to stored status at Doncaster Roberts Road. After a period on display at the National Railway Museum at York 66779 ran back to Doncaster, was placed

into store for a few days before entering service for GBRf, working its first revenue earning trains on June 20. 66773, 66774 and 66777 have yet to haul a train; the three remaining in stored status at Doncaster Roberts Road since arrival into the UK in February.

92014 has been released from Brush traction at Loughborough and undertook several days of testing on the WCML with the SRPS coaching set from Bo'ness. 92014 had issues with its ETS before returning to Brush Traction for re-working.



After around the SRPS stock at Preston, 92014 (92010 is on the rear) prepares to head back south to Crewe with 5Z92 Crewe to Crewe via Preston on June 16. (Alexander Cromarty)

HNRC



Non-operational HNRC Class 08 08711 dumped in the outer reaches of Tees Yard on May 26. A number of parts, including buffers and brake pipes, have been removed from the forlorn shunter. (David Bissett)

Stored

59206	WQAA	Toton
60066	WQAA	Toton
66083	WQAA	Crewe EMD
66145	WQAA	Crewe EMD
66221	WQAA	Crewe EMD
67011	WQAA	Crewe EMD
67026	WQAA	Crewe EMD
90029	WQAA	Crewe EMD
90037	WQAA	Crewe EMD
90041	DFLC	Leeds Midland Road

Stored then reinstated

None

Transfers

08628		Wishaw – EMR, Kingsbury
08886		Wishaw – EMR, Kingsbury
09026	MBDL	Brighton – Spa Valley Railway (preservation)
50008	HTLX	Severn Valley Railway – Leicester
57004	XHSS	Crewe Gresty Bridge – Longtown
57008	XHSS	Crewe Gresty Bridge – Longtown
57009	XHSS	Crewe Gresty Bridge – Longtown
57010	XHSS	Crewe Gresty Bridge – Carlisle Kingmoor – Longtown
57011	XHSS	Crewe Gresty Bridge – Carlisle Kingmoor – Longtown
57012	XHSS	Crewe Gresty Bridge – Carlisle Kingmoor – Longtown
66149	WQAA	Crewe EMD – active (later reinstated)
66779	GBNB	National Railway Museum, York – Doncaster Roberts Road (later reinstated)
90019	WQAA	NEC, Birmingham – Crewe EMD (later reinstated)

Reinstated then returned to store

66774 66775 66778

Reinstated

37800	GROG	(Leicester)
47812	RTLO	(National Railway Museum, York)
47848	RTLO	(National Railway Museum, York)
66100	WBBE	(Toton)
66142	WBAE	(Toton)
66149	WBAE	(active)
66185	WBAE	(Toton)
66779	GBNB	(Doncaster Roberts Road)
67001	WAWC	(Crewe EMD)
90019	WEAC	(Crewe EMD)
90028	WEAC	(Crewe EMD)
92014	GBSL	(Brush Traction, Loughborough)

Disposals

None

Resplendent in Railfreight livery, 37674 passes Wensley with the 1515 Leeming Bar to Redmire 'Afternoon Tea Train' on April 10. (Paul Biggs)



Tucked away in a small corner of North East England, celebrity Class 37 37674 returns to life, as **Gordon Kirkby** explains.

Every loco that is fortunate to find its way into preservation has its own individual story to tell. Some had a smooth transition from operational life with British Railways or a Train Operating Company into a pampered and cosseted life on heritage lines, while others only escaped the cutter's torch at the last minute by the determined efforts of dedicated enthusiasts' groups. Here we have a story of a father and son with a passion for railways and a love, in particular, of Class 37 diesels. Not all of us are fortunate enough to be able to follow our dreams, but in the case of Graham and Phil Harris they were able to see their dream become reality.

Graham is the owner of Class 37 37674 *Saint Blaize Church 1445-1985*, which after ten years of determined and dedicated work has been brought back to life. It now runs regularly on a heritage line, giving pleasure not only to the man who made it possible, but also to the many enthusiasts who travel behind it along the Wensleydale Railway at Leeming Bar as it powers regular trains on the 22-mile long line between Northallerton and Redmire.

Loco history

The loco was originally numbered D6869 and was built at the English Electric Vulcan Foundry at Newton le Willows. It was released into traffic on August 23, 1963, and initially based at Swansea's Landore Depot (87E). For most of its early years the loco led a fairly non-eventful life, spending the majority of its time working coal and steel trains on the Western Region in Wales. In 1966 it was transferred to the Eastern Region

where it continued its freight duties, first out of Wakefield's Healey Mills Depot and then Sheffield Tinsley. In May 1974 came the first identity change when D6869 was renumbered 37169 following the introduction of the TOPS system.

In 1987 things changed dramatically for 37169 when it was selected for refurbishment and conversion to a Class 37/5, which took place at Crewe Works. The refurbishment included a complete strip down, modifications to the electrical system, re-gearred bogies, an engine overhaul and the generator removed in favour of a Brush alternator. On June 12, under the new guise of 37674, it emerged from the works and became one of a batch of six refurbished examples to be transferred back to the Western Region and based at Plymouth Laira. The six locos were out-based at St Blaizey to work china clay trains in the local area. While undertaking these duties, 37674 became the first refurbished Class 37 to work the 'Silver Bullets', the longest distance freight train running in the country, taking china clay slurry for the paper industry from Burngullow (Cornwall) to Irvine (Scotland) in big silver tanks.

Most of the six locos attained something of a celebrity status, acquiring names and decals with a Cornish theme, and in December 1995 37674 received the name *Saint Blaize Church 1445-1985*. It was christened by Uny Bowers, the nine-year-old son of the vicar of St Blaize Church, the Rev Malcolm Bowers, to mark the 550th anniversary of the church on December 21, 1995. During September 1999 37674 was fitted for Sandite working, which entailed some minor bodywork alterations.

The loco was transferred away from the southwest, moving steadily northwards ➔



Hard V

Restoration is virtually complete, apart from the large white double arrow on the body side and Railfreight logo under the cab window on the secondman's side. 37674 carries out a spot of shunting in the station yard at Leeming Bar on April 10 this year. (All photos author unless stated)



Work Pays Off

RIGHT: Looking rather the worse for wear in its tatty Transrail livery, 37674 stands in the station yard at Kirkby Stephen on February 16, 2011 parked between 37146 and 47785.



BELOW: In 2010 metal thieves attacked 37674 and vital copper cabling was stolen, putting the loco out of action until the owner of Booth's scrapyard in Rotherham came to the rescue. In much happier circumstances, 37674 is started up after the long lay-off on April 7, 2012.

first of all to Cardiff Canton, then Crewe Diesel Depot, Bescot (Birmingham), Toton (Nottingham), to its final home in active service, Motherwell, by which time it had lost its Railfreight red-stripe livery in favour of Transrail grey. The end of active service life came when its engine was turned off for the last time on December 12, 2004 and it was placed in store at Motherwell.

Acquisition

In 2007 Graham and Phil became aware that 37674 was going to be put up for disposal, and after a couple of visits to Motherwell Graham submitted an offer,

which was successful. The loco was transferred to Kirkby Stephen East in Cumbria on May 19, 2007, near to where Graham and Phil were based. Apart from both nameplates which were removed prior to delivery, the only things missing were two electronic cards. These were soon sourced and replaced, and at 1700 on the June 2, 2007 37674 became the first 37/5 to start up in preservation.

Restoration

Many of Britain's larger heritage railways offer large, well-equipped, covered workshops to enable restoration work to be carried out. Graham and Phil were not

so fortunate for 37674, and in the early years at Kirkby Stephen all the work had to be done out in the open in the station yard. This had its disadvantages for the dedicated volunteers who helped the Harries with the project. They endured sub-zero temperatures, snow, wind and rain in the winter months and blisteringly hot temperatures in the summer, especially when working on the metal roof of a loco baking in the sunshine.

A considerable set-back occurred at the end of 2010 when several locos at Kirkby Stephen were targeted by metal thieves, resulting in copper cabling to the main generator being stolen. At this point help





came from the most unlikely of sources, Booth's Scrapyard at Rotherham. Graham and Phil had previously contacted Booth's when sourcing spare parts for other locos they own. When the scrapyard heard of their predicament, which could have ended the Harris's efforts to return 37674 to working condition, Booth's Chris Davis provided invaluable aid in replacing the missing cabling, for which Graham and Phil were most grateful. It seems that Booth's scrapyard is turning into a modern-day version of Dai Woodham's Barry scrapyard in offering help and assistance to the railway preservation movement.

Moving

Despite the setback the restoration work continued at Kirkby Stephen and 37674 was soon up and running again and mechanically sound. However, the length of track available was only a quarter of a mile and so the Harrises decided to move their collection to a line that could offer more potential. In April 2014, the six-loco collection (20169, 31410, 37146, 37674, 47785 and BR Standard 9F 2-10-0 steam loco 92219) was moved to the Wensleydale Railway at Leeming Bar. The Wensleydale Railway offers 22 miles of available running lines, extending from Northallerton, over on the East Coast Main Line, to Redmire in the Yorkshire Dales. The line has plans to extend further west to Aysgarth and eventually Gardsdale on the Settle to Carlisle line.

The move came at a price, though. It can be quite costly to transport large locos, even over a relatively short distance, and in order to achieve it some sacrifices had to be made. A few years earlier Graham and Phil had purchased Class 31 31410 from Carnforth, after it had been withdrawn following a derailment while working a ballast train. During its restoration at Kirkby Stephen serious problems were ➔

ABOVE: Mechanical and bodywork restoration was well advanced by November 23, 2014. Still in undercoat grey, a test run with an engineering train of loaded ballast wagons was performed to Northallerton.

RIGHT: Restoration work was carried out in all weathers in the station yard at Kirkby Stephen East. On a fine day in September 2012 Graham is sanding down the bodywork to prepare it for the application of green anti-oxide paint. Several areas, particularly under the side cab windows, suffered from corrosion and had to be re-plated.

RIGHT: By November 7, 2012, with the green anti-oxide paint now applied, traces of the loco's links to Cornwall could still be seen, with the flags and coat of arms on the nose end above the centre headcode panel.





discovered with one of the bogies that would entail much costly work to bring back to running condition. So after much debate and soul-searching the father and son team decided to let 31410 go, and it was sold for scrap to Booth's.

Repaint

The summer months of 2014 were favourable weather-wise and resulted in good progress being made on restoring the external condition of the loco. Work concentrated on replacing corroded

body panels (a recognised problem with elderly Class 37s), and once this had been achieved attention was turned to returning 37674 to the Railfreight red-stripe livery worn in the 1990s. On November 23, 2014 test runs took place and, for the first time in ten years 37674, still in undercoat grey, assisted with marshalling some coaching stock before working an engineering train of ballast wagons through to Northallerton. A week later its full return to service hauling passenger trains came on a very damp, foggy

ABOVE: The loco's number 2 end cab.

BELOW: The loco awaits departure from Redmire station while taking an active part in the Wensleydale Railway's Diesel Gala on July 19 last year.

November 29 morning, when a very happy and proud owner Graham was on board the special.

Operational staff at Wensleydale have commented on 37674's reliability; the loco invariably fires up first time and has one of the smoothest, sweetest, tick-overs among the preserved Class 37s. In July 2015, the Wensleydale Railway held its annual diesel gala, during which 37674 played a leading role. One of the visiting locos was newly restored 37057 and during the weekend it was paired up with 37674, first of all topping and tailing and then, on the Sunday, double-heading the last train of the day from Redmire through to Leeming Bar.

Earlier this year Graham was able to secure and purchase one of the original Saint Blaize Church 1445-1985 nameplates when it came up for auction at Crewe.

Graham and Phil's love of modern diesels isn't just restricted to owning 37674, they also own 37042, which they purchased from EWS when it was in store at Doncaster. Work will commence on bringing it back to life after 37674 is finished. They also own 37294, which can be found at the Embsay & Bolton Abbey Railway near to Skipton.

For the followers of Heritage Class 37s, a good day out behind 37674 can be enjoyed as she is regularly employed hauling trains up and down the Wensleydale line through stunning Yorkshire Dales scenery. Particularly popular are the line's beers specials, which 37674 often hauls. What better excuse is there to pay the line and the loco a visit? **RJ**



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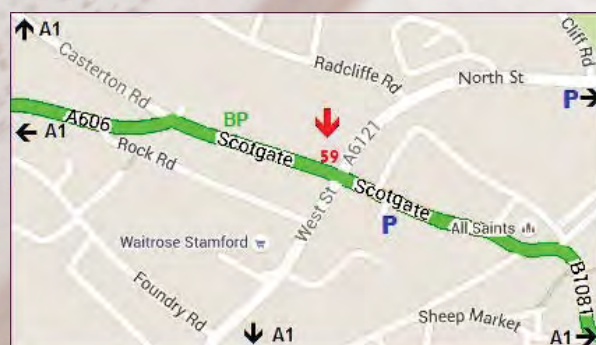
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COAL ON THE LDECR

Chris Booth recounts 23 years of photographing coal trains along the LDECR.



My interest in photographing coal trains along the former Lancashire, Derbyshire and East Coast Railway (LDECR) in Nottinghamshire really started in 1993, after the peak years of coal haulage along the route had long gone and pit closures were well underway. The line itself had been an interest for quite a while, however it was one of those places I never ventured to because I was too busy elsewhere. Needless to say, by the time I turned my attention to it the best years had gone and demand for coal was on the downturn.

September 17, 2015 saw the last coal train run from Thoresby Colliery when 66617 worked 6B56, the 1600 Thoresby to Cottam Power Station, the pit having closed in July. After a long and lingering decline, this brought the final curtain down on freight along the remains of the LDECR.

Brief history of the route

Little more than 100 years ago an ambitious plan was formulated to construct a cross-country rail route to connect the Manchester Ship Canal at Warrington to a new dock at the small east coast village of Sutton On Sea. It was to be grandly titled The Lancashire, Derbyshire and East Coast Railway but, as history was to show, only the Chesterfield Market Place to Pyewipe Junction (near Lincoln) section and a branch to serve Sheffield from Langwith Junction to Beighton were completed. The line was taken over by the Great Central Railway (GCR) in 1907 and was primarily used to carry coal. However, there was a passenger service between Chesterfield Market Place and Lincoln until 1951, when the Chesterfield to Langwith Junction section closed, and until 1955 between Langwith and Lincoln.

Passenger traffic via Beighton to Sheffield ceased at the outbreak of World War Two. With the construction of a chord between the Beighton Branch and the Midland Railway (MR) Shirebrook to Worksop line at Norwood in 1967, the section as far as Westhorpe Colliery was abandoned; access to that colliery was subsequently only from the Beighton end.

The LDECR crossed the MR Shirebrook to Worksop line by a bridge, connections to the MR being made with flying junctions. However, over the years the bridge became weak and when it came up for renewal in 1974 the decision was taken to dispense with it. Consequently, a spur from the MR at Shirebrook to the LDECR near Warsop Junction was laid. This came into use on November 11, 1974 and all remaining sections of the LDECR to the west of Shirebrook were gone. ➔

MAIN IMAGE: Freightliner's 66566 arrives at Welbeck Colliery with the 4K71 1330 from West Burton to load up before forming the 6B54 1739 return on May 22, 2009. (All photos author)





TOP LEFT: 37694 and 37884 wait as the 6Z68 from Asfordby is unloaded at the closed Bevercotes Colliery on December 21, 1996.

ABOVE LEFT: 58030 arrives at Rufford Stocking Site with the 7G61 from Daw Mill on June 6, 1995.

BELOW LEFT: following a derailment at Bilsthorpe it was necessary for trains to be top and tailed in April 1995. 58020 Doncaster Works at the rear of the 7A07 1640 Bilsthorpe to Ratcliffe on April 13.

The main reason for the route's existence into the 21st century was coal from the remaining collieries and traffic to feed High Marnham Power Station. High Marnham was to be the UK's first 1,000 megawatt power station and the largest coal-fired example under one roof in Europe. A spur was installed close to Fledborough Station to feed a new set of sidings, the High Marnham to Fledborough road was re-routed and a road over a bridge built. A brick signal box was provided to oversee access to the sidings. The power station first generated electricity in 1959 and was completed in 1962 at a cost of £50,000,000.

By the early 1960s the viaduct over the River Trent at Fledborough was showing signs of weakness and as a result was rebuilt in 1964, with the line across it singled. Traffic continued along the route to Lincoln until a serious derailment at Skellingthorpe on February 1, 1980 forced the abandonment of the Pyewipe Junction to High Marnham section of route, leaving just the section of line from Shirebrook to High Marnham.

The Mansfield Railway from the GCR at Kirkby South Junction connected at Clipstone, the first section from Clipstone to Mansfield Colliery opening in 1913. The Clipstone Colliery branch began in 1916, with the final section to Kirkby opening on September 4, 1916 to give a length of 11½ miles. Passenger services commenced in 1917 and in the same year the two mile Rufford Colliery branch opened; the branch to Bilsthorpe being a later addition. Sidings, known as Mansfield Concentration Sidings, were built close to Clipstone, but these closed in 1986.

In 1983 a new connection was made between the former MR Rufford to Clipstone branch and the old GCR Rufford Branch off the Mansfield Railway, which allowed the former MR access to Rufford Colliery to be closed. This meant all inward traffic for Rufford had to use the former GC line and outbound traffic the former MR side and the new link. Rufford was a blending facility for coal that had been rejected by customers; two adjacent sets of coal stacking and loading facilities

were provided in the 1960s known as the Rufford Stocking Site. This meant that coal for blending used the former GCR side for discharge, while blended coal was dispatched via the loading pad on the old MR side.

Mansfield Crown Farm closed in March 1988 with rail shipments of the last cut coal sent out during the week commencing April 25, 1988; washed coal was moved until early 1990. Blidworth and Warsop Collieries closed in 1989, on March 1 and August 25 respectively. On December 9, 1990 the former Blidworth Branch was truncated at Rufford Stocking Site, with the branch beyond that point being lifted, but coal continued to be blended at Rufford Stocking Site.

I was to spend many a happy hour visiting the remaining collieries and High Marnham Power Station. What follows is just a taster and some of the highlights of my dealings with the area.

Due to the periods of strike action in the mid-1970s and mid-1980s the controversial decision was taken to reduce the number of local collieries. As a result, production in Nottinghamshire declined rapidly and with the passing of the Coal Industry Act 1994 mining operations were merged with RJB Mining to form UK Coal, with the remaining mines being taken over. Table 1 shows the declining output for Nottinghamshire coal.



1. Nottinghamshire Coal Output

Year	Output (million tons)
1995	8,230,000
1996	8,320,000
1997	7,700,000
1998	6,270,000
1999	6,160,000

2. Annual output for RJB Mining in 1996

Colliery	Output	Men
Bilsthorpe	1,621,000	386
Clipstone	487,940	304
Thoresby	1,902,000	702
Welbeck	1,880,000	659



Bevercotes

The first railway photograph I had published was in *Rail* in 1993, this being a night shot of 56018 beneath the bunker at Bevercotes Colliery loading 7Z27, the 0030 Bevercotes to Bolsover Coalite on May 13 that year. It was taken at an exposure of 15 sec at F8, and as digital cameras weren't around at the time I had to wait for the film to be processed before finding out if the image was any good!

Bevercotes Colliery was the site of the first experiments with MGR workings in 1966, but was mothballed in March 1993 with the final trains serving the Bolsover Coalite plant. It closed in September 1993, but, after demolition and clearance, on November 22, 1996 Class 58 58023 ran a series of light engine proving runs along the Bevercotes Colliery branch ready for the resumption of trains to clear 360,000 tonnes of stockpiled coal. The following day the first train ran as part of a new short-term flow of traffic bringing in coal from Asfordby Mine in Leicestershire to be blended with the stockpile. This was the 6Z68 with Mainline grey liveried 58015 at the helm. Being 'in the know', I managed to get a photo of the train at Bevercotes and have chat with the ground staff.

There was excitement in the air a few days later when a pair of Class 37s was diagrammed to work the train. In those pre-internet gen group and mobile phone days "not a lot of people knew that", as the saying goes! On November 30, 1996 37686 and 37225 arrived on the train and were photographed, while the pairing of 37884 and 37694 was 'photted' on December 21, 1996.

After blending, the coal was taken to High Marnham Power Station, the first train running on November 25, 1996 as 7J23 behind 58033. It was photographed several times loading and along the branch. However, after two-thirds had been loaded it was deemed the coal was too wet, and High Marnham subsequently refused to take it. After running round at Boughton Junction the train worked to Worksop, later going to Rufford Stocking Site for further blending.

ABOVE: DB Schenker 66184 approaches Assarts Farm Crossing on the Welbeck Colliery Branch with 6Y49, the 1840 Welbeck to Ferrybridge on April 16, 2010.

BELOW: Class 60 60011 Cader Idris passes the site of Mansfield Concentration Sidings with the 6Y31 Worksop to Bilsthorpe on October 28, 1995.

3. High Marnham

Code	Depart	Origin	Destination	Arrive	Runs
6K22	0430	Worksop	Thoresby	0526	SX
7J22	0621	Thoresby	High Marnham	0815	SX
6K24	0945	High Marnham	Thoresby	1126	SX
7J24	1221	Thoresby	High Marnham	1330	SX
6K26	1556	High Marnham	Thoresby	1726	SX
7J26	1821	Thoresby	High Marnham	1926	SX
6W26	2056	High Marnham	Worksop	2126	SX
6K27	0730	Worksop	Thoresby	0826	SX
7J27	0921	Thoresby	High Marnham	1026	SX
6W27	1250	High Marnham	Worksop	1340	SX
6K23	0821	Worksop	Welbeck	0915	SX
7J23	1010	Welbeck	High Marnham	1050	SX
6K25	1335	High Marnham	Welbeck	1435	MO
7J25	1530	Welbeck	High Marnham	1640	MO
6K25	1335	High Marnham	Thoresby	1426	MSX
7J25	1521	Thoresby	High Marnham	1640	MSX
6W26	1900	High Marnham	Worksop	1950	SX

West Burton

7B58	0321	Thoresby	West Burton	0655	EWD
6K61	0541	Worksop	Welbeck	0635	MWO
7B61	0730	Welbeck	West Burton	1010	MWO
6K68	0948	Worksop	Clipstone	1034	MTWO
7B60	1216	Clipstone	West Burton	1705	MTWO
6K71	1248	Worksop	Clipstone	1334	MO
7B71	1516	Clipstone	West Burton	2020	MO
6K51	1930	Worksop	Thoresby	2026	Su TO
7B51	2121	Thoresby	West Burton	2359	Su TO
6K53	2141	Worksop	Welbeck	2235	Su TO
7B53	2330	Welbeck	West Burton	0210	Su TO

Cottam

6K87	0551	Worksop	Welbeck	0635	TTHO
7F87	0730	Welbeck	Cottam	1225	TTHO
6K93	1341	Worksop	Welbeck	1435	TTHO
7F93	1530	Welbeck	Cottam	1805	TTHO
6K98	1901	Worksop	Welbeck	1955	SX
7F98	2050	Welbeck	Cottam	2300	SX

Ratcliffe

6T14	0649	Worksop	Clipstone	0734	MWFO
7A14	0916	Clipstone	Toton	1330	MWFO

Drakelow

6T46	0301	Worksop	Welbeck	0355	SX
7C46	0450	Welbeck	Drakelow	0830	SX
6T50	1101	Worksop	Welbeck	1155	MSX
7C50	1250	Welbeck	Drakelow	1630	MSX

Rugeley

6T33	2325	Toton	Welbeck	0115	Su FX
7G33	0210	Welbeck	Toton	0400	Su FX



4. 6Z54 Walton Old Jn to Clipstone		6Z82 Clipstone to Walton Old Jn	
Warrington	0202	Clipstone	1445
Wakefield	0401	Shirebrook	1519
Doncaster	0429	Maltby	1626
Maltby	0506	Doncaster	1646
Shirebrook	0613	Wakefield	1734
Clipstone	0642	Warrington	1939

Rufford Colliery and Stock Site

After closure of Rufford Colliery on November 26, 1993 the stockpiled coal was again removed, and on March 18 the following year I made my way to there to photograph 58034 *Bassetlaw* with 7R50 departing with a train for Grimethorpe Coalite. By 1995 the colliery had been demolished and so my next foray to the area, on February 6, was to photograph 58033 departing with 7G22 for Rugeley Power Station. The area was then known as Rufford Pad, as this was where the blended coal from the adjacent Rufford Stocking Site was sent out. I made several visits there, which entailed a long walk through Clipstone Forest to gain a footpath that crossed the site via two trainman-operated level crossings named Elmsley and Inkersall. I managed to get some shots of a train discharging its load at the bunker, which had been set into the former Blidworth Branch, and at the crossings.

Bilthorpe

As it was situated at the end of a long branch, photos of this colliery were possible from a road bridge. However, I was granted permission to photograph from the far end of the bunker line on two occasions. Usually the train loco was at the leading end when it went beneath the bunker, propelling back as it loaded then propelling to the other side of the road bridge to the run round loop. However, due to a derailment in the



ABOVE: Load Haul liveried 56090 passes the site of Ollerton Colliery with the 7Z88 1118 High Marnham to Ratcliffe, which was supposedly the final train of reclaimed coal on October 24, 2003, although it turned out to be the penultimate train from High Marnham.

loop trains were top and tailed for a period, allowing a photo of a loco at the rear end of the train. The pit closed in April 1997, with the last coal train running on April 29. This was 7F98 Bilthorpe Colliery to Cottam hauled by 58040 *Cottam Power Station*, and I obtained a shot of the train at Bilthorpe Junction, this being the final working off the branch.

Ollerton

It was possible to photograph trains at this colliery from a disused rail over-bridge that had once served the nearby Rexco Smokeless Coal plant. There were other vantage points, too, such as from the long-closed railway bridge abutment to the east of the pit. My highlight at Ollerton came when I obtained a cab ride through the bunker thanks to a generous driver I knew. The colliery closed on February 12, 1994 and the final train ran on February 25 as 6F45 to Cottam with 58007 *Drakelow Power Station* at the helm. This I 'photted' from the disused bridge abutments as it arrived. The pit buildings were demolished shortly after closure. However, large surface stocks of around 200,000 tonnes of mainly power generation grade coal remained unsold and would

be transferred to RJB Mining in 1995. The stockpile would later be moved out, with the first train running on June 6, 1995 behind 58004 as 6C28 Toton to Ollerton, departing as 7A29 for Ratcliffe Power Station.

Into 1998

The colliery closures had left Welbeck, Thoresby and Clipstone to carry on, primarily serving the power stations at High Marnham, West Burton, Cottam, Ratcliffe, Drakelow and Rugeley, with the occasional Didcot traffic from Welbeck. The weekly timetable of trains would vary considerably, depending on demand. A typical week in early 1998 is shown in Table 3.

British Coal closed Clipstone in April 1993, but on January 24 the next year the colliery was leased for eight years by RJB Mining from British Coal and was re-opened, but with a reduced workforce of 140. It would remain open until the new millennium. One working that attracted a bit more attention from photographers was the Clipstone (or Welbeck) to Walton Old Junction at Warrington, with coal for export to Ireland. This train, which usually consisted of PFAs, ran either Thursdays or Saturdays depending on demand. Table 4 shows typical timings for a Thursday run, Saturdays usually being the same. I managed to photograph this train several times in different places.

High Marnham Power Station

My first visit to this power station was on June 17, 1993 when I photographed 58030 departing with the 6H35 High Marnham to Ollerton empties. The line from Thoresby onwards saw no rail traffic for 12 months between April 1994 and March 1995, when



LEFT: 58036 heads a rake of HAAs (the 7R63 from Thoresby) as they are discharging at High Marnham Power Station September 9, 1995.

BOTTOM LEFT: Viewed from the closed High Marnham signal box, 66086 departs from High Marnham with the final train of reclaimed coal, running as 7Z88, the 1118 to Ratcliffe on October 28, 2003.

RIGHT: Observed from an overhead gantry in Clipstone Colliery, 66250 leads the 7F87 0915 Clipstone to Cottam on June 11, 2003, during the final week of trains on the branch.





the power station ran on reclaimed coal. I was to visit many times between 1995 and 1998, obtaining images of Classes 56, 58, and 60 on coal trains. Because I knew some of the Worksop-based drivers, I managed a few cab rides through the discharge bunker, and a couple the whole distance from Ollerton to High Marnham. The power station was mothballed in 2002 and the line between it and Thoresby Colliery became unused, but trains did eventually begin running again briefly until the total closure was announced in 2003. On March 19, 2003 66086 worked what was the penultimate train into the facility, 7J22 0900 Oxcroft to High Marnham, and I managed to obtain a couple of shots of it en route at Thoresby and Ollerton and, with the permission of the driver, rode from Ollerton to High Marnham and back – a real treat!

After the power station closed it was necessary to clear the coal stockpiles. Wagons were loaded by mechanical shovel from a temporary pad adjacent to the discharge bunker. What should have been the final train of coal to leave ran on October 24, 2003, as 7Z88 1015 to Ratcliffe Power Station. Specially hauled by Load Haul livery 56090, it stopped at several places along the branch to allow photographs to be taken by the staff. However, one final train ran on October 28, hauled by 66086 as 6Z90 0750 Worksop to High Marnham departing as 7Z88 1118 to Ratcliffe. Needless to say, I managed several shots of the final workings.

Final colliery closures

Annual output figures for RJB Mining during 2000 at the final three collieries were:

- Clipstone 0.3m tonnes
- Thoresby 1.7m tonnes

- Welbeck 1.4m tonnes

The last train of coal was delivered to Rufford Stocking Site by Freightliner Heavy Haul on March 29, 2003, but because of work commitments I missed it.

Clipstone Colliery

Clipstone was the final colliery served by the erstwhile Mansfield Railway and I made the effort to create a photographic record of as many trains as I could, initially Class 56, 58 or 60 hauled, but later the Class 66 as well as it took hold. Once again I managed to gain access to photograph the loading area, but there were spots along the short branch worth visiting as well. The pit succumbed to closure on April 17, 2003, with the final trains running during week ending June 14.

Welbeck Colliery

Welbeck was another colliery with a long branch connected to the LDECR and I took many photos along that branch. Again, on two occasions I obtained permission to photograph the loading area, by now the trains were hauled by Freightliner Class 66s. The colliery closed in May 2010, with some of the final workings bringing in coal from Daw Mill for blending, running as 6Z77 0548 Daw Mill to Welbeck and returning as 6M69 1006 Welbeck to Daw Mill. The last example out of the colliery was 6G17 1028 Welbeck Colliery to Drax on October 1, 2010.

ABOVE:

Immaculate EWS 58049 Littleton Colliery, departs Thoresby Colliery sidings with the 6T21 to Bilsthorpe on October 13, 1996.

BELOW:

Freightliner Heavy Haul 66559 waits to enter the loading bunker at Thoresby Colliery on February 24, 2015.

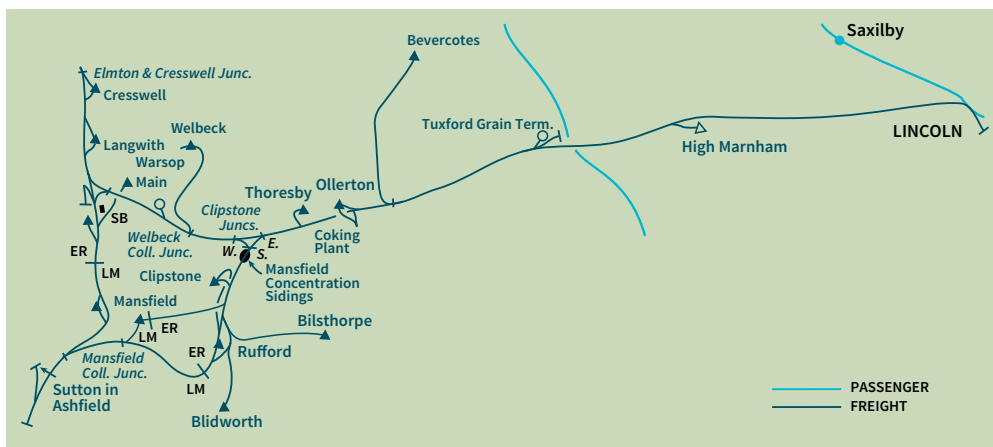
The final pit

The closure of Welbeck left just Thoresby Colliery producing coal, and once its closure was announced in 2015, the area became a pilgrimage for photographers wishing to record the final coal trains. I was lucky enough to obtain a few cab rides along the branch with GBRf and Freightliner drivers, so was able to record them trains in great detail.

The pit closed on July 10, 2015 and at 1645hrs on September 17 the last train left behind 66617, working 6B56 1600 Thoresby to Cottam Power Station. Sadly, I was unable to get a photo of the train as it left, however I did manage to capture it passing my workplace.

So that was it, and although Freightliner is utilising Thoresby Colliery Sidings for the storage of now redundant wagons, there are no more trains along the route that was built for coal. Indeed, with the implementation of the carbon tax in April 2015 the haulage of coal along Britain's railways has decreased immensely, and with the closure of Kellingley Colliery in December 2015 deep mining in Britain is at an end.

There is, of course, still occasional traffic to Network Rail's Rail Innovation and Development Centre that has taken over the line between Thoresby Colliery Junction and the end of the route at High Marnham, but that is another story. **RI**



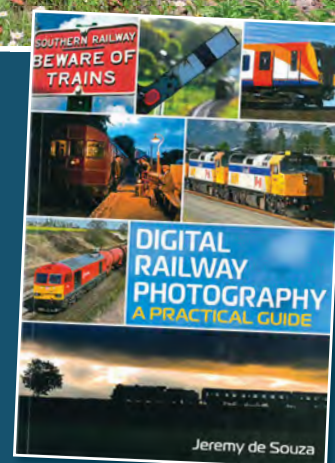
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HST vs APT

AS A young student studying for an Ordinary National Diploma in Engineering Technology prior to university in the mid-1970s I did a research project in the development of the HST, so I have always had a fond interest in HSTs and enjoyed the article by Evan Green-Hughes a great deal. However, his assertion that BR had a choice between tilting trains or the HST is very simplistic. It set out that way but it didn't end up that way.

The Advance Passenger Train (APT) or 'tilting train' was the option, however it became clear that this was not going to work, but only at a very late stage in its development. I recall two issues in particular. First the tilting train caused the guests on an inaugural run to feel very travel sick. In part this was due to the difficulty the control system had in differentiating between entering genuine bends and normal swaying on the straight. If they

de-sensitised the system to calm it down from responding to normal sways, it was too slow responding to a genuine bend, and vice versa.

The second problem was in the hydraulic system and the choice of servo valve. Following the disappointing inaugural run, it became clear that there was a slight chance that two tilting trains approaching each other on the straight would collide if stuck in a position tilting towards one another. On reading an article about this later in my early career, I realised that is was more than just a slight chance. At the time I was working on developing hydraulic injection moulding machines that used servo valves that required oil filtered down to 3 microns. It was extremely difficult to attain this level of filtration. It necessitated many hours of running and a lot of successively finer filters. It was easy to re-contaminate when doing repair work and the servo valves often stuck in one position,

a result that required expensive disassembly and cleaning; hence the chance of a train sticking in the tilt position.

I can't reference the article this many years later, but I recall it quoting the requirement for a filtration level of one micron, which is incredibly fine, and after my experience in industry it struck me that the chances of a train sticking in the tilt position were far higher than had been originally suggested. Incidentally, these are obstacles that the Italians clearly overcame with the highly successful Pendolinos on the WCML, in which I enjoy travelling with no apprehension whatsoever.

BR invested heavily in R&D for the tilting solution, but found out very late in the day that it was not going to deliver and that it had become imperative that the HST be developed to fill the gaps so well defined in your article. BR needed a rapid solution, to be delivered by the engineering

department in a short timescale, on a minimal budget – and it worked. It is a testament to the Department that a 'stop gap' is still going strong after 40 years of such rapid change. There was a well-known correlation between track wear, speed and direct axle weight, so in order to minimise track wear at 125mph, the direct axle weight had to be lowered, which I've always suspected led to the smell of hot brakes when decelerating.

One final point: when on the graduate recruitment 'milk round' I went to BR for interview, which among a number of other things involved a one-on-one chat with a senior BR Director, and I took the opportunity to ask why the HST was such a success and why the APT was such a failure. "Oh that's easy," he said. "The APT came from the R&D Department and HST came from the Engineering Department..."

Brian Jenkinson, B. Eng (Tech) MIET

The 'rumour mill' has once more been working overtime 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 take over responsibility for Anglian Norwich to Great Yarmouth and Lowestoft locomotive-hauled services from Class 37s, as DRS has a surfeit of the type (before introduction on TPE trains) and needs more 37 for freight and Cumbrian passenger workings. The locos will work top and tail Monday to Friday, initially with the short set from June 27, and will also be available for other movements and emergency work in the area. *** The non-appearance of 40013 at the Severn Valley Railway diesel gala has been blamed on a number of issues including SVR staff being found in the cab without permission, and the loco owner withdrawing it and co-owned Class 26 26007 from the event after failing to receive a full explanation.** *** Alternatively, from SVR sources, the owner was not happy with the terms of the contract and decided to pull the locos at the last minute. Other rumours included it being run up and down the yard without permission.** *** TPE has confirmed the purchase of 13 5-car CAF sets for loco-hauled services. Other details yet to be confirmed include training and interim arrangements with Mk 3, or even Mk 4 stock, and possible longer term use of electric locomotives on some**

services. *** The appearance of the Network Rail Class 73s at the SVR Diesel gala didn't go without a hitch. In addition to the failure of 73951 (on a train full and standing) with a suspected flashover, the locos failed to haul one of the trains at a speed higher than 4mph. Assistance was required by translator locos, including 20188 propelling the 73 most of the way from Kidderminster to Bridgnorth. NR is rumoured to have one more loco ready to convert and is seeking a firm to carry out the work. Software issues have been identified as the main culprit in the 73/9's poor performance so far.** *** Class 387s will take over King's Cross to Kings Lynn services (originally these had been pencilled in for Class 377s released from Thameslink duties). Some 377s and possibly 25 319s could be cascaded to Southeastern.**

*** Five HST sets are set to be cascaded from VTEC and possibly elsewhere for use on XC services, replacing pairs of Voyagers on longer distance and high capacity services. Voyagers are also set to take over some XC Nottingham – Cardiff services.** *** Freightliner drivers have confirmed there are still some concerns with the Class 70 fleet, particularly in terms of ride quality and**

overall reliability. *** The SVR has had some difficulty in rostering volunteers for the upcoming visit of *Flying Scotsman*, with concerns over overcrowding and trespassing being expressed.** *** Barrow Hill has reportedly won the contract for work on Class 442 EMU loco haulage conversions.** *** With 40106 delivered to the ELR, and working regularly on passenger services, rumours persist that the CFPS is keen to arrange a 40 Gala on the line with 40012, 40013 and D200 in the frame for a visit to join its other two locos on site (D335 and 345). 40013 is set to be certified for main line working, with long held rumours that it may be put on the safety case of a well-known freight operator.** *** London Midland is set to receive a cascade of EMUs from the North West to bolster its services, including Class 323s for the soon to be electrified Bromsgrove, and 350s for WCML trains.** *** The SVR is rumoured to have agreed a deal with a rail infrastructure maintenance and overhaul company to relay the track on the Stourport branch. The company will use the relaying project for on-the-job training and will renew the track in packages tied in with its training programmes. Several large piles of concrete sleepers and an accumulation of track have been**

gathered near the junction with the main line branch at Bewdley. Problems with a tunnel may yet delay or curtail the project, which is anticipated will be completed in two to three years, giving the SVR an excellent opportunity to run branch line shuttles to the picturesque town. *** There are no short- to medium-term plans to return prototype HST Power Car 41001 to the main line, but modifications and overhaul work is being carried out with a view to full compatibility with production HST power cars, together with paper audit trails of maintenance and overhaul to main line standards.** *** A series of events is planned for the Class 52 Western retirement 40th anniversary in February 2017, including main line charters and visits to preservation centres and depots. Main line trips are thought to include Penzance and West Wales.** *** 20301 to 20305 are to be fitted with new wheelsets at Barrow Hill, extending their life for at least three years for use on RHTT duties. It is anticipated the fleet will be put back into store after the season to extend their working lives.** *** Another Class 31 that may be moving home could be 31466, which is being restored to Railfreight Grey livery at the Dean Forest Railway.**

Superb Swanage

The Swanage Diesel Gala and Beer Festival has established itself as one of the premier events for the 'modern' enthusiast in recent years, and quite rightly so. This year it excelled itself once more, attracting some wonderful visiting locos, in particular Class 40 D213 *Andania*, which was making its preservation running debut after a long and painstaking restoration. Owner Shaun Wright and everyone who has

supported and worked on the project should be justifiably proud of the superb job they've achieved.

While D213 stole much of the limelight, another 16-wheeled beast, Class 46 D182, should not be overlooked. Resplendent in its early/chromatic blue (depends on your viewpoint) the loco was a stunning addition to the lineup of motive power and brought a colour scheme that first appeared 50 years ago back to life.

No fewer than three Class 33s were available to bolster the Southern element for the Dorset-based railway, including the immaculate D6515 *Lt Jenny Lewis RN*. It was the first time that the 33 had hauled a passenger train between Norden and the River Frome since the summer of 1966 when it headed a London to Swanage train during the days of British Rail. Also visiting were 20142 and 20205, which for a time ran cab-to-cab rather than the more normal ➔

With its pale/chromatic blue paintwork positively gleaming, Class 46 D182 arrives at Harmans Cross with the 1000 from Norden on May 8. (Ray Briscall)



For many people Class 40 D213 *Andania* was the star of the show, making its first active gala appearance in preservation: the first time it had hauled a passenger train since December 1, 1984. The loco departs Corfe Castle in stunning clear weather on May 8. (Jack Haynes)





Warship D832 *Onslaught*, visiting from the West Somerset Railway where it has been running for several years, makes a spirited departure from Corfe Castle on May 6. The hydraulic is due to return to its East Lancashire Railway home shortly. (Dean Parsons)



Sulzer power as 33111 leads 33201 away from Corfe Castle in glorious sunshine. (Duncan Langtree)



During the weekend Class 20s 20205 and 20142 were unusually paired cab-to-cab, as depicted here at Harmans Cross on May 6. (Mark V Pike)

Class 31 5580 makes an unusual sight hauling Southern green stock as it crosses Corfe Common. (Duncan Langtree)



Showing off its early BR blue livery wonderfully in the Dorset sun, Class 46 D182 departs Harmans Cross with the 1020 Norden-Swanage service on May 6. (Darren Ford)



Running in the more traditional nose-to-nose formation, Class 20s 20205 and 20142 leave Norden bound for Swanage on May 6. (Darren Ford)



Owned by the 71A Locomotive Group, Class 33 D6515 Lt Jenny Lewis RN enjoyed a good run out at the Swanage Gala, accompanied here by 33201 on May 6. (Dean Parsons)





Andania meets *Andania*! The young lady's middle name is Andania and this was her first meeting with the Class 40 bearing the same name. She is the daughter of Paul Furtek, who produced the *Farewell to Arms* DVD reviewed in the March 2016 issue, and is accompanied by the loco's owner Shaun Wright – and what a superb job he and his team have done on the English Electric classic. (Paul Furtek)

bonnet-to-bonnet, Class 50 50035 *Ark Royal* and Warship D832 *Onslaught*, making the first appearance of the type.

The gala saw the first running of a public-carrying cream tea train, diesel driver experience workings and brake van runs on the Railway's newly restored four-mile line from Norden to the River Frome – within sight of Wareham. More than 4,000 passengers were recorded during the event, a new record for its 11-year history.

The railway's General Manager Matt Green said: "This year's diesel gala was absolutely marvellous. The fleet of visiting locomotives was immaculate, the railway looked fantastic, the beer festival at Corfe Castle Station was a delight and the weather couldn't have been better.

"Everyone worked so hard to put on a great show with a variety of classic 1950s and 1960s diesel locos and we were rewarded with a record-breaking number of visitors to our gala, which is very gratifying." **RI**



Back for the second year in a row, 50035 *Ark Royal* was a last minute substitute for 50049 *Defiance* and is seen coming under Townsend Bridge on Corfe Common with the 1120 Norden to Swanage service during the event. (Mark V Pike)



An overall view of Swanage Station on May 7 as 33201 makes a shunt move with 50035, 33111, D6515 *Lt Jenny Lewis RN* and D3591 behind. (Martin Turner)

Thumper Lost in Blaze



Driving Trailer 60901, at the rear of the unit in this 2010 image at Hayes Knoll, was lost in a devastating fire at the Swindon & Cricklade Railway on May 20. (Antony Christie)

A RARE Class 207 'Thumper' vehicle was destroyed in a fire at Blunston on the Swindon & Cricklade Railway on May 20.

1964-built Driving Trailer 60901 from set 1302 was completely gutted internally and the bodyside distorted by heat in the incident, which took place when a fire spread from adjacent wagons. Dorset and Wiltshire Fire and Rescue Service was able to prevent the fire spreading to the set's power car, Driving Motor Brake 60127, which suffered only minor damage to its inter-car wiring, but three four-wheel goods wagons containing electrical equipment were also destroyed. Trustee Dave Peacey said that the coach is completely beyond repair and that the members are devastated by the loss. An appeal has been launched for funds for a suitable replacement, if one can be found.

The lost coach had been a regular performer in passenger service at the line since its arrival in late 2004 direct from main line passenger use. There are only two other Class 207 units in preservation, blue and grey-liveried 1317 runs at the Spa Valley, while 1305 is in store at the East Lancashire Railway, not having run for some years. However, it has been reported that a replacement driving trailer has been found, and negotiations are underway to secure it.

NEWS, MOVES AND CHANGES



Alistair Grieve
News Writer

■ 14901 has moved from Peak rail to the Churnet Valley Railway on a 12-month hire to provide backup for 33102 whilst 33021 is undergoing body repairs. 14901 is unique amongst the surviving Class 14s, as it is fitted with a Rolls-Royce engine, installed by the Scottish Railway Preservation Society, after its original Paxman engine was removed during its time in service at the Andrew Barclays Works in Kilmarnock. Its first weekend in service was due to be the railways June 25/26 Anything Goes weekend.

■ Friday May 27 saw both home based class 20s in action at the

Severn Valley Railway with D8188 on the diesel diagram as booked and D8059 covering for a failed steam locomotive.

■ Class 24 5081 had some additional work at the Gloucestershire Warwickshire Railway on May 22 after it was called up to replace the booked steam locomotive, which was declared a failure after its first trip.

■ On Monday June 6 there was not a single steam locomotive available for use at the North Yorkshire Moors Railway, and so traction for the whole day was provided by the diesel fleet. Three services were cancelled, 37264 did two Pickering – Grosmont trips, 55007 *Pinza* (really 55022) did a Grosmont Whitby round trip, while the DMU did a single Pickering – Grosmont service. Star of the show,

without doubt was Class 25 D7628 which started its day with the 0915 Grosmont – Whitby, it then did two Whitby – Pickering round trips before one final Whitby – Grosmont to end the day. A nice 112 mile total.

■ Due to a triple pump problem 47712 was withdrawn from the line up for the North Yorkshire Moors June 17-19 diesel gala. Unfortunately no alternate loco could be sourced in time and so there were additional steam services instead.

■ The Bodmin & Wenford Railway's June 4 English Electric running day had to be postponed due to the failure of 50042 during the mixed traction event the previous weekend. The failure identified as being with the KV10 load regulator control unit meant the 50 would most likely not be available for the weekend, and

so a running day with 37142 was substituted. In the end, sterling work by the volunteers saw the 50 repaired in time for it to work a couple trains at the end of the day double-headed with the 37.

■ The Chinnor & Princes Risborough Railway's June 4/5 event was originally to be steam based, but became a diesel event after the planned guest steam loco was taken out of traffic after problems were uncovered while it was at the Great Central Railway. The replacement came from an unlikely source in the shape of DB Cargo's 66185, which became the first locomotive to work over the newly reinstated main line connection. With the railway having an EMU on site, the 66 was able to work the trains without recourse to a translator locomotive.

Helston Railway Wins Appeal

THE PLANNING Inspectorate has allowed Helston Railway's appeal against refusal of planning permission for a new operating base and track extension. The railway's original base was lost when its host, Trevanno Gardens, was sold. The Helston Railway Preservation Society submitted plans for a new

platform, sidings, access and facilities for visitors at Prospidnick Halt, but residents' fears of noise and traffic problems prompted Cornwall Council to refuse permission.

Clearance work on the derelict and overgrown railway track began in 2005, more than 40 years after the line was closed. On 1 mile of track

today's Helston Railway carries around 4,500 passengers a year, and it has a long-term aim to extend its service to the outskirts of Helston.

In granting the appeal, the Planning Inspector said: 'As noted in the Report on the Value of Heritage Railways by the All Party Parliamentary Group on Heritage Rail in 2013, social and

economic benefits are derived from developing heritage railways. While some interested parties have queried the extent of the economic benefits that would arise from the appeal scheme, the proposal would benefit tourism interests in this part of Cornwall and assist in strengthening the local economy.'

MULTIPLE UNIT NOTES



Evan Green Hughes
News & Feature Writer

■ A collection of EMU vehicles that has lately been housed at the Dartmoor Railway is to be moved to Eastleigh works for restoration to continue. Class 421/8 4CIG coaches 76747/62385/70508 from unit 1399 will rejoin 76818, which has been at Eastleigh for some time. The coaches have had spells at both Dartmoor and Pontypool and Blaenavon during their heritage career. Also moving will be Class 423 4VOP vehicles 76398/70904, and 76397, which was presented to owners 'The 400 Series Group' after being declared surplus to requirements by the 5-Bel Trust. This set was formerly used as the depot shunter at Chart Leacon depot.

■ Long-serving Class 121 single car 55033 has been undergoing an internal refit at the Colne Valley Railway. The vehicle has recently had its flooring completely renewed and its seat frames refurbished. It runs many of the services at the Essex line

and along with its matching trailer 56287 has been a popular attraction since it arrived there 21 years ago.

■ 'Thumper' unit 1118 has been moved from the West Somerset Railway to St Philips Marsh Depot, Bristol, following remedial attention to paint damage. The move was undertaken by Freightliner's 66552 and is the first part of a journey to the Lavender Line where the unit is due to appear alongside resident 1133 at the summer diesel gala on July 22/23.

■ East Lancashire Railway volunteers have stripped and rebuilt the final drives of its unique Cravens Driving Motor Brake 51485, which has not carried passengers for more than 20 years. The work has been carried out during the refurbishment of the bogies after the discovery of a worn final drive change over dog.

■ Plans are being formulated at the Mid-Norfolk Railway for the restoration of Class 101 centre car 59117, which is currently out of service. The coach will be worked on over the coming year and will then be re-inserted into

the line's recently completed Class 101 set.

■ The North Yorkshire Moors Railway is likely to retain the additional Met-Cam Class 101 set that it currently has on hire, even after its own set has been returned to service sometime next year. Driving Motor Brake 53164 and Driving Motor Composite 53160, affectionately known as 'Daisy', are currently providing all DMU services at the line.

■ Considerable progress is being made at the Kent & East Sussex Railway on the restoration of Great Western Railway railcar 20, which was built in 1940 and withdrawn from service as long ago as 1962. Most of the body framework is now complete and great strides are being made on the mechanical overhaul of the vehicle, which has not run since 1980 after being withdrawn for body repairs.

■ A small team of volunteers working at the National Railway Museum in York has been deep cleaning all the seating removed from Project Commuter's 2-HAP EMU. Meanwhile, at Locomotion Shildon, Driving Motor Brake

61275 is being stripped of paint in preparation for a return to Network South East livery. A full set of original NSE paint diagrams has been obtained to assist with the work.

■ Volunteers working on one of only two remaining Bulleid 4DD EMU vehicles have begun repainting its frames and are busy tidying and rubbing down other areas. The 1949-built Driving Motor Brake Third 13003 is currently at a private site in Sellindge and is in poor condition. However, the Kent Bulleid 4DD Double Deck Society hopes to purchase it and restore it in due course. Meanwhile it is arranging volunteers to try and arrest the deterioration.

■ There was a close call for Waggon Und Maschinenbau Railbus 79960, that developed a gearbox fault only three days before it was due to visit the Llangollen Railway for its DMU gala on June 10/11. Fitters at the Ribble Steam Railway were able to rectify the issue with just 24 hours to spare before the road transporter was due to arrive. The railbus was specially painted for the event.

Spa Valley Welcomes Cedric Wares

CLASS 09 09026 *Cedric Wares*, formerly at Brighton Lovers Walk Depot and owned by Govia Thameslink, has been donated to the Spa Valley Railway, Tunbridge Wells. Transportation to the Spa Valley took place on May 22. The loco's vacuum brakes will be reinstated and the dicing equipment removed, and

there is also other work to do, including some deep cleaning of the electrics and attention to the axle boxes, but it should be ready for public service at the line's Diesel Gala on August 4-7. Should a steam loco be unavailable at short notice the 09 can be used on passenger trains due to its 25mph maximum speed.

Donated to the Spa Valley Railway by GTR, 09026 *Cedric Wares* stands in the yard at Tunbridge Wells West after extraction from the low-loader following arrival from Lovers Walk Depot on May 22. (Nathan Evan Gibson)



Class 26 26040 arrived at its new home at Whitrope during March (see RI May, p42) and looked pretty immaculate when photographed on June 3. (Dave H)

Rare Class 05 Haulage

UK RAILTOURS ran a rail/sail charter to the Isle of Wight on April 23. The normal Isle of Wight Steam Railway steam service was running, but for diesel aficionados brake van rides had been promised from Havenstreet to the newly constructed Goosefield Siding, running behind and beyond the Train Story exhibition hall. Class 05 D2554, exceptionally rare on passenger trains and newly overhauled, hauled the brake vans

until the early afternoon when it failed with a gear box problem and limped back to the shed. After some persuasion, Class 03 D2059 hauled the final couple of trips later that afternoon.

The IOWSR is holding a diesel gala on October 1/2 using D2059, however a recent enquiry to the railway uncovered the fact that D2554 would not be working passenger services but would haul a demonstration goods train.



Didcot Diesel Weekend

The now annual Diesel Gala and Real Ale Festival at the Didcot Railway Centre attracted an interesting line up to the former GWR depot. In perfect weather on May 29 56098 *Lost Boys* 68-88 is accompanied by Class 46 D182, 33035, and Class 14 D9516, with DB Cargo UK 66118 to the left of the shed, and 08604 and Class 03 D2120 behind. (Darren Ford)

Met-Cam to Move North

ONE OF the UK's most southerly based DMUs, the Class 101 at the East Kent Railway, has been sold and is to move to the Wensleydale Railway.

Driving Motor Brake 50256 and Driving Trailer 56343 have been declared surplus to requirements as the EKR seeks to re-equip itself with stock it feels will be more appropriate to the needs of a short heritage line. As reported in last month's RI, several EMUs are also to leave the site.

The Class 101 arrived at the line in 2003, straight from service and in full running order. It formed the backbone of the line's services

for the next 12 years. Originally in Regional Railways' colours, it was repainted in BR blue between 2006 and 2008 and in 2012 underwent mechanical overhaul, including the fitting of replacement gearboxes. However, the power car has been out of service recently and the trailer has been running with the National Railway Museum's Class 108 Driving Motor Brake 51922, which is also at the site.

The move will take place at the end of the summer season and the 101 will join the expanding fleet of first-generation units at Leeming Bar, which already comprises 12 vehicles of six different types.

Heritage Railcar Experience

DMU PRESERVATION received a significant boost in June with the news that the Ecclesbourne Valley Railway had been awarded a grant of £74,500 to develop a 'heritage railcar experience'.

The money will be used to expand the line's railcar restoration facilities and to build a visitor centre with interpretation displays and a visitor-accessible workshop area. A publicity campaign will also be funded to attract visitors from overseas.

The railway was one of 17 projects in the country to be awarded

a grant under the Department for Transport's Heritage and Community Rail Tourism Scheme, which is designed to promote links between the national network and heritage lines. A cheque for the amount was presented to the Chairman of the EVR, Eric Boulton, by the Secretary of State for Transport, Patrick McLoughlin, on June 1 at Wirsborough Station.

This grant is the first ever awarded for DMU restoration and exhibition purposes, as opposed to an actual vehicle restoration project.

PRESERVED SHUNTER NEWS



Andrew Wilson
News Writer

■ Rumours are rife that Class 03 03179 *Clive*, currently at Hornsey Depot in North London and owned by Govia Thameslink, has been sold. The plaque and nameplates have been removed for safe keeping.

■ Harry Needle Railroad Company has won a contract to overhaul GB Railfreight shunting locos. At the beginning of May 08834 (HNRL) was moved to Dagenham and 08934 (GWBM), needing repairs, was moved in the other direction to Barrow Hill where it arrived on May 8.

■ At the Swanage Railway Diesel Gala on May 8, Class 08s 08436 and D3591 powered a top and tail brake van service from Norden to the Network Rail boundary at Furzebrook.

■ Newly painted in BR green, Class 04 D2298 had a welcome outing on passenger trains at a diesel gala at the Buckingham Railway Centre, Quainton Road on May 8. The shunter is also booked on passenger services at another diesel event on October 16.

■ Two disposals to note are Class 08s 08886 and 08628, both owned by Traditional Traction Ltd were moved to EMR Kingsbury in the middle of May for scrapping. Also

owned by TTLS, 08593 is currently being stripped of spares at Wishaw and will move to Kingsbury once this is completed.

■ At the Epping Ongar Railway, Essex Class 03 03119 is in running condition, but requires a top end overhaul and is suffering from very low oil pressure when it gets hot. Class 03 03170 has axle box problems and is on restricted use. When 03119 has been attended to, 03170 is next in line in the workshops.

■ The Severn Valley Railway held its annual diesel gala on May 19-21. Class 11 12099, (May 19 only), Class 08 D3022 and Class 09 D4100 *Dick Hardy* were booked to work

a morning passenger train from Kidderminster to Bewdley and back each day. 12099 was an early casualty, being pulled from the line up due to a speedometer fault and restricted to 12.5mph. Therefore D3022 and D4100 worked on all three days.

■ 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.

DIESEL DAYS AND GALAS



Alistair Grieve
News Writer

■ The Midland Railway Butterley has rescheduled its diesel gala to the 23/24 July due to the unavailability of the planned guest locos on the original June dates. The new event sees home fleet Class 20 D8001, Class 31 5580, Class 46 D182 and 47401 (plus 08590 on Driver for a Fiver) joined by 37905, 56006 and 56098 from UKRL at Leicester, with other guest engines being sought.

■ The Strathspey Railway is holding a Family Gala over the weekend of July 23/24 and will be running whatever is operational, which should see the

North British Shunter D2774, 08490, 27050 and 31327 all in action. The first train of the day is planned to be an 0830 breakfast service with the 27.

■ August opens with two diesel galas on the same weekend. The Ecclesbourne Valley Railway plays host to Class 20 D8098 for its August 6/7 diesel weekend, joining Class 25 D7629 and 33103, and for the first time a two train timetable using hauled stock will be employed. Trains can cross at Shottle, but there is currently only a platform on the Duffield bound side. Services will be single headed, double headed and top and tail, the locos also taking turns on the Ravenstor branch. D8098 will also work the following two weekends, and mid-week trains

in between.

■ The same weekend the Spa Valley Railway holds its regular three-day event and has pulled out all the stops to provide a packed line up, with no less than four guest engines; its largest diesel gala ever. Making its preservation debut is the recently acquired 09026, alongside Class 10 D3489 and if the overhaul is completed in time, Drewry 2591. Locomotives from the home fleet will be 33063 and 33202, along with Class 207 DEMU 1317. Joining these will be Class 25 D5185 from the Great Central Railway, Class 26 D5310 from the Llangollen Railway, Class 14 D9537 from the East Lancs Railway and 31289 from the Rushden Transport Museum. Having been

confined to railways with short running lines all its preservation life, this will be the first time 31289 has had any length of run to play with. Of course mention should also be made of the Beer Festival with 20-plus real ales and six ciders to choose from.

■ On August 20/21 there is a mixed traction weekend at the Epping Ongar Railway, details of which locomotives will be in use have yet to be announced.

■ The Great Central Railway has a running afternoon with Class 33 D6535 and 45041 on August 26. Commencing at 1200 there will be six round trips, with the 33 working the first three solo, and the final three top and tail with the 45041, the 45 leading from Loughborough.



Birthday Bash for Sir William McAlpine

CLASS 03 D2120 owned by Sir William McAlpine and based at his standard gauge garden railway on his estate at Fawley Hill, Henley-on-Thames, worked passenger trains using a flat wagon and brake wagon at a special Vintage Weekend on May 21/22 to celebrate Sir William's 80th birthday. The loco was then hastily loaded onto a low-loader and moved to the Didcot Railway Centre to take

part in its diesel gala on May 28-30. D2120 took turns with DRC resident Class 08 08604 to haul passenger trains on all three days. DB Cargo UK's 08742 was also moved to Didcot for the event, but was on display only.

Class 03 D2120 works a short formation at Sir William McAlpine's estate on May 22. (Darren Ford)

Derby Lightweight Restoration

FOLLOWING A gap of several years, restoration has restarted on the unique Derby Lightweight two-car set based at the Ecclesbourne Valley Railway.

Power car 79018 has been moved into the workshops and initially attention is being concentrated on the roof, where there are a number of

defective rivets, that are thought to be the cause of the water leaks that have been an issue with the coach since it was originally restored from a gutted wreck some years ago. Once this work is completed the same repairs will be done to Driving Trailer 79612.

This set is particularly important because it was only the 19th DMU

to be built, and it was completed before the 1955 Modernisation Plan had even been announced. It was withdrawn from passenger service in May 1968 and then became part of a test train, in the process losing much of its interior. It was purchased as a gutted shell by the Derby Lightweight Preservation Group in 1997 and was

then moved to the Midland Railway where 79018 was partially restored under a Heritage Lottery Scheme grant and a start was made on the trailer. However the work stalled, and in 2014 the set was moved to Wirksworth where it has been on display ever since. No date has yet been set for a return to service.

Brake Tender first for D8098

GREAT CENTRAL Railway based class 20 D8098 is due to make a three-week visit to the Ecclesbourne Valley Railway in August, commencing with the diesel gala over the weekend of August 6/7 and then working the two subsequent weekends and mid-week trains. The 20 became the first diesel locomotive to work a brake tender in the 21st century when it carried out test runs at the Great Central Railway on August 8, with the Railway Vehicle Preservation's brake tender. The vehicles were

original introduced in the 1960s after it was found certain diesels has insufficient brake force when working unfitted freights. Despite being phased out by the early 1980s none survived into preservation, but RVP is now rectifying that omission. Work commenced in 2012 utilising the chassis from Mk 1 CK M15208 and is now at a fairly advanced stage. Donations are always welcome and more details can be found at the web page <http://www.rvp-ltd.org.uk/projects/?idx=funding>

Third 40 on the ELR



Having joined its Class 40 Preservation Society sisters (D335 and 345) at the East Lancashire Railway recently, green liveried 40106 *Atlantic Conveyor* powers the 1000 Heywood to Rawtenstall service away from Irwell Vale at Ewood Bridge on May 22. (Ian Dixon)

Scottish NBL Monopoly

UNCLASSIFIED NORTH British Locomotive Company built D2767 is out of use with a water pump coolant leak at the Bo'ness & Kinneil Railway, although Class 08 08443 is serviceable and used for yard shunting duties there. D2767 was one of 72 0-4-0 locos (D2708-D2780) constructed by NBL in Glasgow and introduced to service in 1960. It only lasted seven years with British Rail and was then allocated to Eastfield Depot for the rest of its life. It was withdrawn from stock in 1967 and never gained a TOPS number. In 1968 it was converted for industrial use at Kilmarnock by Andrew Barclay Sons & Co Limited, and was sold to Burmah Oil Company, Stanlow, Cheshire in 1969. Surplus to requirement, the loco entered preservation at the East Lancs Railway in June 1983 and was subsequently acquired by the Scottish Railway Preservation Society and moved to its home at Bo'ness in July 2001. The only other survivor in the class is D2774, currently located at the Strathspey Railway, Aviemore.



Royal Deeside 03s

Two of the Royal Deeside Railway's three Class 03 shunters bask in the sun at Crathes Station on May 10. The line will hold a diesel day on September 4 when it is hoped all the resident diesels will be in use. (Gordon Kirkby)

HERITAGE DIARY

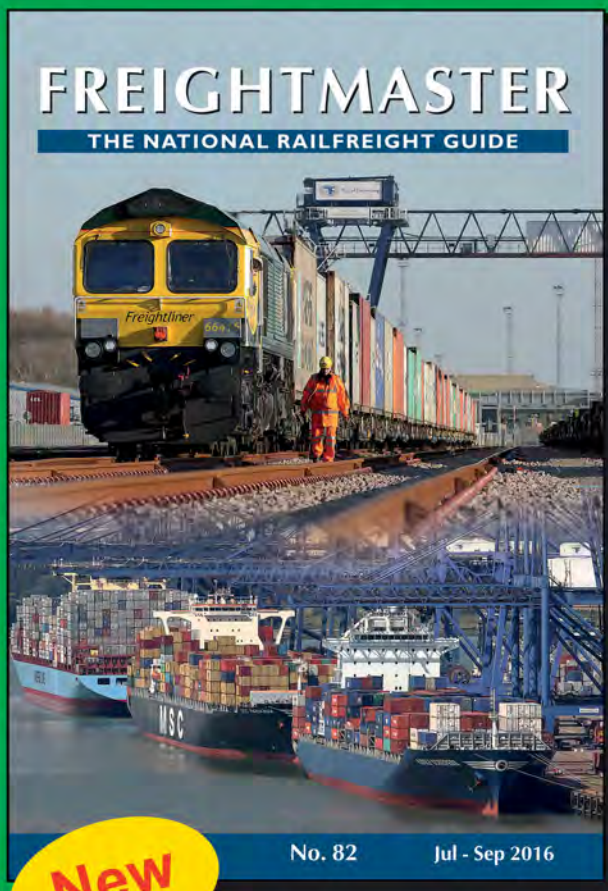
July			
2/3	GCRN	gala	25279, 31162, 47292/765, 56097, 73110
8-10	ELR	gala	D9531, 20001/087/110, 31466, 33109, D7076, 37109/418, 40106/135/145, D832, 45108, 46045, 47402, 50015, 73001
9	SVR		D1062
9/10	WSR		D7017 one return trip
15	GCR		31463, 37714
15-17	WR	gala	26007, 31271, 37674, 47715
16	SVR		50
16/17	WSR		47840 one return trip
22-24	BKR	gala	20020, 26038, 37025/703, 40106/135, 41001, 47643
22-24	LL		09025
23/24	SVR		20059
23/24	WSR		D7017 two return trips
30/31	WSR		33057 two return trips
29-31	GWR	gala	20137, 24081, 26043, 37215/248, 45149, 47376, 73129
30	SDR		tba five return trips
30	SVR		20059
August			
4-7	SpVR	gala	09026, D3489, D9537, 25035, 26010, 31289, 33063/202
6	SVR		D1062
6	WSR		D7017 two return trips
6	CR		26014, 27024 four return trips
7	WSR		47840 two return trips

13	SVR	D1062
13	CR	26014, 27024 four return trips
13/14	WSR	D9526 two return trips
20	CR	26014, 27024 four return trips
20	SVR	Class 50
20/21	WSR	D9526 two return trips
26	GCR	33116, 45041
27-29	SVR	D1015/62
27	WSR	33057 two return trips
28	MHR	50027
28	WSR	47840 two return trips
28/29	CWR	08022/060/123

Railways

BKR	Bo'ness & Kinneil Railway	01506 822298	www.srps.org.uk/railway
CR	Caledonian Railway	01561 377760	www.caledonianrailway.com
CWR	Cholsey & Wallingford Railway	01491 835067	www.cholsey-wallingford-railway.com
ELR	East Lancashire Railway	0161 7646360	www.eastlancsrailway.org.uk
GWR	Gloucestershire Warwickshire Railway	01242 621405	www.gwsr.com
GCR	Great Central Railway	01509 632323	www.gcrailway.co.uk
GCRN	Great Central Railway-Nottingham	0115 9405705	www.gcrn.co.uk
LL	Lavender Line	01825 750515	www.lavender-line.co.uk
MHR	Mid Hants Railway	01962 733810	www.watercressline.co.uk
SDR	South Devon Railway	01364 642338	www.southdevonrailway.org
SpVR	Spa Valley Railway	01892 537715	www.spavalleyrailway.co.uk
SVR	Severn Valley Railway	01562 757900	www.svr.co.uk
WR	Wensleydale Railway	01677 425805	www.wensleydalrailway.com
WSR	West Somerset Railway	01643 704996	www.west-somerset-railway.co.uk

Get Ready For Summer



Issue No.82

July to September 2016

All Timetables Fully Updated, including

Latest News :

- *Last Summer of Banbury Semaphore signals.*
- *Settle & Carlisle still closed as through route.*
Only Arcow and Ribbleshead stone trains run.
- *Aberthaw p.s. coal trains go over to FHH:*
ex-Avonmouth, Cwmbargoed, Onllwyn and Tower
Immingham - Scunthorpe coal to follow.
- *Last three DRS Class 68s in traffic:*
68023 / 68024 / 68025

'ON LOCATION'

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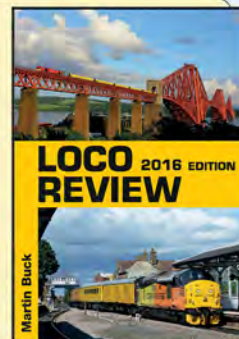
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What's happening to...?

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

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During the Bodmin & Wenford Railway's Mixed Traction Gala in May, Class 50 50042 *Triumph* heads a short Cornish pick up goods from Bodmin General to Bodmin Parkway through Newpark Woods on May 29. (Steve Andrews/Classic Traction)

14901 – Cheddleton: The loco, owned by Andrew Briddon, has left Peak Rail and moved by road to the Churnet Valley Railway.

D9551 – Bridgnorth: The planned test run for the Class 14 set for June 11 took place with 50035 *Ark Royal* being sent from Kidderminster to act as an insurance and dead weight. There were a few minor niggles to sort out and the return run was late, delaying a service train. Once its overhaul is complete the plan is to paint the loco in Golden Ochre livery as carried by D1015 *Western Champion* in 1963.

D8568 – Chinnor: The sole surviving Class 17 Clayton was in action at the Chinnor and Princes Risborough Railway on June 4, working alongside visiting 66185 *DP World London Gateway* from DB Cargo.

20048 – Swanwick: The roof sections on the BR blue Class 20 have been removed and the interior

shot blasted ready to be repainted and for corroded areas to be replaced. The body side doors have also been removed for internal and external repainting.

The loco's auxiliary equipment was removed from the nose end for repairs and overhaul as required, and the loco has had an internal pressure wash. While it is stopped, the owning Midland Class 20 Association is also taking the opportunity to address any other issues that come to light. As a result, there is no timescale as to when 20048 will return to traffic.

20142 – Swanwick: The loco is due to be repainted yet again in another – and yet to be finalised – version of London Underground livery and is expected to be named *Sir John Betjeman*.

25057 – Weybourne: The North Norfolk Railway's Class 25 took part in the line's June 10-12 diesel gala, but was evidently struggling on its

Friday's turns. It later suffered a major traction motor failure, which led to it being dropped from the rest of the weekend's roster.

26007 – Barrow Hill: The loco's owner withdrew the Class 26 from a planned visit to the Severn Valley Railway in May due to an issue with D213 *Andania*, also based at Barrow Hill near Chesterfield.

However, on May 23, 26007 was moved by road to Leeming Bar to star at the Wensleydale Railway's May 28/29 beer festival weekend. It is due to stay in North Yorkshire for the summer and should work at the line's July 15-17 diesel event.

D5705 – Bury: These are exciting times in the restoration of the only surviving Class 28 Co-Bo. On May 14 the body of D5705 was lifted back on to both bogies, following their overhaul. This was carried out as part of a tandem lift that involved a road crane and the use of the East Lancashire Railway's own rail crane.

The lift started at approximately 0830 and touch down was achieved at 0945.

Prior to the lift, the brake pipework that runs underneath the loco was inspected to see what state it was in. The larger pipes appeared to be in good condition and following repainting have been refitted. So the underneath at least is now complete, apart from the flexible connections that go to the bogies.

The smaller pipework that connects to the dials in the cabs was inspected and found to be badly corroded, so the decision was taken to replace all of it. So far, due to access issues, only the pipework above the bogies has been replaced, but the remaining small pipework in the centre of the loco will be completed in the coming months, before attention turns to the brake frame inside.

Meanwhile in the background, preparatory work on the Crossley V12 engine has taken place to make



The SVR's Class 14 D9551 at Bridgnorth prior to its test run on June 11. (Alistair Grieve)

sure it isn't seized up prior to it being stripped down later this year.

The aim is to finish the internal bodywork, as there are a few areas left in the boiler room section that need to be painted, with the worst affected areas needle-gunned back to bare metal and any necessary repairs carried out. Once this has been completed, the focus will be on overhauling the cab at the boiler room end (the cab at the engine room end has already been overhauled).

Externally, the battery boxes will be refitted. These were sandblasted at the same time as the underneath of the loco and were found to be in good condition so, were just treated to some fresh paint. These jobs, and the task of stripping down the Crossley V12, should keep the volunteer group more than busy for the remainder of the year.

The group would like to express a massive "thank you" to everyone who has been involved in the Co-Bo's restoration and who helped on what was a massive undertaking in the process – getting it back on its wheels. Although there is still a long way to go, the project has taken a massive step towards the loco running under its own power again.

5580 – Swanwick: The Butterley-based Class 31 has been added to the East Lancashire Railway's July 8-10 diesel gala line up. This will be its third gala visit of the year, having previously attended the Swanage and Severn Valley events in May.

31289 – Rushden: Inside the engine room, the painting of various components has been completed. The orange electrical pipework has had one coat and will need another. The blue water/coolant pipes have

been done, as have the salmon pink lubricating oil pipes, but there is a little more to do with brown fuel system examples.

Parts of the white control air pipes have also been painted but there is still a fair amount remaining with the red fire equipment pipework. The diesel engine also still needs another top coat.

D6502 – Buckfastleigh: Repairs to the resident Class 33 have been completed and the BRCW Type 3 is ready to return to traffic. It was penciled in for a five-trip running day at the South Devon Railway on starting on June 25.

D6515 – Swanage: The green Crompton was used as the empty stock release loco on June 11 for the arrival of the 12-coach charter from Derby hauled by 50007/050.

33035 – Barrow Hill: After its visit to the Severn Valley Railway, the Pioneer Diesel Group's 33035 visited the Didcot Railway Centre on May 28, where it worked trains on the DRC's short ½-mile demonstration track.

Afterwards, the 33 was one of the star attractions at the North Norfolk Railway's June 10-12 diesel gala, and was entrusted with the Friday evening's Beerex trains.

37227 – Burton: The loco is still undergoing overhaul at the Nemesis Rail workshops at Burton-upon-Trent, but its repaint has started. It will be out-shopped in Trainload Metals colours.

D212 – Barrow Hill: Work has started on a £20,000 project to return the Class 40 to traffic. This will see it outshopped back in BR blue and numbered 40012. On May 27 the radiator roof section was lifted to enable the radiators to be removed and sent away for repair.

45108 – Swanwick: 45108 is now back on its bogies after repairs. When it moves to the East Lancashire Railway for the July 8-10 diesel gala, the Midland Railway – Butterley-based Peak will be making its first visit away from the line since it returned to traffic. This will also mark the start of a 13-month loan to the ELR.

The loco last visited the ELR in 1997, when numbered D120 and in BR green. It will be joined by fellow MRB resident, Class 46 D182.

47417 – Swanwick: Bodywork repairs continue on the 'generator' at Swanwick, with attention focusing on the cab areas, which have been rubbed down and primed ready for repainting.

47596 – Dereham: The loco, along with 47367, took part in a running day at the Mid-Norfolk Railway on May 21, and was renumbered and renamed as 47581 *Great Eastern* for the event. In the mid to late 1980s, 47581 was another Stratford loco in the revised Network SouthEast livery.

Class 26 26007 at Leeming Bar on May 25. It is to remain at the Wensleydale Railway for the summer and will feature at the line's July 15-17 diesel event.



50007/050 – Washwood Heath:

Neil Boden's 50007 *Hercules* and 50050 *Fearless* worked Pathfinder Tours' 'Purbeck & Bomo Explorer' on June 11. The Class 50s joined the train at Saltley, replacing GBRf's 66720, and worked to Swanage via Dorridge, Oxford, Andover and Eastleigh.

After a three-hour break at Swanage the pair returned north, this time running via Winchester. They performed well all day on the 12-coach train. This is the first time these locos had hauled a charter on the main line since being acquired by Neil Boden, and it was the first passenger train hauled by *Fearless* on the main line since September 19, 1999 when it worked for Anglia Railways from Norwich to Liverpool Street and back.

For 50007 it was its first main line passenger run since March 26, 1994 when, also with 50050, it worked the BR farewell Class 50 tour – the '50 Terminator' – from Waterloo to Exeter St Davids, then to Penzance, and finally back to Paddington. It was also the first time it had worked a main line train as *Hercules* since February 4, 1984.

Prior to the tour, the locos had a number of main line workings for Colas Rail, including on June 1 when they worked the Boston steel

duty, 6M08 the 2016 Boston Docks-Washwood Heath.

50017 – Washwood Heath:

Royal Oak joined 50007 for a main line outing on May 25 when the pair took 66846 from Washwood Heath to Longport. The day before, 50007/050 had worked light to Crewe to take a rake of hopper wagons to Donnington Railfreight Terminal, near Telford. They then took some flat wagons back to Crewe before running light back to base.

50026 – Eastleigh: The 50 left Eastleigh on June 7 for a visit to the North Norfolk Railway. It was towed by GBRf's 66710 *Phil Packer* to Didcot where 33035 was collected. Then both preserved locos were taken to Peterborough where 66772 was added to the rear of the convoy for the move to Sheringham the next day. The newer Class 66 was also added to the NNR roster.

The Class 50 worked an evening preview Beerex train on June 9, but suffered a fuel issue while working the 2138 Sheringham-Holt, which saw it come to a stand just west of Weybourne.

The support crew was able to fix the fault and the loco finished the evening's turns as booked. On the Sunday, the loco experienced a slight

battery charging issue that caused flat batteries at last knockings, but otherwise it performed well over the four days – in doing so becoming the first Class 50 to haul a train at the NNR.

However, a proposed visit by *Indomitable* to the Midland Railway – Butterley was shelved. This means that 50026 currently has no other gala commitments booked for 2016 and is due to return to Eastleigh.

50042 – Bodmin: This failed before its planned use on June 4, but volunteers worked around the clock to get *Triumph* back in traffic for a running day alongside 37142.

D1010 – Williton: *Western Campaigner* completed a test run on June 12 and was able to work a round trip from Williton to Bishops Lydeard and back during the June 10-12 West Somerset Railway Diesel Gala.

The loco is now fit for traffic and will be working several running dates in the coming months. The gala also marked the last WSR workings for Warship D832 *Onslaught* before it returns to its home line at the ELR.

Also in action were D6575, D7017, D1661 *North Star*, plus visitors 66757 *West Somerset Railway* from GB Railfreight and 56302 from Colas

Rail Freight, which was named *Peco – The Railway Modeller* at the event.

D1015 – Kidderminster: The Diesel Traction Group's Class 52 has been reunited with its correct *Western Champion* nameplates after running as D1010 *Western Campaigner* and D1058 *Western Nobleman* for both the recent SVR gala and its May 7 main line outing to Plymouth.

D9009 – NRM York: The Deltic Preservation Society's main line registered *Alycidon* has had its D9009 number reapplied in the correct font as carried by BR blue Class 55s in the late 1960s and early 1970s. It was in action on June 18 hauling Pathfinder Tours' 'Deltic Borderer II' to Tweedmouth.

55022 – Grosmont: The main line registered Deltic, still running as 55007 *Pinza*, ran light from Grosmont to Barrow Hill on June 13 to collect D213 *Andania*. The following day, the Deltic hauled the 40 back north to allow it to star at the North Yorkshire Moors Railway's June 17-19 1970s event. The 40 was also down to work the following the weekend.



50026 *Indomitable* calls at Holt on the North Norfolk Railway on June 12 during the line's diesel gala; it was the first of its class to visit the line. (Colin Pottle)



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PICTORIAL

With the rhododendrons in full bloom, DB Cargo UK 66027 heads the first portion of 22 loaded CDAs of the 6P24 1425 Parkandillack to Fowey past Foxhole on May 31. (Ron Westwater)

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CLOCKWISE: DB Cargo UK's 90036 Driver Jack Mills powers the 1M44 1617 Shieldmuir Mail Terminal to Warrington Royal Mail down Beattock Bank on May 12. (Jimmy Wilson)

A sight not often seen during BR day as Martin Walker's Deltic 55022 *Royal Scots Grey*, still dressed as long-lost sister 55007 *Pinza*, heads a short demonstration freight at Levisham on the North Yorkshire Moors Railways on May 15. (Barry Martin)

A beautiful summers day greets DRS 68025 Centaur and 37607 as they pass the River Garry at Dalnaspidal on the climb to Drumochter on June 1 with the 6K35 Mossend to Dingwall. (Jonathon Gourlay)

Shortly before 0600 on May 31 Freightliner's 90049 heads north at Lamington in the Upper Clyde Valley with the 1526 Euston to Glasgow Central Caledonian Sleeper working. (Stuart Fowler)



RIGHT: GBRf's 66757 *West Somerset Railway* pulls into the recently renewed Ashchurch loop at Northway with the 6Z66 1420 Long Marston to Wellingborough on May 26; formed of a rake of newly refurbished JNAs for ERMEWA. (John Sretton)

BELOW: London Midland 150109 departs Droitwich Spa with the 1M66 1240 Hereford to Birmingham New St on June 2 among some wonderful semaphore signalling, especially the 'centre-pivot' bracket signals in the foreground. (Nigel Gibbs)





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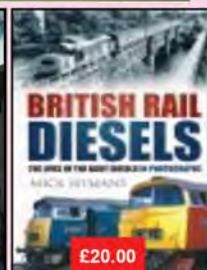
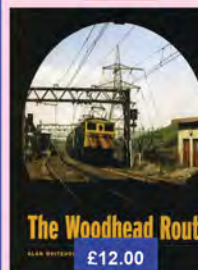
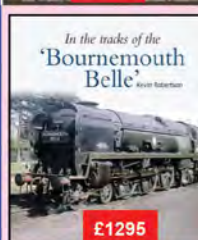
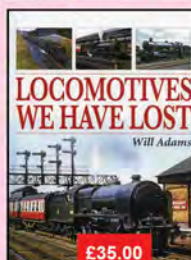
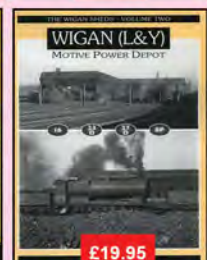
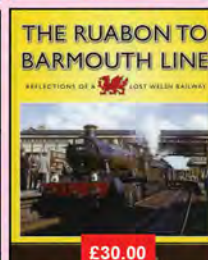
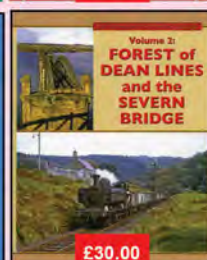
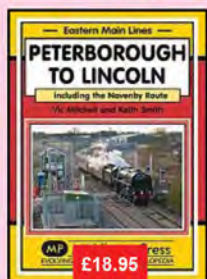
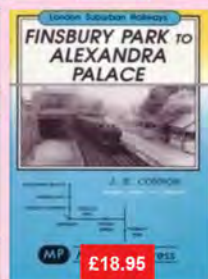
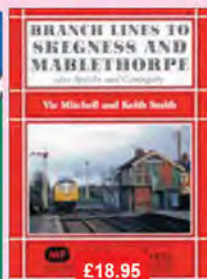
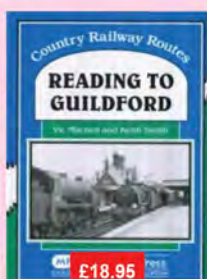
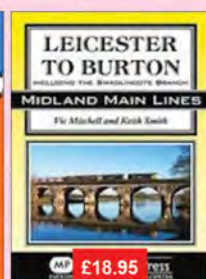
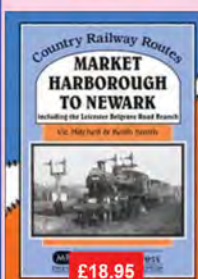
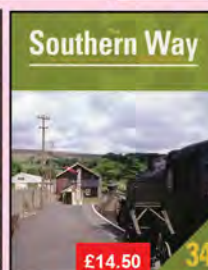
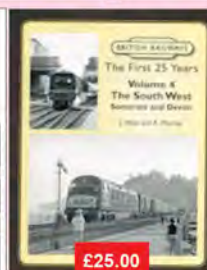
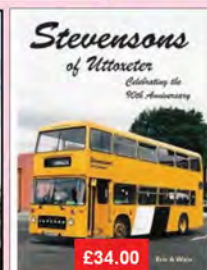
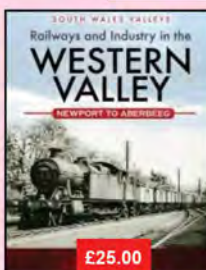
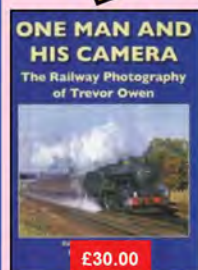
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The superbly turned out D8188 and D8059, both members of the SVR home fleet, saw action on all three days of the Spring Diesel Festival. The pair head south at Highley on May 20 carrying the famous 'Jolly Fisherman' headboard, recalling Class 20-hauled excursions from the Midlands to Skegness in the 1970s and 80s. (Glen Batten)



SVR's Spring Spectacular

The Severn Valley Railway hosted its diesel gala in mid-May instead of the October slot usually associated with the event. The Spring Diesel Festival featured 19 locomotives hauling passenger services, along with recently delivered Direct Rail Services 68015 *Superb*, displayed on behalf of Chiltern Railways. Two sheds also featured – 66763 *Severn Valley Railway* and the new diesel depot

building, which was officially opened during the weekend.

The Fifty Fund's 50031 *Hood*, recently returned to SVR in Intercity livery, Western Locomotive Association's D1062 *Western Courier*, Diesel Traction Group's Hymek D7029 and the Class 08 Society's D3201 were among the static attractions. London Underground's 4-TC set was hired in for the gala, allowing air-brake-only locos to haul passenger

services. Among others 37716, 50008 *Thunderer*, 66763, 68025 and 73952 all had it on the drawhook at some point. Furthermore, ten air-braked 'Rudds' were pressed into use as a goods train.

Making the type's gala debut were Network Rail's 73/9 73951 *Malcolm Brinded* and 73952 *Janis Kong*. Unfortunately, on the Friday the former failed with a software issue, which meant it was unable to take any further part in the gala. Though every

cloud has a silver lining they say, and for the Diesel Depot's official opening the next day the 'Minion' secured a spot in the new shed.

Sadly, some mindless individual took it upon themselves to steal the builder's plate from 68025 *Superb* during the event. However, a concerted social media campaign, supported by *Railways Illustrated* and other railway titles, had an effect and it was anonymously returned to the ➔



DRS 37716 makes a shunt move with LU's 4-TC set at Bewdley on May 20 prior to working the 1420 service to Kidderminster. (Richard Hargreaves)



D1015 *Western Champion* makes a typically spectacular start from Kidderminster on May 20. (Paul Hadfield)

A pair of Class 08s in tandem was not a common sight even in BR days, so the use of D4100 *Dick Hardy* and D3022 on the 1010 Bewdley to Kidderminster on May 19 provided some rare haulage. The two rattle through Foley Park. (Brad Joyce)





Some idea of the visitor numbers can be gauged in this view of D1015 *Western Champion* (as D1058 *Western Nobleman*) at Bewdley on May 20. (David Bissett)



Visiting Class 20s 20142 and 20205 arrive at Bridgnorth on May 21 with the 1259 from Kidderminster. (David Bissett)



Network Rail's 73951 *Malcolm Brinded* and 73952 *Janis Kong* at Bewdley on May 20. The pair made a nice addition to the line-up, although 73951 was sidelined with a software problem for part of the event. (Chris Boow)



Resident Class 50 50049 *Defiance* made a welcome return to traffic after repairs and here approaches Eardington on May 19. (Barry Martin)

Among the more unusual combinations used during the festival was the pairing of NR's 73952 with Class 20 D8188. The odd couple arrives at Highley on May 21 with one of the footplate crew about to exchange tokens with the signalman. (Alexander Cromarty)



GB Railfreight's 66763 was named *Severn Valley Railway* at the festival. The loco departs Bewdley for Kidderminster on May 20. (David Bissett)



The most powerful loco at the festival was DRS Class 68 68025 *Superb*. With the LU's 4-TC unit in tow, it rounds the curve at Foley Park on May 21. (Thomas Nicklin)



The Deltic Preservation Society's 55019 *Royal Highland Fusilier* emerges from the short Knowesland Tunnel on May 20. (Ian Dixon)



The NRM's D9002 *The Kings Own Yorkshire Light Infantry* storms Eardington Bank as only a Deltic can on May 20. (Jamie course)



SVR on June 1. It was duly returned to DRS for refitting to the 68.

Another incident occurred on the Saturday evening while 73952 was on the rear of the 2020 ex-Bridgnorth, formed of the LU 4-TC set and DRS 37716 leading. Shortly after leaving Bridgnorth at Oldbury Viaduct, the 73 became detached from the rear of the 4-TC, causing an immediate full brake application as the brake pipes parted. The cause of the separation is still under investigation.

These problems did little to detract from the enjoyment had by all who attended, though. Highlights are subjective and people will have their

own, but the pairing of recently restored Class 20 D8188 with sister loco D8059, both superbly turned out in BR green, certainly caught the eye. Fans of the Type 1s were also treated to a BR blue pair – 20142 and 20205. Two Deltics added power, noise and plenty of smoke to the proceedings, with The Deltic Preservation Society's 55019 *Royal Highland Fusilier* joined by the National Railway Museum's D9002 *The Kings Own Yorkshire Light Infantry* for the weekend. Main line registered Class 52 D1015 *Western Champion* performed as usual, still disguised as D1010 *Western Campaigner* on one side and D1058

Western Nobleman on the other. Resident Class 50s 50035 *Ark Royal* and 50049 *Defiance* added some Type 4 English electric power, and joining them after having appeared at the Swanage gala two weeks previously were Class 46 D182 and Class 31 5580.

All in all the event was a resounding success, with almost 5,000 visitors across the three days. An added bonus was the official opening of the diesel depot, cementing the SVR's position as a premier heritage line with excellent facilities for both steam and diesel traction. Roll on 2017's gala! **RI**

A Century of Change



Bob Darvill
News Writer

DURING MAY two locos arrived in the UK – nothing strange about that except that 100 years separated their building dates. During World War One the American firm Baldwin built several 2' 0" gauge 0-4-0PM locos that were used in the trenches in mainland Europe; none came to the UK. After the war ended dozens were surplus to requirement and a number of French companies acquired them for resale. One such firm was Société Anonyme des Ateliers du Val de Maizet, which was based in Calvados and rebuilt them to standard gauge – this was done by moving the wheels from inside the frames to outside. The 1920s saw the development of the internal combustion engine-powered loco and these conversions were an easy and cheap entry to this market.

Regretfully, the actual identity of the loco of this type that has just arrived here is unknown, but it saw industrial service in France with R Bouclier & J Chatagnat, quarry owners who were based at Thonon-les-Bains, Haute-Savoie. The loco lay out of use for a number of years before being acquired by a Swiss collector, Jean-Claude Coquoz, who was based at Collombey-Muraz. Apart from being a collector he was also a scrap merchant and it was placed on display at the entrance to his yard.

It has now been acquired by some members of the Moseley Railway

Trust and has been moved to its Apedale site. They hope to return it to 2' 0" gauge, but I think it will be a while before this can be done. It has had its original petrol engine substituted by a diesel, which is larger than the original and will have to be replaced as it prevents the wheels being moved inside the frames.

Although I stated that none of this type were used in the UK, a very similar engine was acquired by Col Stephens in 1925 for use on the Ffestiniog & Welsh Highland Railways. It is believed to have been Baldwin 49604 that had seen use with the French Artillery Railways and is still extant and in full working order at the Ffestiniog Railway. However, it was modified by the addition of a pony truck in 1957 when it received the name *Moelwyn*.

The newest loco to arrive is one of the large road/rail designs built in Italy by Zephir: a Type LOK 20.300, Zephir 2631, which has been supplied to Hitachi for use at its Newton Aycliffe plant in County Durham. The works has been built with a 1km test track, and just a week after its arrival the loco was moving one of the new units (800004) to and from the track. Two other smaller Zephir road/rail battery shunters are also being supplied to Hitachi: CRABB 1500E Zephir 2630 and CRABB 4200E Zephir 2632. These will be used on various internal lines. All are being supplied by the British agent Depot Rail of Gainsborough.

The two fascinating 'industrial' locos are 100 years apart and totally different in their design. I doubt if anybody in 1917 would have envisaged how much change there would be in a century.



The imported Baldwin tractor is seen here on display at the Moseley Railway Trust, Apedale shortly after its arrival. As can be seen, it will take quite a lot of work to get the loco back to its original condition. (Moseley Railway Trust)



Type 20.300 road/rail loco Zephir 2631 moving unit 800004 on the Hitachi test track at Newton Aycliffe on May 13. (Alex Betteney)

Recent moves

HUNSLET ENGINE has overhauled its two Type DH50 locos that were built for use at Celsa in Cardiff, and both went on short-term hire in June. A new contract has been signed for the use of a loco at the Malcolm Group, DIRFT Crick, and DH50-2 Hunslet 9377 (rebuild of Thos Hill 246V) has been sent for a couple of months. However, the actual item designated for this contract is Thos

Hill V325, but this is still undergoing a gearbox overhaul. Once the repairs are completed the two will be swapped around. DH50-1 Hunslet 9376 (rebuild of Thos Hill 278V) has returned to its original home at Celsa, as it appears the Class 08s that replaced it are having some problems. The main reason for the movement is that the Hunslet is radio-controlled fitted.

There have been a couple of moves relating to Class 01/5 locos with TOPS numbers. 01585 Ruston Hornsby 459518, that originally belonged to Chiltern Railways but had been moved from Wembley to Tyseley Depot, has now been confirmed as having been sold to Vivarail, and it will go to Long Marston to shunt the 'new' D78 stock being rebuilt as Class 230s. One of the ex-MoD

Thos Hill examples purchased by the Harry Needle Railroad Company (01543 TH 303V) was moved from the Wensleydale Railway to the East Kent Railway in May, joining 01546. These will be used in a 'top and tail' on passenger trains at that site.

At the Ford Motor Co, Dagenham, Pete Briddon-supplied Thos Hill 265V was replaced by Thos Hill 284V at the end of May.

Good news from the British steel industry

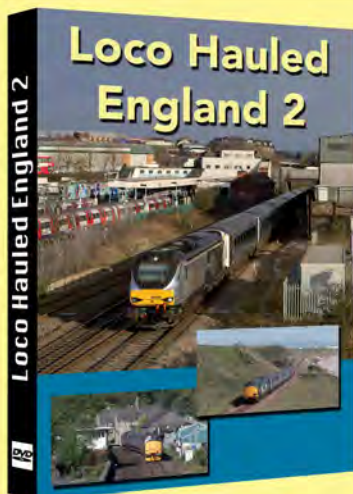
TATA STEEL sold its Long Products division to Greybull Capital on June 1. The deal includes the large facility at Scunthorpe as well as sites at

Redcar and Skinningrove. From the sale date all have been re-branded as British Steel – nice to see the name back.

Also acquired at the same

time was the French rail-making plant at Hayange, and it will be interesting to see if it will also carry the British Steel name! The sale of the facilities in

South Wales has not yet been sorted out, but it's hoped that a positive outcome can be reached in the not too distant future.



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Volume 2 of Loco Hauled England features a feast of loco hauled workings from across the UK mainline network. Filmed between late 2014 and early 2016 at a variety of location in the South East, the South West, East Anglia and the North West.

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Main line pegs



One of the few places where main line steam and semaphore signals still mix is Holywell, on the North Wales coast line. 46115 *Scots Guardsman* passes with a Steam Dreams Holyhead-Crewe train on June 8. (Brian Dobbs)

McAlpine: 'Wishes he never sold *Scotsman*'



Mel holley
News Writer

SIR WILLIAM McAlpine's key role in ensuring the rescue and running of 4472 *Flying Scotsman*, over two decades has been overlooked, said his wife Lady Judith McAlpine.

She also said that it is "quite clear that he wishes he had never parted"

with the locomotive. Her comments came after speculation that the Pacific might make an appearance at May's charity-fundraising Fawley Vintage Festival, which coincided with Sir William's 80th birthday. Talking about the speculation of a run to Henley-on-Thames she said: "It was never even discussed. There would have been no point."

"He saved *Flying Scotsman* when her so-called 'saviour' had to abandon her in a sorry state in

America after six crazy years. Sir William restored her, ran her for 23 years, overhauling her twice. He is thrilled to see her back on the tracks and it is quite clear that he wishes he had never parted with her. I am not alone in thinking he is not given the credit he deserves for his part in saving her for the nation."

"So much emphasis is always put on the batty trip round the States, the buses and the dancing girls, and Sir William's quiet good stewardship and

trip to Australia gets scant mention."

Talking about the current NRM 'Scotsman' exhibition she said: "It seems Sir William is deemed to be of no interest." Adding that only his artefacts from the Australia trip are on display, with Alan Pegler's beret in front of them.

Lady Judith concluded: "She may have become an expensive icon, but an icon she certainly is. Were it not for Sir William she would be rusting outside a restaurant in America."

USA tank selected for 'rolling road'

THE BLUEBELL Railway has selected long-withdrawn USA 0-6-0T 30064 to be displayed on a 'rolling road' in its planned Accessible Steam Heritage (ASH) project.

It last steamed in 1983, and has been stored in the open at Horsted Keynes, meaning it will require considerable work to make it cosmetically acceptable. It has been chosen for its outside valve gear, and ease of oiling, which will be required daily. It will be the only complete standard gauge locomotive on a 'rolling

road' in the world.

The £1.1m project includes a new roof for the running shed and a new building housing up to four locomotives, including a mock-up full-size cutaway of 0-6-0ST Terrier *Stepney* to show how a locomotive works. As well as protecting out-of-service locomotives, the project will enhance the maintenance and repair facilities, and improve visitors' experiences and access to engines. The railway has applied for a £840,000 Lottery grant and is raising £210,000 match-funding.



Down the docks with *Judy*

Lovely cut down Bagnall *Judy* looks right at home at Bristol Docks on May 27, during the last six weeks of its boiler certificate. Going home to Bodmin at the end of June, it was replaced by Peckett 0-6-0 *St Portbury* returning from Beamish. Alongside is 1935 Bristol-built tugboat *John King*, now part of the museum fleet. (Alistair Grieve)

'No 9' to meet Scotsman at Shildon bash

HAVING BEEN stored at Thornton Junction, Scotland, since last autumn's opening of the Borders Railway, A4 60009 *Union of South Africa* is to return to public view for the first time this year and star alongside 60103 *Flying Scotsman* in an event at Shildon.

Officially called Locomotion, the National Railway Museum's Shildon outpost is staging an event called

'*Flying Scotsman* and the Shildon Shed Bash' from July 23-31. The free event – with various chargeable options – will see 60103 work shuttles and be available for cab visits.

The arrangements for 60009 to move to Shildon had not been confirmed as RI closed for press, although it is pencilled in for July 23 Railway Touring Company's

train, if it is not worked by 46233 *Duchess of Sutherland*. The re-routed 'Cumbrian Mountain Express' sees steam from Liverpool to Carlisle and return.

Also in light steam at the Shildon event will be Q6 63395, while V2 4771 *Green Arrow* will be outside for cab visits. Steam rides behind J72 69023 *Joem* will also be available, while Deltic D9002 *The King's Own*

Yorkshire Light Infantry, newly repainted in BR green and back in running order, will be outside, and open for cab visits.

The mornings see *Scotsman* working shuttles (£5 fare), with *Joem* in the afternoons (£3 adults, £2 child/OAP). Tickets are only available on the day. More details about the event are at www.flyingscotsman.org.uk/events/shildon-shed-bash



Mallaig steam season starts

With West Coast Railways allowed to run its full 'Jacobite' timetable, the season got off to a good start with full trains and five consecutive days of fine weather. K1 2-6-0 62005 heads away from Fort William with the 1015 to Mallaig on May 31. (Phil Metcalfe)

Jurassic to steam again

A 2FT GAUGE Peckett 0-6-0ST is to steam again, thanks to a £43,600 grant from the Heritage Lottery Fund. Built in 1903 for Southam cement works, Warwickshire, *Jurassic* was sold to the Lincolnshire Coast Light Railway in 1961 and stayed hauling trains of holidaymakers until the line closed on that site in 1995.

Since moving to the present site at the Skegness Water Leisure Park it has been awaiting overhaul. The boiler and firebox have been moved to the North Norfolk Railway to assess their condition. The frames, cab, saddle tank and other fittings have been prepared for renovation at Skegness. It is intended to have *Jurassic* in steam next year.

A new angle for steam



Running as 34052 *Lord Dowding*, 34046 passes through Aller Vale on the Paignton line with a Kingswear-Woking charter on June 11. It was the first time steam had passed a recently -opened road bridge, providing this new vantage point. (Bernard Mills)



Rare steam on MML

In a rare visit for steam, and a first for newly overhauled 60103 *Flying Scotsman*, the loco passes Harpenden in dismal weather on June 4 with its Victoria-York train. Likely to be the only steam over the Midland Main Line this year, it was heavily delayed by trespass. Its May 19 York-King's Cross trip was diesel hauled when the right-hand injector failed before departure, its first failure since overhaul. (Tim Easter)

Inner workings of the SVR on show

A RARE chance to see behind closed doors at the Severn Valley Railway (SVR) will be on offer at its 'Peep Behind the Scenes' event on July 16. The SVR will be throwing open the doors to its engine sheds, carriage works and new Diesel Depot.

The event allows people access to areas normally closed to the public, while raising funds for one of the SVR's largest restoration projects: GWR Large Prairie 4150 at Bewdley. Once locally allocated (Stourbridge) it was withdrawn in 1965, having only worked for 18 years. It is the only SVR loco from the Woodham Brothers' Barry scrapyards yet to be steamed in preservation; a determined effort is underway to achieve this within the next two to three years. The engine will be taken to Bridgnorth for a major boiler overhaul in late October.

In addition, the bunker, cab and smokebox of new build Riddles 3MT tank no 82045 will be on view at Bridgnorth.

From Bewdley, a DMU shuttle will run on short sections of the Stourport and Tenbury branches from 1100-1600. Tours of the carriage shed, turntable and diesel depot are on offer at Kidderminster, as well as a diesel cab visit and chance to view a GWR First Class Sleeper. After a trip to the Kidderminster Railway Museum, visitors can take a look inside the Wrangaton signal box (1000-1630).

Current rolling stock service and maintenance projects will be on show in the Kidderminster Carriage Works and coaches being stored and cleaned can be seen in the Carriage Shed and Turntable. Signal boxes will also be open along the line.

Normal rail fares apply on the day, and 'Peep Behind the Scenes' wristbands are £5 adults (accompanied children aged under 16 go free), and can be bought on the day from Kidderminster, Bewdley and Bridgnorth stations.

New 'Schools' back-head made



The boiler shop team at the South Devon Railway has manufactured a back-head (doorplate) for Southern Railway 4-4-0 928 *Stowe*, at the Bluebell Railway, the first for a 'Schools' in preservation. It was produced using a specially made die set and a 700-ton force John Shaw vicing press. This enables a high degree of accuracy, making fitting much easier. The flat sheet steel mounted in the press is being heated ready for the pressing. (SDR)

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£1m in Grants Recognise Tourism Potential

THE DEPARTMENT for Transport (DfT) has given £1m in grants to rail-related tourism projects, after a competition aimed mainly at heritage railways and community rail partnerships.

This is the first time that the DfT has provided assistance to Britain's heritage railways. The grant programme follows the recent report of the Parliamentary All Party Group on Heritage Rail and is part of an increased recognition by Government of the role of these popular lines.

There are 17 winners of the DfT's Heritage and Community Rail Tourism Innovation Competition. The aim is "to encourage more tourists and make it easier to explore the UK by rail." Grants to

enable disabled access have gone to the Bluebell Railway (£75,000 for 1920s Pullman dining car No 54 – a £490,000 project), the Severn Valley Railway (£75,000 for disabled access to all trains, facilities and on-train dining), and the Welshpool & Llanfair Railway (£42,500 for platform lifts and carriage modifications).

The North Yorkshire Moors Railway won £60,000 to expand its Pullman dining services to Whitby. It will allow it to start work on a £160,000 project to restore Mk1 Met-Cam Pullman *Garnet*, ready for Easter 2018. The Swanage Railway was awarded £75,000 to add "main line capability" to a steam locomotive and set of five coaches, to enable running into Wareham.

The Chinnor and Princes Risborough Railway won £75,000 to introduce passenger trains over its Princes Risborough extension, with the reinstatement of a platform and run-round loop line to interchange with London trains. Meanwhile, the Ecclesbourne Valley Railway, Derbyshire, secured £74,500 for a heritage railcar visitor experience, converting a building into a visitor centre.

The Great Little Trains of Wales marketing organisation, representing 11 railways, has won a £67,000 grant to work with Arriva Trains to attract tourists from London.

With the message 'Use the Big Train to see the Little Trains', the first step is a new guide suggesting a range of trips by train to make it easier for

the novice public transport user or overseas tourist to get around.

The Association of Community Rail Partnerships has £75,000 for 'Britain's most scenic train journeys'. A new website will introduce UK and overseas visitors to community rail lines, backed by marketing with international reach in foreign languages.

Other projects include £75,000 for Visit Kent to improve how the heritage railways in the county link up and to raise awareness of visit opportunities. Also, the Caledonian Railway has won £30,000 for a project to address how to extend the railway's season, enhance community involvement, improve cultural awareness and increase visitors.



P&O enters the fray

After a 30-year restoration 35006 *Peninsular & Oriental* SN Co entered service during the Gloucestershire Warwickshire Railway's bank holiday gala. On May 29 it passes Greet with the 1220 Cheltenham-Toddington. It arrived at Toddington in 1983, direct from Barry scrapyard, as little more than a hulk, with all fittings removed. (Steve Sienkiewicz)

P2 project aims towards autumn wheeling

IF THE PROJECT to complete P2 2007 *Prince of Wales* in 2021 is to remain on schedule, the engine needs to be fitted with its wheels this year, reports the A1 Steam Locomotive Trust.

The Trust has therefore set itself the challenge of raising £200,000 from 160 supporters through The Mikado Club. The Trust said: "We are hopeful

we will have completed the rolling chassis this year and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year which, given the nature of the regular donation scheme, becomes more challenging as each year passes."

Tracks to the trenches



Widely considered to be the best of its type, the Apedale Valley Light Railway, Staffordshire, hosted the Moseley Railway Trust's 'Track to the Trenches' event to mark World War One. With a wide variety of displays, enactments and transport demonstrations, the day also included a WD steam lorry and horse traction. Kerr Stuart 0-6-0T+WT Joffre 3014/191 works a goods at Apedale on May 14. (Robert Falconer)

7F on foreign ground

Far away from its S&D roots, 7F 53808 paid a brief visit to the Great Central Railway and passes Swithland with a goods on May 26. It was hired for the line's 'Railways at Work' gala over the Whitsun bank holiday weekend, but it failed with a leaking tender tank, and was return to the West Somerset Railway for repair. (Robert Falconer)



Patriot has first Patron

SIMON WESTON CBE, has been appointed as first Patron of The LMS-Patriot Project. The Welsh Guardsman, who was badly burned in an attack on his ship the *Sir Galahad* during the Falklands War is a tireless charity worker, noted for his motivational speaking.

Mr Weston said: "I have always loved Heritage projects, but this has special appeal. The Royal British Legion does amazing work for soldiers and veterans and to have this locomotive completed in time for the 100th anniversary commemorations marking the end of World War One will be particularly poignant."

Council to own GCR's 'gap'

CHARNWOOD BOROUGH Council has agreed to take ownership of the Great Central Railway's bridge over the Midland Main Line, which will create an 18-mile line between Leicester and Nottingham.

The council said that without its involvement in the 'Bridging the Gap' project, Network Rail would not let the bridge go ahead. Concerns have been raised by councillors that if Great Central Railway goes into administration, taxpayers could be forced to pick up the bill. But the local authority said it is building clauses into the contract that will ensure that this does not happen.

The new bridge is part of a chain of infrastructure that will ultimately allow two halves of the GCR to reconnect. It is set to be opened in 2019. Charnwood Borough Council will lease the bridge back to GCR with a 100-year contract.

However, the council wants to ensure it is not hit with a hefty bill in the future. As part of the contract it wants to create a fund that will see it receiving additional rental income from the GCR to cover projected costs of maintaining and repairing the proposed bridge.

It also wants to ensure that an adequate sum of money is available from the disposal of the

company's assets to provide the maintenance or removal of the bridge in the event that GCR is taken into administration. The council said that GCR cannot, without the support of a competent and permanent partner, meet the requirements of Network Rail to permit the construction of the essential bridge.

A report prepared for cabinet said Network Rail is not comfortable with entering into agreement with GCR as there can be no assurances as to the long-term viability of the heritage railway company, and that in the event it ceased trading the costs of the bridge maintenance

would fall upon Network Rail.

The council said it is not a 'bridge authority' and has no direct experience of railway bridge maintenance. However, it has expertise in management.

The report for cabinet states that to maintain the bridge over its 120-year life span will cost around £305,000. At a cabinet meeting Councillor Tom Barkley, lead member for finance, said that the council does not want to be "left with an asset it can't take down, can't renovate and then we have a huge liability. We are not railway experts. We have to be covered in what we are doing."



Foremarke is back

While the star of the Gloucestershire Warwickshire Railway's Whitsun Bank Holiday gala was the launch of Bullied 35006, it also saw the entry into traffic of 7903 *Foremarke Hall* after a ten-year overhaul. On May 28 it is near Greet with the 1405 from Toddington. (Don Benn)

STEAM EVENTS DIARY

Heritage Railway Events				
Date	Railway	Event		
July				
9/10	NYMR	Classic Cars and Vehicles		
9/10	MR-B	1960s Weekend		
9/10	PBR	Wartime Weekend		
10	GWSR	Bus Rally		
11/12	PBR	Wartime Weekend		
16	SVR	Behind the Scenes Day		
16	LC	Gala Open Day		
16/17	MR	Victorian Gala Weekend		
17	MHR	Alton Bus Rally		
23/24	LR	1960s Weekend		
23-31	NRM-S	Shildon Shed Bash		
24	SVR	Classic Vehicle Day		
27-31	IoM	Manx Heritage Transport Festival		
August				
6	MR-B	S&D 50th Anniversary		
6/7	IWSR	Victorian Weekend		
Railway codes				
GWSR	Gloucestershire Warwickshire Railway	01242 621405	www.gwsr.com	
IoM	Isle of Man railways	01624 662525	www.gov.im	
IWSR	Isle of Wight Steam Railway	01983 882204	www.iwsteamrailway.co.uk	
LC	Lincolnshire Coast Light Railway	n/a	http://lclr.bravesites.com	
LR	Llangollen Railway	01978 860979	www.llangollen-railway.co.uk	
MHR	Mid -Hants Railway	01962 733810	www.watercressline.co.uk	
MR	Middleton Railway	0845 680 1758	www.middletonrailway.org.uk	
MR-B	Midland Railway - Butterley	01773 570140	www.midlandrailway-butterley.co.uk	
NRM-S	National Railway Museum - Shildon	01388 777999	www.nrm.org.uk	
NYMR	North Yorkshire Moors Railway	01751 472508	www.nymr.co.uk	
PBR	Pontypool & Blaenavon Railway	01495 792263	www.pbrly.co.uk	
SVR	Severn Valley Railway	01299 403816	www.svr.co.uk	
Main Line Steam Tours				
Date	Itinerary	Promoter	Operator	Locomotive
July				
9	Waterloo-Weymouth	RTC	WCR	46201, 34067, 35018
10	York-Hexham-Carlisle	RTC	WCR	60103
10	Bristol-Par	RTC	WCR	TBA
10	Bristol-Kingswear	TE	DBC	46100
14	Victoria-Swanage	RTC	WCR	TBA
14	York-Scarborough	WCR	WCR	Pool

15	Victoria-Bristol	SD	WCR	34052
16	Paddington-Bishops Lydeard	RTC	WCR	TBA
17	York-Hexham-Carlisle	RTC	WCR	60103
17	Birmingham-Stratford (x2)	VT	WCR	4965
19	Victoria-Weymouth	SD	WCR	46201
21	York-Scarborough	WCR	WCR	Pool
23	Victoria-Shalford	BEL	DBC	60163
23	Paddington-Bishops Lydeard	RTC	WCR	TBA
23	Liverpool-Carlisle	RTC	WCR	46233
24	Victoria-Canterbury	SD	WCR	34052
24	Liverpool-Holyhead	RTC	WCR	Pool
24	Bristol-Kingswear	TE	DBC	46100
24	Birmingham-Stratford (x2)	VT	WCR	4965
26	Preston-Blaenau Ffestiniog	RTC	WCR	45305/48151
27	Victoria-Weymouth	RTC	WCR	TBA
28	York-Scarborough	WCR	WCR	Pool
28	Paddington-Cardiff	SD	WCR	46201
30	Liverpool-Scarborough	RTC	WCR	46115
30	Poole-Oxford	RTC	WCR	34067
31	Paddington-Exeter	SD	WCR	TBA
31	Birmingham-Stratford (x2)	VT	WCR	4965
August				
2	Victoria-Swanage	SD	WCR	TBA
3	Victoria-Weymouth	RTC	WCR	TBA
4	York-Scarborough	WCR	WCR	Pool
<p>Notes: 1. ‘The Jacobite’ Fort William-Mallaig-Fort William runs twice daily until September 23. Then Mondays-Fridays until October 28. Promoter and operator WCR; locomotive pool 44871, 45407 and 62005.</p> <p>2. Pool – locomotive from the Carnforth-based pool of 44932, 45690, 45699, 46115, 48151</p>				
Promoters				
BEL	Belmond	0845 0772 222	www.belmond.com	
SD	Steam Dreams	01483 209888	www.steamdreams.com	
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			
WCR	West Coast Railways			

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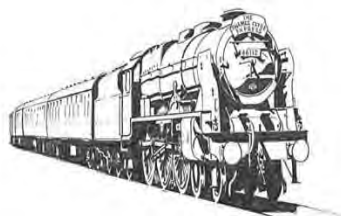
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Bulgarian Cans

MAIN IMAGE: Former Europhoenix 86702 *Cassiopeia*, with its headlight removed and headcode panel filled in, stands outside the Press Service facility near Ruse with 86231 on June 2. (All photos author)

I was fortunate recently to visit Bulgaria, my mission to see as many of the ex-UK locos at work there as possible. These locos work all across the country on a mixture of trains including acid tanks, LPG tanks and copper trains, to mention just a few. Pirdop is the traditional base of both the Bulgarian Railway Company's ex-UK Class 87s and the DB Schenker fleet of Class 92s. Maintenance on the line to Burgas on the east coast meant the 87s were silent when I was there, although I did see what is a daily copper train powered by Class 92s. The other user of the ex-UK electrics is Bulmarket, with its base in Ruse, in

Northern Bulgaria, on the border with Romania. It currently has four Class 87s in use.

Europhoenix 86s

The main point of interest for the trip was to seek out the recently exported former Europhoenix Class 86s that were purchased by Bulmarket (see RI May, p65), namely 86213, 86231, 86234, 86235, 86701 and 86702. Of these, 86234 and 86235 are being worked on in the Koncar Works in Sofia, with 86213, 86231, 86701 and 86702 undergoing transformation in a brand new building at the Express Service facility just outside Ruse. It is able to carry out all levels

of repairs and, indeed, there were a number of electric locos on site while I was there.

However, the highlight was seeing work starting on the Class 86s and hearing about the process and what is involved in returning the locos to the main line. 86213, 86701 and 86702 were serviceable on leaving the UK, but 86231 has been out of service for some time. Work has started on all the 86s in Ruse and, as can be seen in the accompanying photographs, a number of modifications are required before the 86s can be used Bulgaria. These include the removal of the fire suppression equipment and installation of twin pantographs – the catenary in Bulgaria



Andi Walshaw reports from Ruse where at least five former UK-based Class 86s are being prepared for a new life in Bulgaria.

is not in good condition and a common cause of failure is overhead line damage, so all the 86s will have twin pantographs similar to the Class 87s already in use with Bulmarket. Additionally, they are having their UK headlights removed and replaced by roof-mounted headlights similar to those carried by the 87s already in use, and the old headcode boxes filled in. The tail lights on the 86s are being replaced with LEDs. A particularly interesting modification sees access holes cut in both body sides. A common cause of fire, such as that experienced by 87022 in Bulgaria, is oil building up in certain parts of the floor area inside the equipment room. As can be seen

in the photographs, the panels allow better access for cleaning.

Finally, the locomotives are expected to receive the same colour scheme as applied to 86702, but with red wrap-round paintwork replacing the yellow ends. 86702 will be the first to return to service, with the others to follow in due course. While I was there work was progressing on four examples. Of these, 86231 had had its bogies removed and was on jacks, positioned above a set of Class 87 bogies. Its future is unclear as no modification work has yet taken place so it is likely it is just a spares donor. Thanks must go to Express Service for allowing me access to the works. **RJ**



TOP: Still wearing its Colas livery, 86701, along with InterCity-liveried 86213 behind, has started to receive the necessary modifications for use in Bulgaria.

ABOVE: Four of the Class 86s share the workshop with ex-UK 87013 and two considerably larger European designs.

LEFT: The hole cut in the side of 86702 is clearly shown in this image; an access panel was attached later.





Pip Dunn
News Writer

It was a red letter day for followers of Class 50s on June 11 when 50007 *Hercules* and 50050 *Fearless* returned to main line passenger action and in doing so took charge of the first Class 50-hauled passenger train on Network Rail metals for nearly four years.

A slight change of plan saw the two Class 50s join the Derby to Swanage train at Saltley rather than from the start as was the original idea. They performed well all day on their near 400-mile outing. There was some issues with the rolling stock, a shortage of First Class vehicles and problems with air conditioning, but on the whole most people went away happy, with a good three hours enjoyed in the Dorset town.

The train was operated by GB Railfreight, which is growing its charter portfolio rather nicely and gives an alternative option for tour promoters, especially regarding the use of heritage traction. It is highly unlikely main line Class 50-hauled charters would have been possible without GBRf.

There was also some sensible stewarding on board, helped by there being no idiotic arm waving from the windows. GBRf has said the train was a success, so we live in hope another train could be in the offing, if not in 2016, then next year. Either way, it's good to finally get a 100mph run behind a pair of Class 50s again, especially as much of the itinerary was over classic 'Hoover' territory.

Finally! Another Main Line Class 40 tour

The Class 40 Preservation Society (CFPS) has struggled of late to arrange a main line charter train for 345. Due to an enforced period of inactivity after a generator failure in 2010, the loco has slipped off DB Cargo's safety case, leaving West Coast Railways as its only viable current avenue for the only main line registered Class 40.

WCR has had its well-documented problems, but now it is back in business and rapidly getting its house back in order. However, it has restricted the amount of charter work it will commit to, so sadly for small-volume promoters such as the CFPS, finding slots for trains has been rather difficult, not helped by increasing pressure on WCR's rolling stock fleet. Accordingly, 345 hasn't worked a charter since November 29, 2014.

However, a CFPS train has now been agreed for October 1, using the SRPS's set of Mk 1s to overcome the lack of available WCR vehicles. On September 30 the 40 will collect the stock from Carnforth and take it to Bury. This move is being turned into a one-way charter open to passengers. Leaving Carnforth at around 1200-1300, it is intended to run via Manchester Victoria and Stockport to Buxton and then via Chinley, Guide Bridge, Stockport, Northenden Junction, Altrincham, Warrington and Manchester Victoria again to Castleton and Bury.

The stock will stable overnight for the main event on the Saturday; a day trip to Stratford-on-Avon. The route is still to be



Class 50s return

finalised, but will set off circa 0700 and head via Manchester Victoria, Bolton, Blackburn and Hebden Bridge. The initial proposal had been via Huddersfield and Penistone, but Network Rail won't allow the 40 to traverse that route. So a new route is being devised and once this has been finalised WCR can give a final cost to the CFPS, which can then work out the ticket price.

A Class 47 or 57 will be on the rear for train supply, insurance and reversals needed, and will work the return train from Stratford – after a hoped for four-hour break in Shakespeare's home town, to Leamington Spa where a reversal will allow the 40 to head home via a similar routing. This means, as is often the case on a CFPS charter, the 40 remains at one end of the train all day and works the vast majority of the mileage.

Why Stratford? Well, the CFPS hopes it will be an attractive enough destination for 'Joe Public' passengers, but also it's very rare track for a Class 40. I can't say hand on heart how exactly many 40s have been there on passenger trains, but May 25, 1978 saw 40146 arrive on an Adex from Hull, and I don't know of any other 'whistlers' in the town. It could be only a second visit, and 38 years on, well, it's kind of overdue.

Western welcomed back to the Duchy

Pathfinder Tours' annual visit to the late-June Mazey Day event at Penzance has long been a popular entry in many a railtourer's calendar, as the promoter usually takes a train to Cornwall on that day and invariably it is hauled by interesting traction.

ABOVE: With the first main line 'Hoover' action for four years, immaculate BR Blue pair 50007 *Hercules* and 50050 *Fearless* approach Wareham with Pathfinder Tours' 1250 0448 Derby to Swanage 'Purbeck & Bournemouth Explorer' on June 11. (Mark V Pike)



at last

Over the years Classes 20, 31, 37, 40, 46, 47, 50, 52, 55, 56 and even 58 have headed to the end of the line on Mazey Day. But this year the train was somewhat of a damp squib as a DB Cargo Class 66 was the booked traction, mainly because there was insufficient time to get anything more exciting.

So, to redress the balance, on September 17 Pathfinder is taking D1015 *Western Champion* – although what name(s) or number(s) it will running under on the day is open to conjecture – through to Penzance. The train will start at Tame Bridge Parkway and head to the South West via Worcester and Bristol, and the good news is that it will be a rake of Mk 1 coaches! For fans of heritage ex-BR diesels, it's a truly mouth-watering prospect for 600-plus miles of quality hydraulic mileage along some classic

'Whizzo' lines such as the Devon banks and Dawlish sea wall.

Pathfinder has also allocated two dates for freight line tours. September 24 will be from Crewe to Birmingham New Street and Peterborough, and then a selection of freight lines in East Anglia – the exact itinerary was still to be confirmed as we went to press. DB Cargo will operate the train and provide two of its Class 66s as traction.

Likewise, on October 8, a train will start at Willington (yes, you read that right, Willington – it's the first station north of Burton Depot where Riviera Trains' stock is now maintained) and head to Sheffield and York, before the ultimate destination of freight lines in the Teesside and Durham area. Again, a DBC job with Class 66 power. PF boss Peter Watts is still planning

the exact specifications, traction and train operators for the rest of the year's programme, and more news about these should come to light very soon.

Variety from UKR

It's not just Pathfinder looking for freight lines. UK Railtours and, especially, the Branch Line Society, both see the value of taking passengers on track they rarely, or hitherto never, have had the chance to travel over. And it's not just five-mile branch lines that appeal. These days a loop or a headshunt will get the Quail brigade out in their masses!

On November 5, UKR runs its 'Andover Fist' special, which is set to traverse three freight-only branch lines in Hampshire. The DB Cargo-operated train – ➔

RIGHT: Direct Rail Services 68016 *Fearless* and 68017 *Hornet* top and tail the Northern Belle at Powderham on June 4. The train is the 1Z31 0705 Swindon to Par, which was the first passenger working by the class through Devon and Cornwall. (Stephen Ginn)



(so expect Class 66s) – will start at Waterloo and pick up at Woking before heading to Southampton and then navigating the Southampton Eastern Docks complex. The next branch on the agenda is the Fawley oil terminal branch, closed to passengers in 1966.

With this ticked off – or more accurately, highlighted – the train will return via Southampton and Eastleigh to Salisbury for a quick break for pictures and a coffee while the train reverses. Next up will be a trip to Andover, another reversal, and a journey along the former Midland & South Western Junction Railway to Ludgershall. With this final line covered, the train will return to Waterloo.

UKR has also announced two other tours that will appeal to FTFC readers. On December 3 it will run its annual trip to the Dickensian Festival at Grassington. Sadly, the chance to take the train right up to Rylstone, on the doorstep of the north Yorkshire town, is no longer possible, so instead passengers will be bussed from Skipton, the destination of the Northern Belle train which starts at King's Cross. DRS is the operator and traction should be top-and-tail Class 68s.

The 'Marches and Moors' trip on December 10 will start at Euston with a Class 90, which will run to Bescot and then gives way to a DB Cargo Class 60 for a circular

tour via Wolverhampton, Shrewsbury and on towards Wrexham and Chester. From the border City the train will continue via Helsby, Warrington, Newton-le-Willows and Eccles to reach Manchester Victoria and then heads for the hills, climbing through Rochdale to Todmorden and then over Copy Pit summit to Blackburn and finally to Preston for a short break and a loco change. The 90 will return via Crewe and the Trent Valley Line.

Quails at the ready

The Branch Line Society has revealed details of two track bashing tours planned for August, one loco-hauled and one a DMU, so it's time to get out your Quail atlases.

The 'Wycombe Wanderer' on August 13 will use a Chiltern Railways three-car Class 165 DMU. This 'exciting and highly unusual' charity fund-raising railtour will include many highlights as it traverses a myriad of sidings and crossovers, including Oxford Parkway. The train will complete the BLS's plan to cover all unusual lines on the Chiltern network until the Banbury remodelling and Oxford Parkway to Oxford sections are completed. All profits from the charter will be donated to Chiltern Railways' nominated charities – the Railway Children and Home Start.

The train will start at Marylebone (provisionally at 1053) and heads to Northolt

Down Loop, West Ruislip Up Sidings, West Ruislip Down Spur, High Wycombe Engineers Siding, Bicester Depot Goods Loop, Banbury Road Sidings, Bicester North Engineers Siding and then back to London, setting down at Bicester North, High Wycombe and West Ruislip. It is due back at Marylebone at 1900.

Just over a fortnight later, on Bank Holiday Monday August 29, there will be the 'Tale of Two Ports', which is a loco-hauled train operated by GBRf and top-and-tailed by two of its Class 66s. The two main highlights will be the significant branches to the Port of Sunderland, where the BLS expects to travel beyond the Network Rail boundary, and to the Port of Tyne where the train is booked to reverse at the boundary. A break has been scheduled for Newcastle. The train will be formed of Riviera Trains' Mk 2 air-conditioned vehicles. A donation for private owner infrastructure access will be made to Port of Sunderland's nominated charity, Seafarers UK.

The full route for this train, which starts at Crewe (provisionally 0615), is to head to pick-ups at Stoke-on-Trent and Derby and then on via Beighton Junction to the final pick up at York. The train will continue via Darlington, Ferryhill, Norton-on-Tees East Junction to the Port of Sunderland. After reversal, it will travel via Ryhope Grange, Sunderland and Boldon North Junction to the Port of Tyne. After another reversal, it will head to Newcastle via Boldon West Junction and Pelaw Down Goods Loop.

The return will be via Pelaw Up Goods Loop, Sunderland, Hartlepool, Norton-on-Tees West Junction, Ferryhill and Darlington Up Goods before returning to York and back to Crewe. The routing at Norton is subject to the signalbox being open and the route and timings are provisional and subject to validation by Network Rail. More details on the BLS website, but the trains are open to members and non-members alike.

Cromer Chopper?

August 10 is set to be the North Norfolk Railway's debut evening dining train from Cromer to Holt. Understandably it's steam hauled, but to get the loco and stock to

BELOW: The first passenger working by South of England-based Class 73/9s occurred on June 18 when 73961 and 73964 powered the Tonbridge Trailblazers GBRf charter. The pair approach Parsons Street in Bristol with the 1Z61 Ashford International to Weston Super Mare. (Mark V Pike)





Cromer – which, of course, is still part of the national network – a diesel is needed, and the diesel entrusted with that task is the Class 20 Locomotive Society's main line registered 20227.

The plan is that the 'chopper' will take the stock out east with the steam loco on the rear and stay at Cromer for the duration. Once the dining train is back in the North Norfolk town, the Class 20 will then haul the stock back to Sheringham.

So why am I telling you this? Well, firstly, some may want to go out and photograph 20227 on the 'main line' but, more importantly, there are moves afoot to allow passengers – well, diesel enthusiasts – to travel on the Sheringham to Cromer legs hauled by the 20, before the diners have their night out. It is in no way confirmed, but it is hoped this can be accommodated. Watch this space.

Praise due

I have to applaud West Coast Railways staff in diagramming Class 37s for the diesel legs of its 'Scarborough Spas Express' charters. These trains have been running on Thursdays from Carnforth to Scarborough with pairs of WCR 37s, as opposed to a more predictable Type 4, on the leg to York. At Holgate sidings, the diesel gives way to steam for the run to the North Yorkshire seaside resort, and as the usual loco is vacuum-braked 8F 48151 the loco(s) that work from Carnforth must be dual braked.

It's also refreshing to see WCR adopting a very sensible part-fares structure for those just wanting a quick 'leap' behind the 37s. On the first week, June 2, 37516 *Loch Laidon* and 37685 *Loch Arkigaig* were used, while 37668/685 had charge on the 9th and 37668/669 on the 16th. The trains leave Carnforth at 0655, and return from

Scarborough at 1715, but their routing alternates each week. One week the train calls at Hellifield, Skipton, Keighley, Shipley, Leeds and York (June 2/16/30, July 14/28, August 11/25), while other weeks it calls at Lancaster, Preston, Blackburn, Hebden Bridge, Brighouse, Wakefield Kirkgate and York (June 9/23, July 7/21, August 4/18).

If you want to enjoy 37s on this train, please, please do check before travelling any distance that Type 3s are indeed allocated – it's usually known the night before. The use of 37s will be down to what dual-braked locos are available at Carnforth on the day and it's inevitable a 47 will appear on the turns once in a while, so if 47s are your preference, then it's also worth keeping an eye on the train for the likes of 47237 or 47746. Only the use of a dual-braked steam loco would mean it's open house for any WCR diesel – including Class 57s – to be used west of York. **RI**

ABOVE: The first rail tour to Pwllheli since May 31, 2015 took place a year later on June 5 when 97304 and 37516 *Loch Laidon* headed the 1Z45 Steam Dreams 'Cambrian Coast Express' from 1Z45 Paddington to Pwllheli, seen here crossing Barmouth Bridge. (Andrew Bannister)

CHARTER TRAIN DIARY

July				
Date	Route	Promoter	Operator	Traction
9	Holyhead-Carlisle	SR	WCR	47/57
9	Cardiff-Minehead	PF	GBRf	66757
9	Leeds-Canterbury	RR	DRS	68
16	Cardiff-Eastbourne	SR	WCR	47/57
16	Waterloo-Paignton	UKR	GBRf	73/1x2, 73/9x2
16	Taunton-Carlisle	PF	DRS	68
16	Linlithgow-Inverness	SRPS	GBRf	37025
23	Norwich-Llandrindod	NT	WCR	47/57
23	Chester-Eastbourne	SR	WCR	47/57
23	Eastleigh-Stockport	PF	DRS	37x2
23	King's Cross-Alnmouth	UKR	DRS	68x2
30	Derby-Ravenglass	SR	WCR	47/57
31	Birmingham NS-Eastleigh	GBRf	GBRf	66
August				
6	King's Cross-Edinburgh	UKR	DRS	68x2
6	Exeter-Canterbury	SR	WCR	47/57
8	Edinburgh-King's Cross	UKR	DRS	68x2
13	Doncaster-Eastbourne	SR	WCR	47/57
13	Marylebone-Oxford Parkway	BLS	CR	168 DMU
20	Norwich-Plymouth	NT	WCR	47/57
20	Cambridge-Newcastle	SR	WCR	47/57
20	Eastleigh-Lymington	PF	GBRf	20x2
20	Eastleigh-Waterloo	PF	GBRf	20x2

27	Derby-Kingswear	SR	WCR	47/57
27	Euston-Ayr	UKR	DBC	66x2, 90
27	Gloucester-Alnmouth	PF	DRS	68
29	Crewe-Sunderland Docks	BLS	GBRf	66x2
Promoters				
BLS	Branch Line Society	07785 112044	www.branchline.org.uk	
GBRf	GB Railfreight	-	-	
NT	Nenta Taintours	01692 406152	www.nentatraintrains.co.uk	
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk	
RR	Retro Railtours	0161 3309055	www.retrorailtours.co.uk	
RTC	Railway Touring Company	01553 661500	www.railwaytouring.co.uk	
SD	Steam Dreams	01483 209888	www.steamdreams.com	
SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk	
SR	Statesman Rail	0845 310 2458	www.statesmanrail.com	
UKR	UK Railtours	01438 715050	www.ukrailtours.com	
VT	Vintage Trains	0121 708 4960	www.vintagetrains.co.uk	
WCR	West Coast Railways	0844 850 4685	www.westcoastrailways.co.uk	
Operators / stock providers				
CR	Chiltern Railways			
DBC	DB Cargo			
DRS	Direct Rail Services			
GBRf	GB Railfreight			
ROG	Rail Operations Group			
WCR	West Coast Railways			



Out of the Blue

Part 3

Nigel Antolic continues his in-depth account of the eradication of British Rail corporate blue livery on its fleet of Class 47s.

The final member of the class to be finished in Railfreight Redstripe was out-shopped from Crewe in February, with all future Railfreight machines being painted in triple grey livery. The first members of the class to bare petroleum sector symbols also appeared in 1988, as did the first to be shopped without any sector symbols. In March, Crewe Works ceased to carry out overhauls on 47s under BREL ownership – it would be another five years before one would be overhauled there again. The Works was in the process of being prepared for sale, with the lengthy purchase concluding in April 1989 with its sale to a MEBO (management-employee buyout) consortium including Swedish-Swiss electrical engineering company Asea Brown Boveri (ABB) and Trafalgar House, the British civil engineering, construction, property and shipping conglomerate.

In July, the second version of the InterCity livery emerged, with 47602 turned out from Stratford TRS. True to form its livery was customised, as were nearly all the workshop's repaints in 1988! The revised Network Southeast livery made its debut in August, and 47598 was the first BR blue loco to get

the revised colour scheme in November. During the summer several petroleum sector 47s were sent to the disused Hull Dairycoates Depot where they were spray painted under contract by RFS Industries.

In September 47717 was the last 47 to be painted into ScotRail colours, the loco having been converted from 47497 at Doncaster as a replacement for fire damaged 47713. Glasgow Works' famous 'curvy 7' decals also made their debut on the class in 1988.

The year ended with 196 Class 47s still wearing BR blue. Sixty-one locos were repainted in 1988, with three cut up by private contractors. ➡

MAIN IMAGE: 47615 removes the sleeping coaches from the 2345 Glasgow-Penzance at Bristol Temple Meads on July 6, 1985. The loco received triple grey with no sector symbols in July 1988 at Stratford. (All photos Gavin Morrison unless stated)

BELOW: Glasgow Works turned out 47475 in Provincial colours in January 1989; the loco was the only 47 to receive the livery. It stands at Huddersfield with the 1420 Newcastle-Liverpool on May 14, 1989.



1988 Repaints			
Loco	Livery	Location	Repair code and notes
January			
47490	LLB	ZC	FXM – ex works Jan 7
47319	Rf3d	ZF	FXM – ex works Jan 19
47470	BHY	IS	by Jan 19 (all yellow cabs)
47591	LLB	ZC	FXM – ex works Jan 22
47597	LLB	ZC	FXM – ex works Jan 29 (last of the class painted in this livery at ZC)
47592	LLB	ZF	FXM – ex works date unknown
February			
47340	Rf2	ZC	FXM – ex works Feb 4
47317	Rf3d	ZC	FXM – ex works Feb 8 (first of the class painted in this livery at ZC)
47599	Rf3m	ZC	FXM – noted on test Feb 10
47311	Rf3d	ZF	FXM – ex works Feb 16
47359	Rf3m	ZC	FXM – ex works Feb 24
47580	LLB	ZF	FXM – ex works Feb 26
47901	Rf3a	ZF	FXM – ex works Feb 26
March			
47354	Rf3d	ZC	FXM – ex works Mar 2 (last Class 47 overhauled at Crewe Works until 1993)
47588	Rf3d	ZF	FXM – ex works Mar 15
47381	Rf3p	SR	FXM – ex works Mar 18 (first with petroleum decals)
April			
47308	Rf3x	ZF	FXM – ex works Apr 1
47473	LLB	ZH	FXM – ex works Apr 13 (first with curvy 7s)
47532	LLB	ZF	FXM – ex works Apr 15
47279	Rf3d	ZF	FXM – ex works Apr 22
47480	LLB	SR	FXM – ex works Apr 25 (dark grey roof)
47600	Rf3d	ZF	FXM – ex works Apr 29
May			
47587	LLB	ZH	FXM – ex works May 20 (curvy 7s)
47303	Rf3x	ZF	FXM – ex works May 26 (no front numbers)
June			
47545	LLB	SR	FXM – ex works Jun 2 (dark grey roof)
47594	Rf3m	ZH	FXM – ex works Jun 9 (first Railfreight repaint at ZH)
47283	Rf3d	ZF	FXM – ex works Jun 10 (no front numbers)
47131	CUT	LR	Cut up late June. (first Class 47 cut up at Vic Berry and the first at a private breakers yard since D1671 in 1966)
July			
47602	IC2	SR	FXM – ex works Jul 3 (non-standard red buffer beams, black headcodes and IC branding)
47085	Rf3p	HU	repaint complete Jul 22 (spray painted by RFS industries – no front end numbers)



47602, in a non-standard version of the second InterCity livery accelerates away from Rotherham Masborough with a Poole to Newcastle service on July 25, 1988.

47508	IC2	ZF	FXM – ex works Jul 27
47615	Rf3x	SR	FXM – ex works Jul 28 (non-standard black headcodes, red buffer beams and no front numbers)
August			
47194	Rf3p	HU	noted Aug 1 (no front numbers)
47193	Rf3p	HU	repaint complete Aug 12 (no front numbers)
47195	Rf3p	HU	repaint complete Aug 13 (no front numbers)
47589	IC2	SR	FXM – ex works Aug 13 (non-standard red buffer beams and IC branding)
47347	Rf3m	ZF	FXM – noted on test Aug 15
47233	Rf3p	HU	repaint complete Aug 17 (no front numbers)
47278	Rf3p	HU	repaint complete Aug 19 (no front numbers)
47324	Rf3p	HU	repaint complete Aug 24 (no front numbers)
47527	IC2	ZF	FXM – ex works date unknown
September			
47717	SCR	ZF	FXM and conversion from 47497 – noted Sep 9 at ZF
47013	CUT	ZF	cutting completed Sep 10 (cut by CF Booth – first 47 cut up by the company)
47605	Rf3x	SR	FXM – ex works Sep 11 (no front numbers)
47610	IC2	ZF	FXM – ex works Sep 13
47060	Rf3d	ZF	FXM – ex works Sep 21
47238	Rf3d	ZF	FXM – ex works Sep 24
October			
47289	Rf3d	ZF	FXM – noted at ZF Oct 2
47483	IC2	ZF	FXM – noted at ZF Oct 2
47144	Rf3d	ZF	FXM – ex works Oct 11
47569	LLB	ZH	FXM – ex works Oct 12 (curvy 7s)
47094	Rf3p	SR	FXM – ex works Oct 15
47341	LLB	ZF	FXM – noted at ZF Oct 23
47538	LLB	ZF	FXM – noted at ZF Oct 25
November			
47520	IC2	ZF	FXM – noted at ZF Nov 11
47052	Rf3p	ZF	FXM – noted at ZF Nov 13 (finished with petroleum decals, but these were changed to distribution ones prior to release on Nov 19)
47598	NSE2	SR	FXM – ex works Nov 15 (second 47 in revised NSE – one headcode painted black)
47336	Rf3p	ZF	FXM – noted on test Nov 16
47054	Rf3p	ZF	FXM – noted at ZF Nov 27
47607	IC2	ZF	FXM – ex works Nov 30
December			
47114	Rf3a	SR	FXM – ex-works Dec 5 (black headcodes and no front numbers)
47405	CUT	ZC	cutting completed Dec 9 (cut up by A. Hampton of Newcastle-under-Lyme)
47590	IC2	ZF	FXM – ex-works Dec 14
47187	Rf3d	ZH	FXM – ex-works Dec 23 (no front numbers)



Fresh out of Doncaster Works on June 10, 1989 in departmental grey, 47352 stands on Doncaster Depot on June 29.



CLOCKWISE FROM TOP LEFT: 47587 was out-shopped from Glasgow Works on May 20, 1988 in large logo blue livery with the curly 7s (Brian Daniels); After ten years as a WR loco, 47085 *Mammoth* was transferred to Stratford in October 1975. In July 1988 it was repainted into triple grey with petroleum symbols at Hull Dairycoates by RFS industries. Prior to that it stands at Great Yarmouth on August 25, 1979; 47625 approaches West Ealing with an up van train on April 15, 1989. It was the first to appear in the third version of the InterCity livery, also known as 'Mainline'; The first Class 47 to receive the revised Network Southeast livery direct from BR blue was 47598. While allocated to Old Oak Common, it passes Mitre Bridge with an empty stock working from Paddington to Old Oak carriage sidings on May 6, 1989; In February 1989, 47063 emerged from Stratford Works in triple grey livery with aggregates symbols and is seen at Crewe on May 16. (Carl Brunnock)

1989 Repaints			
Loco	Livery	Location	Repair code and notes
January			
47429	CUT	ZC	cutting completed Jan 3 (cut up by A Hampton of Newcastle-under-Lyme; last 47 cut at Crewe Works until 1995)
47570	IC2	ZF	FXM – ex-works Jan 3
47288	Rf3d	ZF	FXM – ex-works Jan 9
47616	LLB	ZF	FXM – noted on test Jan 11 (last of the class to be painted in large logo blue)
47296	Rf3d	ZF	FXM – noted on test Jan 16
47197	Rf3p	ZF	FXM – ex-works Jan 17
47475	PRV	ZH	FXM – ex-works Jan 24
47625	IC3	ZF	FXM – ex-works Jan 24 (first of the class in this livery)
47156	Rf3d	ZF	FXM – noted at ZF Jan 29
February			
47619	IC3	ZF	FXM – ex-works Feb 2 (with small black numbers; IC machine)
47241	Rf3d	ZF	FXM – ex-works Feb 10
47258	Rf3d	ZF	FXM – ex-works Feb 10
47206	Rf3d	TI	spray painted by RFS Industries by Feb 11
47286	Rf3d	ZF	spray painted by RFS Industries – completed Feb 17
47201	Rf3d	SR	FXM – ex-works Feb 23 (black headcodes and no front numbers)
47063	Rf3a	SR	FXM – ex-works date unknown (black headcodes and no front numbers)
47256	Rf3d	TI	spray painted by RFS Industries – exact date unknown
March			
47205	Rf3d	ZF	FXM – ex-works Mar 1
47147	Rf3d	ZF	FXM – ex-works Mar 2
47596	NSE2	SR	FXM – ex-works Mar 4 (black headcodes)
47275	CUT	RH	cut up Mar 11 by CF Booth at Rotherham (first of the class cut in the company's yard)
47293	Rf3d	ZF	FXM – ex-works Mar 11
47152	Rf3d	ZF	FXM – ex-works Mar 19
47312	Rf3d	ZF	FXM – ex-works Mar 20
47566	IC3	ZF	FXM – ex-works Mar 23
47230	CUT	RH	cut up by CF Booth Mar 25
47282	CUT	RH	cut up by CF Booth Mar 25
47287	Rf3d	ZF	FXM – ex-works Mar 26
47223	Rf3x	ZF	sprayed by RFS Industries – completed Mar 29
47188	Rf3d	ZF	FXM – ex-works Mar 31
April			
47234	Rf3x	ZF	sprayed by RFS Industries – completed Apr 4
47357	Rf3d	SR	FXM – ex-works Apr 7 (black headcodes and no front numbers)
47049	Rf3d	ZF	FXM – ex-works Apr 8 (no front numbers)
47568	IC2	ZF	FXM – ex-works Apr 13 (incorrectly painted as it was a Parcels sector loco)
47408	CUT	LR	cut up by Vic Berry Apr 14
47420	CUT	LR	cut up by Vic Berry Apr 15
47089	CUT	AT	cut up by Coopers Metals, Attercliffe Apr 16 – first one cut there
47377	Rf3d	ZF	FXM – ex-works Apr 17
47335	Rf3d	ZF	FXM – ex-works Apr 21 (no front numbers)
47224	Rf3p	ZF	repainted whilst on engine repairs – noted Apr 23 at ZF
47349	Rf3d	ZF	FXM – noted at ZF Apr 23
May			
47557	IC2	ZF	FXM – ex-works May 6 (incorrectly painted as it was a Parcels sector loco)

47523	IC3	ZH	FXM – ex-works May 17 (curvy 7s)
47409	CUT	LR	cut up by Vic Berry by May 19
97561	MRR	DY	repainted at Derby weighbridge by May 23 (date of its naming)
47212	Rf3p	ZF	FXM – ex-works May 25
47292	Rf3d	ZF	FXM – ex-works May 27
47294	Rf3p	ZF	exact date unknown
June			
47530	NSE2	ZF	FXM – ex-works Jun 5
47562	IC3	ZH	FXM – ex-works by Jun 9 (curvy 7s)
47106	CUT	LR	cut up by Vic Berry by Jun 10
47352	D1	ZF	FXM – ex-works Jun 10
47414	CUT	LR	cut up by Vic Berry by Jun 16
47486	CUT	LR	cut up by Vic Berry by Jun 16
47225	Rf3d	ZF	FXM – ex-works Jun 30
47521	NSE2	ZF	FXM – ex-works date unknown
July			
47833	IC2	ZF	FXM and conversion from 47608 – ex-works by Jul 10 (last one painted in the livery)
47103	CUT	LR	cut up by Vic Berry by Jul 15
47140	CUT	LR	cut up by Vic Berry by Jul 15
47276	Rf3p	ZF	FXM – ex-works Jul 24
August			
47210	Rf3a	ZF	FXM – ex-works Aug 14
47626	IC3	ZF	FXM – noted on test Aug 29
September			
47558	IC3	ZF	FXM – ex-works Sep 1
47437	CUT	RH	cut up by CF Booth Sep 7
47328	Rf3a	ZF	FXM – ex-works Sep 16
47221	Rf3p	ZF	FXM – ex-works Sep 17
47375	Rf3d	ZF	FXM – ex-works Sep 22
47192	TTG	CP	painted in preservation by Sep 26 (first of the class in TTG since 1977)
47122	CUT	ZH	cut up by MC Metals Sep 28
47006	Rf3a	ED	exact date unknown
October			
47204	Rf3d	ZH	FXM – ex-works Oct 2 (no front numbers)
47148	CUT	ZH	cut up by MC Metals Oct 6
47315	D1	ZF	FXM – ex-works Oct 6
47528	IC3	ZF	FXM – ex-works Oct 10
47277	Rf3p	SR	FXM – ex-works Oct 18 (no front numbers)
47624	IC3	ZF	FXM – ex-works Oct 20
November			
47109	CUT	ZH	cut up by MC Metals Nov 16
47309	Rf3d	ZH	FXM – ex-works Nov 17 (no front numbers - curvy 7s)
47565	IC3	ZF	FXM – ex-works Nov 20
47329	D1	SR	FXM – ex-works Nov 21
December			
47334	D1	ZF	FXM – ex-works Dec 8
47004	Rf3a	ED	noted at ED Dec 9
47847	BRB	ZF	additional fuel tank fitting and renumbering from 47577 at RFS Industries Dec 19 – loco had its large numbers and BR arrows removed and standard-size numbers applied under the driver's side windows. Loco bizarrely retained its Eastfield West Highland terrier and, as it had blue cab sides, it effectively returned to BR blue even though it wasn't repainted)
47584	IC3	ZF	FXM – ex-works Dec 22
47343	D1	ZH	FXM – ex-works Dec 22 (curvy 7s)

1989

Large logo blue, a colour scheme dating back to 1980, was applied to a member of the class for the final time in January. Its replacement livery, InterCity 'Mainline' also made its debut during the month. The scheme was applied to all locos allocated to the parcels sector. Glasgow Works turned out 47475 in January in Provincial colours, it being the only Class 47 ever to carry this scheme.

Another one-off variation was Midland Railway's maroon, which was applied to 97561 at Derby in May. The former 47561 was then named to celebrate 150 years of the Midland Counties Railways. Two new liveries for the class were Departmental 'General' grey, applied to 47352, and InterCity Swallow to 47586 in June and July respectively, while the second version of the InterCity scheme was discontinued.

The first of the class to be preserved, 47192, was unveiled at the Crewe Heritage Centre in September wearing two-tone green as D1842. In addition to 47847 gaining BR blue, 67 members of the fleet were painted in 1989 and 17 were cut up still in blue; the year closed with 113 wearing the once prolific livery.

Next Month: the 1990s, 2000s and preservation. **RI**

LEFT: In typical coal-encrusted BR blue, Knottingley-based 47309 climbs past Oakenshaw Jn on the outskirts of Wakefield with a loaded MGR working on June 24, 1976. It was released from Glasgow Works in November 1989 in triple grey livery with distribution symbols.



BOTTOM LEFT: Midland Railways maroon was a one-off livery applied to 97561 at Derby in May 1989. The former 47561 was then named to celebrate 150 years of the Midland Counties Railways and is seen at Nottingham on June 4. (Ian McLean)

BOTTOM RIGHT: 47590 approaches Severn Tunnel Junction with a Tenby to York service on August 1, 1987. The loco surrendered its BR blue in December 1988 at Doncaster Works when it was out-shopped in the second version of the InterCity livery.

ABBREVIATIONS

LIVERIES

BRB	British Rail blue
CUT	Cut up (still in BR blue)
D1	DCE grey
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
MRR	Midland Railways red
NSE2	Network Southeast revised version

PRV	Provincial
Rf3a	Triple grey with aggregates symbols
Rf3d	Triple grey with distribution symbols
Rf3p	Triple grey with petroleum symbols
Rf3x	Triple grey with no sector symbols
TTG	Two-tone green

DEPOT AND WORKS ALLOCATIONS

AT	Attercliffe (Coopers Metals)
CP	Crewe Heritage Centre
DY	Derby Etches Park Weighbridge
ED	Eastfield

LR	Leicester (Vic Berry)
RH	Rotherham (CF Booth)
SR	Stratford Diesel Repair Shop (DRS) – later changed to Traction Repair Shop (TRS)
TI	Tinsley
ZC	Crewe Works
ZF	Doncaster Works
ZH	Glasgow Works

REPAIR CODES

FXM	F exam
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Now owned by the Rail Operations Group, former Riviera Class 47s 47848 *Titan Star* and 47812 worked the 5V47 0515 Kilmarnock to Laira stock move on June 18. The pair have just left Derby with the refurbished Mk 3 stock – the second rake to receive GWR green. (Steve Donald)

CLASS 20

➔ 20096/132 and 20107/314 continued their Wednesday Tube stock runs from Old Dalby to West Ruislip and Monday/Friday deliveries from Derby to Old Dalby until June 3, when the quartet returned to Barrow Hill. 20132 was then taken out of service for repairs and replaced by 20905. The new line up returned to service and were back on 7X09 Old Dalby-West Ruislip on June 8 and 15.

CLASS 31

➔ The sole remaining Network Rail Class 31 (31233) had a few test train outings recently, initially working from Derby to Shrewsbury via Wolverhampton, Ironbridge and Wrexham with UTU4 (Ultrasonic Test Set 4) on May 16. The following day it recorded Wrexham-Bidston and return to Chester.
➔ The following week 31233 switched to UTU2 and worked from Derby to Darlington on the evening of May 24, returning the following day after an overnight stop in York Holgate Yard.
➔ 31233 then had two days running with Radio Survey vehicle 977983 testing between Northampton and Crewe on May 26 and 27.

➔ Devon & Cornwall Railways' 31452 worked 16 empty PNA box wagons from Willesden to Derby Chaddesden Yard on May 25, running via Bletchley, Bedford and Leicester. The following day it ran light back to Bristol to resume its normal duties.

CLASS 37

➔ 37254 was in trouble shortly before midnight on May 12 working with 37175 on a 12-hour track recording run from Eastleigh to Hither Green via Ascot, Aldershot, Shalford, Guildford, Reading and Alton. The train stopped in the Staines area with fire alarms ringing in the No 1 cab. On investigation the driver discovered that the engine room was extremely hot. The train was recessed at Staines and ran to Eastleigh the following day to allow fitters to attend the errant Growler.
➔ The pair travelled light engines to Barrow Hill for attention on May 25 and were released back to traffic two days later.
➔ 37219 worked UTU1 into Paddington on the night of May 16 recording from West Ealing. The following day it worked from Old Oak Common to Reading to record to Exeter. It returned on May 18 and the

following day was recording between Swindon and Cardiff and ran to Dollands Moor on May 20. 37421 was also in London on May 16 bringing UTU3 in to Liverpool Street.

➔ 37601 Class 37-Fifty worked UTU2 from Derby to Llandudno and Blaenau Ffestiniog on May 18, and then ran to Longsight. The following night it recorded to Heysham and Windermere followed on May 20 with a run from Manchester Victoria to Leeds and Bradford Interchange.

➔ Former Eastfield machine 37688 was back on familiar ground on May 18 working an Autoballaster duty to Fort William with 37218. On June 1 37607/68024 were employed on a ballast drop between Dingwall and Invergordon and by June 6 37218 had failed and the 68 departed to leave 37607/688 to work ballast drops at Fodderty that day, Garve two days later and Achnasheen on June 9.

➔ On June 11 37059 took up PLPR duty at Mossend and worked to Inverness via Aviemore and then 'over the top' to Aberdeen. 37688 worked the return to Mossend via Aviemore on June 13 and with overhead line test coach *Mentor* in the formation it covered Mossend

to Helensburgh, Balloch and Anniesland the next day.

➔ Meanwhile 37059 remained at Inverness and joined 68006 on June 15 for a ballast drop at Dingwall using a set of Autoballasters the 68 had brought from Mossend yard.

➔ 37116 took UTU4 from Derby to Carlisle via Doncaster and Hexham on May 22 for a recording run to Glasgow Central the following day. May 24 saw the train cover the Stirling-Dunfermline line followed by Tweedbank the next day. May 26 saw it heading back south, recording Glasgow-Carlisle and arriving back in Derby via Crewe the following day.

➔ 37254 took over UTU4 the following week recording from Derby to Bristol on May 30, working back to Crewe the following night. The night of June 1 was spent recording Manchester Piccadilly-Leeds and back, concluding the adventure the following night recording Crewe-Rugby and return via Birmingham New Street.

➔ 37025 *Inverness TMD* took a UTU mission to Loswithiel on the night of May 23, subsequently working to Weymouth and Swansea before working back to Derby overnight on May 27 via the Central Wales line.

➤ 37116 was the next Type 3 into Cornwall with a Radio Survey train from Derby to Penzance on May 31. It headed back to Bristol the following day via St Erth, St Ives and Falmouth Docks and was back at Derby on June 3.

➤ 37421 took UTU3 to Cleethorpes on May 26, recording from Sheffield via Lincoln. After an overnight stop

at Immingham the 37/4 worked back to Derby via the same route, but in addition recorded to Retford High Level and Cottam power station.

➤ EuroPhoenix's 37608 was paired with 37602 for a marathon PLPR tour of Anglia from May 23, working between Liverpool Street, Cambridge and Audley End that day, visiting Fenchurch Street the

next between runs to Shoeburyness, Dagenham Dock and Gospel Oak.

➤ May 25 saw the pair work to Barking, Grays and Cambridge before moving further north the following day to visit Norwich, Great Yarmouth and Lowestoft. Delivered new as D6722 in July 1961, 37608 was first allocated to Norwich Thorpe Depot. Who would have

thought it would still be in the area almost 55 years later?

➤ Large Logo liveried 37025 worked UTU2 from Newcastle to Leeds via Doncaster on May 30, returning the train to Derby the following day.

37602/609 took over UTU2 on June 1 for a run from Derby to Worcester Shrub Hill and back.

➤ 37602/609 switched to PLPR duty working off Neville Hill from June 2, leaving 37421 to take over UTU2 recording from Lichfield to Crewe via Stoke-on-Trent and then from Stafford to Preston via Warrington Bank Quay.

CLASS 47

➤ Just eight days after the first visit of 47s to the reopened Waverley Route, 47580 *County of Essex* powered the 1Z23 1556 Tweedbank-Edinburgh for Steam Dreams on the May 15; 60103 *Flying Scotsman* had worked the train to the Borders.

➤ Steam Dreams enjoyed 47580 again two days later when it worked the 1Z73 1632 York-Kings Cross with 47760 inside as the tour returned to London.

➤ It was a day of failures for Steam Dreams on the 19th; 47760 shut down due to low coolant north of Huntingdon on the 1Z60 0725 Kings Cross-York and had to be pushed to Peterborough by 47580, which was tucked inside. 47760 was dumped at Peterborough and 47580 continued



GBRF's 66779 *Evening Star* performed its first revenue earning run on June 20. It first worked the 6D46 Stud Farm to Toton loaded ballast, and is seen at Normanton On Soar near Loughborough with the 6L15 Toton to Whitemoor departmental later the same day. (Nick Edmonds)

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to York alone, where it arrived 18 minutes late after being 44 late at Helpston. The second failure of the day was *Flying Scotsman*, meaning the punters enjoyed 47580 again on the 1Z62 1635 return.

➤ SRPS had the pleasure of 47854 *Diamond Jubilee* on the 1Z69 0456 North Berwick-Fort William and the 1Z70 1620 return on the 21st. 47832 was the trailing loco all day.

➤ A good old Saturday night ballast saw 47739 *Robin of Templecombe* used on the 6X54 2051 Eastleigh-Hemerdon.

➤ 47237 left the confines of Carnforth for the first time this year when it went on a test run to Hellifield on the 25th.

➤ The Cal Mac ferry port at Gourock was the point of origin for SRPS on the 28th as the 1Z35 0555 to Whitby set sail behind 47854. Quite remarkably the train lost only three minutes between Edinburgh and Newcastle despite having the 75 mph restricted 47832 on the rear to work forward from Battersby. 47854 led the 1Z36 1630 return to Battersby for 47832 back to Gourock via Darlington.

➤ The Railway Touring Co (RTC) rounded off its day nicely on June 4 when 47760 powered the 1Z27 1724 York-Victoria with 47245 on the rear for the ECS move at London.

➤ SRPS got the 75 mph restricted 47832 again on the 11th for the 1Z49 0655 Glenrothes-Liverpool.

Although timed for 95 mph the train was just ten minutes late on arrival at Lime St. 47854 was on the rear for the 1Z50 return at 1729.

➤ RTC again had 47760 leading with 47245 on the rear on the 1Z82 0635 Woking-Kingswear as far as Taunton on the same day. 47760 also worked the 1Z84 1730 return from Taunton to Westbury for 47580 back to Woking.

CLASS 56

➤ UK Rail Leasing's 56081 took empty box wagons from Leicester to Shipley on May 20. It remained there for a week until the train was loaded with scrap when it was joined by 56312 off repairs at Washwood Heath. The pair then worked the train back to Leicester where 56081 was detached leaving 56312 to continue to Cardiff solo.

➤ The indefatigable 56302's mammoth stint on the Boston steel duty ended on June 3 with 56113 taking over the following week. One day off for 56302 was June 1 when two BR blue liveried 50s appeared! 56113 then had three days off the following week in a Brush 4 interlude before returning to the Lincolnshire port on June 16.

CLASS 60

➤ The last day of Class 60 use on the Scunthorpe iron ore circuit was June 4 when 60020 and 60074 were in action. Freightliner Class 66/6s took over the following week.

CLASS 86

➤ 86639 suffered dragging brakes working with 86610 on 4M87 1113 Felixstowe-Trafford on May 16. The damage to the loco was severe and it was removed from the train at Willesden. It slowly made its way to Crewe ten days later with the aid of a wheel skate.

➤ On May 26 86604/613 came to grief at Wishaw working 4L81 1926 Coatbridge-London Gateway. 86604 was having traction motor trouble and the driver was able to isolate 2 to allow the train to proceed. However, the reduced power available took its toll on 86613 and the train came to a stand on Beattock with the fire alarms ringing on the severely overheated 86.

CLASS 91

➤ Reliability of these machines hit an all-time low during the period, with hundreds of delay minutes attributed to them. Several are running on three traction motors, one of which, 91127 seems to struggle more than most. Others are being afflicted by intermittent low power issues.

➤ May 26 saw 91112 fail at South Elmsall working the 0735 King's Cross-Leeds, requiring the assistance of DB Cargo's 4E08 London Gateway-Wakefield to help clear the line. June 4 and this time 91117 heading to Leeds with the 1703 from King's Cross suffered power failure.

➤ Two days later 91132 failed at Rossington, south of Doncaster, while working the 1715 Leeds-King's Cross. The Doncaster Thunderbird was scrambled with a fitter on board. The 67 assisted from the rear to Retford where the fitter managed to coax the 91 back into life.

CLASS 92

➤ The Highland sleepers ran via the ECML on Sunday nights during the period and this gave opportunities for Class 92s to return to passenger work on the Euston-Willesden legs with the train engine on the rear.

➤ May 15 saw 92043 work out of Euston on 1S25 2028 for Inverness with 92038 working 1S26 2139 for Glasgow. In the event 1S26 was delayed waiting for the driver of 1S25 to return to conduct 1S26, as it was routed via the City Lines, which the booked driver didn't sign.

➤ 92038 worked back into Euston the following morning with 1M11 2144 from Glasgow with 92038 following on 1M16 2026 ex-Inverness.

➤ The following week 92043 worked 1S26 but failed with low power so wasn't fit to work back. Meanwhile 92038 worked 1S26 on June 5 between a long stint on Dagenham-Garston automotive circuit.

➤ On June 15 and 16 92010/014 were employed on a crew training/ETS testing diagram working 5Z92 0738 Crewe-Preston-Crewe with a rake of 7 Scottish Railway Preservation Society Mk 1s.



Caledonian sleeper liveried 92014 hauls the SP92 Wembley to Crewe stock move at Slindon on June 6, conveying 35469, 5929 and 6310. (Brad Joyce)

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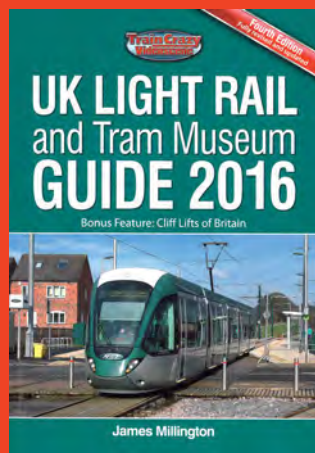
PRODUCT OF THE MONTH

UK Light Rail and Tram Museum Guide 2016

AUTHOR: James Millington
PUBLISHER: Train Crazy
ISBN: 978 1 907648 16 8
PRICE: £9.95
WEB: www.videoscene.co.uk

A **COMPACT** yet packed publication, the guide contains a wealth of detail, beginning with the UK's Light Rail Metros and progressing through tramways, heritage tramways, and museums and collections. Details of rolling stock, the relevant history, infrastructure, routes, times, and even fares are included, making the book an ideal companion for anyone with an interest in light rail and tramway systems. An added bonus to this year's edition is a section on Cliff Lifts – finished with the same high degree of detail as the earlier sections.

Each of the light rail and tramway entries has a section



listing train/tram numbers, with space to add notes if required. Plenty of colour images support the work, which goes a long way to show how complex some of these transport systems are. If you're interested in this subject, then this book is an essential purchase. **(MN)**

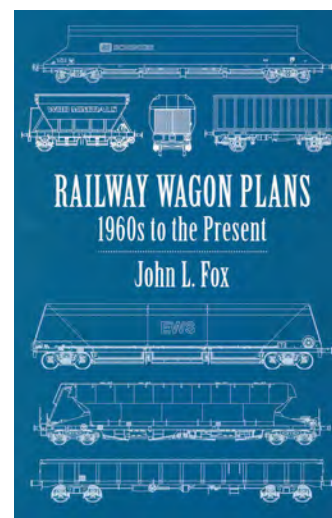
Railway Wagon Plans: 1960s to the Present

AUTHOR: John L Fox
PUBLISHER: Ian Allan Publishing
ISBN: 978 0 7110 3843 1
PRICE: £27.50
WEB: www.ianallanpublishing.com

THIS BOOK is primarily, though not exclusively, of use to railway modellers and is a superb collection of highly detailed technical wagon drawings. It is also well illustrated with detailed photos, several showing close ups of specific components. When married with the impressive diagrams, these will be of considerable assistance to modellers looking to replicate the prototype in extremely fine detail.

The author has modelled railways for many years and is also a trained draughtsman. As intricate drawings of current wagons are often difficult to obtain he decided to take it upon himself to produce a series of his own depicting modern British railway wagons (dating back to the 1960s).

The book contains approximately 65 collections of drawings in 4mm/ft scale



(OO), with enlarged detail at 8mm/ft or scaled as appropriate. Each wagon is drawn in three elevations, normally spread across two pages.

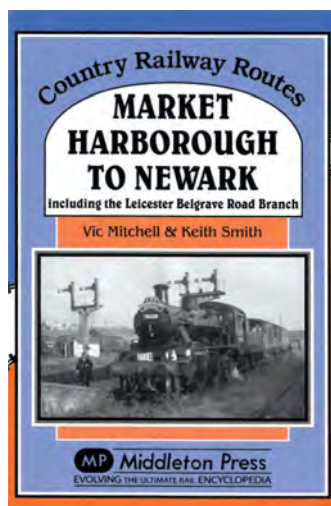
Many readers will find the book useful, even if they are not railway modellers, as it provides a useful technical reference for wagon fleets up to 56 years old.

The publication is a welcome addition to the wagon reference library, with modellers most likely to benefit from it. **(MN)**

Market Harborough to Newark

AUTHOR: Vic Mitchell and Keith Smith
PUBLISHER: Middleton Press
ISBN: 978 1 908174-86 4
PRICE: £18.95
WEB: www.middletonpress.co.uk

THE LATEST in Middleton's popular series, subtitled Country Railway Routes, examines the line between Market Harborough and Newark. Once a busy through route, it rapidly lost its passenger services during the 1950s, but continued to be used by freight traffic along much of its length in the 1960s. It was also used by holiday trains from the Midlands to the East Coast resorts, and several rare images of such workings are included throughout the book. Indeed the photographs are superb, illustrating all the stations on the route and highlighting the classic infrastructure, station buildings, signal boxes and small freight yards. The section of line between Newark South Junction and Bottesford West Junction remained open until 1987 for freight use. In its final years it was used by oil traffic between Immingham and the Total oil terminal at Colwick (Rectory



Junction), suitably illustrated by a Class 56 at Lowfield box.

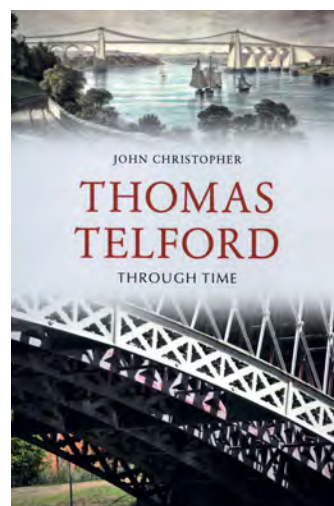
In keeping with the other volumes in the series, the mainly black and white photographs are supported by in-depth captions, track diagrams, timetables, tickets, and maps to complete the picture.

As with the rest of this Middleton series, Market Harborough to Newark is recommended for anyone with an interest in railway geography and the history of long-lost railways. **(MN)**

Thomas Telford Through Time

AUTHOR: John Christopher
PUBLISHER: Amberley Publishing
ISBN: 978-1-4456-5781-3
PRICE: £14.99
WEB: www.amberley-books.com

THE NAME Thomas Telford will need little introduction to those familiar with Britain's industrial heritage. The Scottish engineer was responsible for building the foundations of the country's transport infrastructure, including a number of major canals and roads. Many famous structures that still stand today – the Caledonian Canal, the A5 road between London and Holyhead, the Menai Suspension Bridge – were Telford's work. Although he was responsible for a number of major railway engineering infrastructure projects, his work was much wider and more prolific, and he was in many respects the fore-father of other Victorian greats who built the



railways, including Brunel and Stephenson. The book presents an overview of Telford's great engineering accomplishments, is profusely illustrated and includes brief explanations of his major achievements. This isn't then so much a railway book, as a look at the engineering and structure that helped form our transport infrastructure in the 1800s. **(AM)**

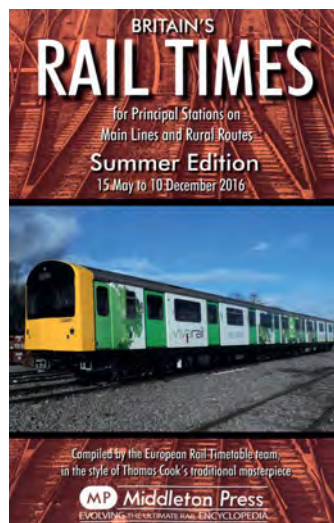
Britain's Rail Times

AUTHOR: European Rail Timetable team
PUBLISHER: Middleton Press
ISBN: 978 1 908174 91 8
PRICE: £9.95
WEB: www.middletonpress.co.uk

RAILWAY TIMETABLES can be a complex and sometimes confusing subject. So much so that in the past couple of years Network Rail's own national timetable has been punctuated by errors, which have remained in subsequent issues even after they have been pointed out.

This latest version of the alternative Britain's Railway Times is both pocket sized and very precise and is one of many products produced by European Rail Timetable. It features the principle stations on most routes, and while not as comprehensive as the Network Rail offering, it is at least accurate.

Some of the print is quite small, but this is an acceptable trade off to maintain the book's size compact. A most



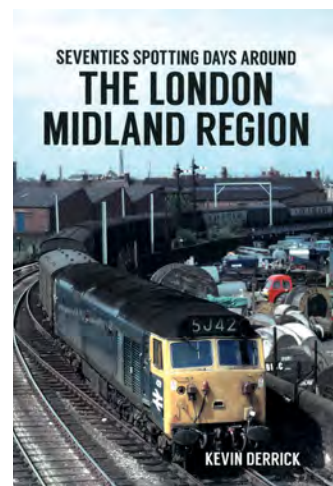
useful feature is the bookmark, which includes a repeat of the key printed on page one, making for easy reference as you use the various timetables throughout. Once you are used to the key and style adopted, the timetables are very easy to understand. Accurately produced, anyone who travels by rail regularly should welcome a copy. **(MN)**

Seventies Spotting Days Around the London Midland Region

AUTHOR: Kevin Derrick
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 6073 8
PRICE: £14.99
WEB: www.amberley-books.com

NEW FROM Amberley Publishing, this photographic volume focuses on the 1970s and features a large selection of British Rail traction of the period. Previously available in large format from Strathwood Publishing, this smaller softback publication contains a wealth of reference material including Classes 04, 08, 20, 24, 25, 27, 31, 33, 40, 44, 45 and 47 diesel locomotives, Class 76, 81-86 electric locos and a selection of multiple units, including a brief glimpse of the future with the Advanced Passenger Train-Experimental (APT-E) and InterCity 125 High Speed Train power cars.

Photographic reproduction is good, while the captions are, on the whole, informative and also



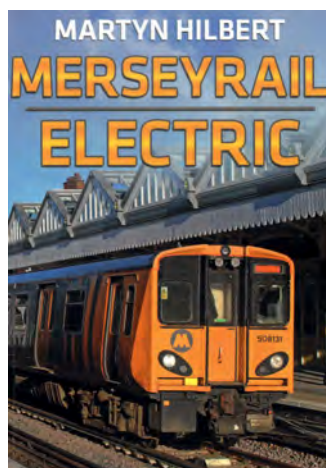
contain references to popular culture at the time.

It's a nostalgic guide to operations on the London Midland Region during the 1970s that also serves as a particularly useful reference for modellers wishing to study the general effects of grime and weathering on locomotives during this time. **(MC)**

Merseyrail Electric

AUTHOR: Martin Hilbert
PUBLISHER: Fonthill Media
ISBN: 978 1 78155 513 2
PRICE: £14.99
WEB: www.fonthillmedia.com

THE MERSEYRAIL network is the third largest suburban railway in the UK and although the history of its lines dates back to the 1800s, its most recent history really began in 1968 with the formation of the Merseyside Passenger Transport Executive. Its northern and Wirral lines were separate entities, but ambitious plans to unite the two gradually came to fruition during the 1970s. This book tells that fascinating story, and although the text is brief it concisely details the evolution of the Merseyrail network with the aid of an excellent set of images which take up the majority of the pages. Images cover the whole network, as well as the rolling stock used, from the old Class 502 and 503 units through

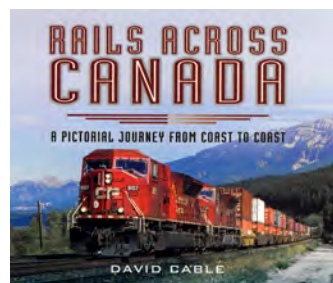


to the current fleet of Class 507s and 508s; a few oddities are also covered. The only negatives are the incorrect use of apostrophes in some of the captions, and some of the photos, which seem to have been reproduced a little dark. But that should not stop readers enjoying what is a most interesting work on a subject not often covered. **(MN)**

Rails Across Canada

AUTHOR: David Cable
PUBLISHER: Pen and Sword Transport
ISBN: 9 781473 838062
PRICE: £25.00
WEB: www.pen-and-sword.co.uk

SUBTITLED 'A Pictorial Journey from Coast to Coast', this book follows the author's earlier volume *Rails Across North America* (RI July 2016), in a similar 210-page format. Like the author's other work, it is a visual feast for anyone with an interest in the subject, and pleasingly this time almost all of the full-colour plate includes a date in the caption. As might be anticipated, more passenger workings and tourist trains are featured in this volume, but big-freight still abounds and the scenery is of course spectacular. The photographs were taken during visits the author made to Canada between 1991 and 2006, and cover the entire geography and



climatic conditions the country has to offer.

Although almost all the images are from Canada, there are a three [perhaps bizarrely] included toward the rear of the work taken in the UK, highlighting the connection between UK firm EWS, Canadian National-owned Wisconsin Central, its one-time Canadian CEO Keith Heller, and the Ontario-built Class 66s.

Cable's volumes covering the railways of North America are thoroughly enjoyable to browse, and come recommended to anyone interested in the subject. **(AM)**

Amendment

A correction to the review of the UK Rail Series by the Inter City Railway Society published last month (RI July, p88) is the society's website, which should be: www.intercityrailwaysociety.org

DB Cargo Bonanza



Andrew Watts
News Writer

ANOTHER SUCCESSFUL auction was held by David Lewis at Crewe Heritage Railway Centre on April 23. Crewe has become the recognised auction for modern traction nameplate collectors and there is always something available here to suit all tastes. Interestingly the DB plates, which all sold, proved more desirable than some of the private entries at this sale.

Steam Nameplates: *The Royal Dragoon* (46153) £11,500, *King Arthur Class Tintagel* (30745) £9,100 and *Helvellyn* (LNWR 2023) £8,500.

Diesel and Electric Nameplates: *Doncaster Enterprise* (47522) £980, *Red Cross* (43147) £320, *Inverness TMD* (37025) n/s, *Jimmy Shand* (37188) n/s, *Spirit of Cumbria* (82135) n/s and *Spirit of the Olympics* (Presentation plate) n/s.

The following plates were sold on behalf of DB Cargo: *Suilven* (60076) £3,300, *Drax Power Station* (56123) £3,200, *Craftsman* with badge (47501) £3,000, *Vale of York* (59201) £2,800, *John Flamsteed*

(60028) £2,300, *Saint Augustine* with badge (47793) £2,100, *Pride of Ferrybridge* (59206) £2,100, *FretConnection* (90130) £2,100, *Canisp* (60077) £2,000, *Thornaby TMD* (37069/714/56069) £1,900, *Rising Star* (67027) £1,900, *Billingham Enterprise* (47363) £1,850, *Resourceful* (47594/739) £1,850, *Saint Blaise Church 1445-1995* (37764) £1,750, *Condoval Hall* (47784) £1,700, *Thomas Barnado* (60055) £1,700, *Gypsum Queen* with badge (60008) £1,600, *Tren Nwyddau Amlwch* (47330) £1,300, *University of Strathclyde* (47640) £1,300, *Sir William Arrol* (37693) £1,150, *British Steel Trostre* (56076) £1,020, *Westerleigh* with badge (37220) £1,000, *Peterborough Depot* (58023) £1,000, *William Caxton* (60026) £1,000, *Adam Smith* (60057) £980, *James Murray* (60063) £960, *Sir Henry Johnson* (86227) £960, *Eastern Star* (47733) £940, *Eastern* (60048) £900, *Tremorfa Steel Works* (56073) £880, *Port of Hull* (56087) £820, *The Institute of Logistics and Transport* (92031) £820, *Progress (Manchester Airport)* (47726) £800, *Poste Restante* (47774) £800, *William Booth* (60032) £800, *Jack Stirk* (60093) £800, *Hartlepool Pipe Mill* (37682) £760, *Pathfinder Tours - 30 Years of Railtouring 1973-2003* (60019) £760, *The Cardiff Rod Mill* (56052) £680, *Wolverhampton Steel Terminal* (56069) £680 and

Herbert Austin with badge (47337 - broken) £660.

Diesel and Electric Nameplate Badges sold on behalf of DB Cargo: *Ford* (47241) £580, *British Steel* (56054) £290 and *Alcan* (37410) £150.

GWR Cabside Number plates (Brass unless shown): 4265 £900, 8414 £880, 8487 (CI) £800, 6366 (CI) £720, 4137 (CI) £600, 9784 (CI) £420 and 5062 (*Earl of Shaftesbury*) n/s.

Diesel and Electric Works plates: *English Electric Vulcan* no 2806/D521 1960 (40084) £660, *GM Valencia* no 968742-22 2000 (67022) £480, *BRC&W Smethwick* no DEL 117 (33109) £400, *GM La Grange* no 968702-243 2000 (66243) £320, *BRC&W Smethwick* no DEL 59 (26014) £300, *BR Crewe Sulzer* 1966 (47xxx) £280, *BR Crewe Sulzer* 1964 (47xxx) £250, *BR Crewe Sulzer* 1965 (47xxx) £220, *BR Derby* 1965 (25171) £190, *BR Crewe* 1960 (08729) £140, *BR Derby* 1960 (08xxx) £140, *BR Crewe* 1959 (08668) £130, *BR Doncaster* 1957 (0xxxx) £95 and *English Electric Vulcan* no 3073/D623 1960 (40127) n/s.

Diesel and Electric Depot Plaques: *Data Panel* (59201 *Vale of York*) £580, *GNER Brass Coach Crest* £540, *Stratford (Cockney Sparrow)* £440,

Eastfield (West Highland Terrier) £420, *Stratford (Cockney Sparrow)* £400, *Crewe Diesel* (Cheshire Cat) £390, *Crewe Electric* (Eagle) £320, *Ripple Lane* (Torch) £260, *Tinsley (White Rose)* £230, *Cardiff* (Goat) £170, *Thornaby* (Kingfisher - uncarried) £160 and *Immingham* (Star & Scroll - uncarried) £150,

Diesel and Electric Depot Plaques sold on behalf of DB Cargo:

Stewarts Lane (Battersea Power Station) £250, *Crewe Electric* (Eagle ex-92042) £190, *Leicester* (Panther, un-carried) £170, *Toton* (Cooling Towers, small, damaged) £120 and *Buxton* (Mill Stone, un-carried) £110.

MR Hawkseyes: *Chapel-en-le-Frith Central* £700, *Penmaenmawr* £560 and *Change for Bootle Branch* £160.

Totems:

BR (E) Blue: *Leiston* £400.

BR (M) Maroon: *Great Longstone* £1,770, *Willesden Junction* £800, *Hunts Cross* £450, *Erdington* £340, *Deganwy* n/s and *St Lukes* n/s.

BR (NE) Tangerine: *Halifax* n/s.

BR (S) Green: *Hastings* £450, *Kingston* £440, *Fratton* £340 and *Smitham* £300.

BR (Sc) Light Blue: *Culter* £440.

BR (W) Chocolate & Cream: *Shrewsbury* £500, *Ystrad* (Rhondda) £180 and *Newport High Street* n/s.

Future Events

THE NEXT GWRA auction will be held at Pershore High School, Pershore, Worcestershire WR10 2BX on July 9. Star of the auction is expected to be the complete set of brass plates from 50007 *Sir Edward Elgar*. Whilst the subject of some controversy when the loco was renamed from *Hercules* in 1984 to mark the 150th anniversary of the Great Western Railway, 50007 survived in BR service until working

the '50 Terminator' tour on March 26, 1994 with 50050.

Steam Nameplates: *County of Merioneth* (1019), *Rougemont Castle* (5007), *Mostyn Hall* (5985), *Lord Nelson Class Lord Howe* (30857), *Golden Eagle* (60023), *Minoru* (60062) and *Woodbastwick Hall* (61613).

Diesel and Electric Nameplates: *Sir Charles Wheatstone* (20187),

Caerphilly Castle (37411), *Sir Edward Elgar* with cabside number plate, GWR crest and double arrow (50007), *Thunderbirds - Scott Tracy* with badge (57301) and *Josephine Butler* (60045).

Diesel and Electric Nameplate Badges sold on behalf of GWR in aid of Prostate Cancer UK: *John Grooms* (43020), *City of Westminster* (43026), *City of Discovery* (43041), *City of Bristol* (43126), *Sulis Minerva* (43130), *St Peter's School York* AD627 (43152) and *City of Plymouth* (43188).

GWR Cabside Number plates (Brass unless shown): 1620, 3830 (CI), 4235 and 6674.

Diesel and Electric Works plates: *BR Swindon* 1961 (03xxx), *BR Darlington* 1961 (08xxx), *BR Swindon* 1964 (D9527), *North British Loco Co / GEC* 1959 (D6100), *North British Loco Co* no 27919 1962 (D6346), *Metropolitan Vickers* 1958 (D5718), *BR Swindon* 1960 (Warship), *BRC&W Smethwick* no DEL 148 1961 (33038), *BR Crewe*

1965 (47534) and *GM La Grange* no 968702-37 1998 (66037).

Diesel and Electric Depot Plaques: *Eastleigh* (Spitfire), *Stewarts Lane* (Battersea Power Station 73133), *Tinsley* (Yorkshire Rose) and *Toton* (Cooling Towers, small).

Headboard: *Saltley Seagull's*.

SR Targets: *Exeter Central* (wood) and *Hythe*.

Totems:

BR (E) Blue: *Waterbeach* and *Woodhall Junction*.

BR (M) Maroon: *Ardwick*, *Nuneaton*, *Loughborough* and *Stockingford*.

BR (NE) Tangerine: *Harrogate*.

BR (S) Green: *Bingham Road*, *Birchington on Sea*, *Clapham*, *Coombe Road*, *Queens Road* *Battersea* and *Rainham*.

BR (Sc) Light Blue: *Cumbernauld*, *Falkirk* *Grahamston* and *Inverkeithing*.

BR (W) Chocolate & Cream: *Afon Wen*, *Colwall*, *Stourbridge Junction*, *Worcester Shrub Hill* and *Yardley Wood*.



The nameplate and additional brass fittings from Class 50 50007 *Sir Edward Elgar* are up for auction at the GWRA auction in Pershore on July 9. (Colour-Rail/C Trethewey)

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

Tickets please!

Collections and accumulations of Railway Tickets wanted, including platform tickets, from pre-grouping (1923) companies, also Great Western, LMS, LNE & Southern Railways. Bus, tram and overseas tickets also of interest.

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MAIN IMAGE:
Transferred to the Western Region in 1972, green liveried Class 31 5668 approaches Charlbury with the 1A68, a Worcester - Paddington service, in June 1973. (Rail Photoprints/John Vaughan)

More than 40 years on 1973 is still remembered for power cuts, the oil crisis, miners' strike and economic disruption,; but how was it for the railways in those troubled times? **Evan Green-Hughes** attempts to find out

Everyone remembers Prime Minister Ted Heath. He was the one who laughed a lot, who loved sailing and music and whose navigation skills brought him safely back to land from even the most challenging of journeys. He captained a government that had championed cheap credit and a consumer boom, but that then found it had inadvertently precipitated a banking crisis, raging inflation and eye-watering wage increases. As a result the population was in a rebellious mood and attempts by the government to bring things back on track by imposing a policy of wage and price restraint only made things worse.

Union influence

This was a time when the unions were heavily influenced by the far-left, and during which Scottish miners' leader Mick McGahey openly admitted that his union was trying to precipitate a change of government, which it initiated by demanding a pay rise of 40%. In the corridors of power there were real concerns about the threat to national security from the East and there were many who thought that enough was enough. The government and the unions went head to head and the result was a state of emergency, with mass strikes, petrol rationing, power cuts and eventually, at the end of the year, the imposition of a

three-day working week in a vain attempt to limit the use of electricity.

As if all that wasn't enough, the oil-producing nations embarked on a programme that resulted in the price of crude oil rising by a factor of four; a move that crippled the balance of payments. Motorway speed limits were reduced to 50mph to save fuel and there was serious talk of rationing. Joining the European Economic Community (as it then was) in January had been seen as a way of resisting the demands of the oil producers, but in the event all of Europe suffered equally and there was no respite from the global economic woes.

A TRULY DREADEFUL



Global problems

Things were not much better in the rest of the world. US troops had been hounded out of Vietnam, the fourth Arab-Israeli conflict was under way and US President Richard Nixon was busy telling anyone who would listen that he was not a crook – a denial forced on him by hearings into the Watergate affair that were eventually to bring about his downfall.

While all this was going on the country was under attack from Irish terrorists who mounted a sustained and bloody assault on the mainland, of a kind that until recently was thought to be unlikely today. On March 3 there were two bombs in London, killing one and injuring 250, an act that was followed up five days later by more explosions in Whitehall and the Old Bailey. In September there were bombs in Manchester, London Victoria, King's Cross, Euston, and in Oxford Street and Sloane

Square. In Northern Ireland itself 400 children attacked troops in Londonderry. Despite all this, a referendum in the province came down decisively in favour of remaining a part of the United Kingdom.

Even out at sea there was no respite from the country's difficulties, for we were engaged in a 'Cod War' with Iceland over fishing stocks, with matters getting so out of hand that Royal Navy ships had to be dispatched to the fishing grounds to protect UK vessels. Ted Heath truly was having a most difficult time and by the end of the year he had decided that it was time to go to the country in an election. This eventually took place early the following year and resulted in the replacement of his government by a minority one led by the Labour party.

Railway woes

Given the state of the country it was hardly surprising that the railways

weren't having a very good time of it. The Conservatives were investing five times as much in the expanding road system as they did on rail, arguing that losses of £26m per year were unsustainable and alternatives would have to be found for the country's transport requirements. Passenger numbers were falling by around 6% per year, while the amount of freight carried was also declining, in this case by 4.7%. Despite this, grants were being provided for loss-making lines, with 122 services outside London being supported. There were limited improvements either in hand or proposed, but expansion of the railways was not at the forefront of government thinking at that time. Matters were not helped by the rocky progress of the flagship APT tilting train project, the prototype for which had been laid up for almost a year due to 'blacking' by the drivers' union ASLEF. ➔

BAD YEAR





ABOVE: Class 55 9010 *The King's Own Scottish Borderer* became the first Deltic to achieve two million miles, a milestone it reached in January 1973. The loco is stabled at King's Cross refuelling point on December 1 that year. (Rail-Online)

BELOW: Although not of the best quality, this photograph shows three withdrawn Class 07s, 2991, D2992 and D2998, at Eastleigh on August 13, 1974. All three were sidelined in May 1973, but only 2991 survives in preservation. (Rail-Online)

Against a background of declining service requirement and a surplus of fairly modern traction, British Rail was pursuing a policy of eliminating diesel-hydraulics from the Western Region. Class 25s were being brought in to replace North British Class 22s and Hymek Class 35s, while Class 31s were taking over the London to Worcester and Hereford services from the Hymeks. By this time all the Warships had gone and the start of the year was to see Swindon abandon its heavy overhaul plan for the Westerns. The first of the class was taken out of service in May and withdrawals accelerated as the year went on. Class 50 D400 had arrived as a portent of things to come, while the region also received a raft of new air-conditioned Mk 2 coaches which replaced, amongst other things, the dated and increasingly unreliable Blue Pullman sets.

Elsewhere the prototype High Speed Train was proving to be a glimmer of hope in an otherwise gloomy railway scene and during the year it broke *Mallard's* UK speed record by travelling for eight miles between Northallerton and York at 131mph. Also on the East Coast Main Line, 'Deltic' 9010 *King's Own Scottish Borderer* became the first of its class to achieve two million miles,

a remarkable achievement in 12 years given that *Mallard* had only managed 1.4m during its 25-year lifetime.

The London Midland Region was getting its new Class 87s for the extension of electric services northwards from Crewe, this was the only good news on the locomotive front. Rationalisation meant that even young classes were being laid aside and the reduction in local trip and shunting work was seeing hundreds of 03s/08s and even 07s being withdrawn. Renumbering into the TOPS series was taking place and many locomotives were being modernised by the fitting of dual brakes. A programme of AWS fitment was under way at some of the main works, which covered many classes including modern locomotives such as the London Midland's Bo-Bo electrics, which had been built without even this most basic of safety aids.

The thinning out of some services was allowing British Rail to rid itself of some of its DMUs, too, and the year was to see the withdrawal of most of the Gloucester Railway Carriage and Wagon Co Class 100s, a class that was notoriously difficult to repair when damaged. Fortunately, some of these were to make it into preservation,

initially being thought of as cheap and cheerful trains for the days when steam could not be justified. The North Yorkshire Moors had two sets; one is still with us today and is undergoing a restoration some 43 years after it was originally preserved. Also to survive was a Metro-Cammell-built Class 111 centre buffet car that eventually went to the Keighley & Worth Valley as hauled stock, and today forms part of a DMU at the Great Central Railway.

There was at least some investment in rolling stock for the Southern Region, where the futuristic prototype PEP EMU 4001 was showing the way forward, while more traditionally -built 4-REPs were also coming on stream. VEPs were replacing HAPs in the Southeastern Division and the resulting cascade allowed the last of the 4-COR units to be stood down and the 4-SUBs to be withdrawn. With remarkable foresight the Southern Electric Group was able to preserve 4-COR 3142 at Ashford and it is still with us today.

Freight was also having a rocky time. On the one hand the Felixstowe freightliner terminal opened to deal with the expanding container traffic, fresh contracts were signed to move products to and from an aluminium smelter in Invergordon, Austin Allegro parts began to be moved between Swindon and Longbridge, and ARC invested in new loading facilities at Tytherington Quarry. On the other hand, the Mersey Docks and Harbour Board railway system, which had once handled huge quantities of freight, closed down on July 18, and the future for smaller flows looked increasingly bleak as the economics no longer stacked up.

Appearances

To the man in the street the railways presented a drab and uninviting appearance. Dirty blue trains running into and out of uncared-for stations was not the image that had been hoped for by either Dr Beeching or the architects of the Modernisation Plan. The days when the public merely accepted the conditions thrown at it were long gone,



but the railways were slow to notice this shift. Meanwhile, Mr Average Man took to his Austin Allegro and did his own thing. After all, he could afford it as his salary had risen to around £2,500 per year and he could still buy a house for just under £10,000. If he felt so inclined, he could visit the country's first Pizza Hut, which opened in Islington in London, or alternatively he could for the first time study at home for a degree with the Open University. If he was a man who listened to the radio his choice was suddenly widened by the appearance of commercial stations such as LBC and Capital Radio, or if he liked TV he could watch the first episodes of some programmes that were destined to be very long lasting, including *Last of the Summer Wine*, *Are You Being Served*, and *Open All Hours*. He could also celebrate one of the finest advertising campaigns ever to hit the small screen, which featured a cast of small Martians with a liking for mashed potatoes who uttered the immortal words: "They peel them with their little knives".

If the departure of a character called Elsie Tanner from *Coronation Street* was enough to drive some to abandon the small screen for the large one, then there was a multitude of first-class pictures to watch. Releases such as *Live and Let Die*, *The Sting*, *The Wicker Man*, *Papillon*, *Last Tango in Paris* and *Westworld* were amongst those in the cinemas, while those who spent their money on 45rpm singles could choose from new releases by David Essex, Bryan Ferry, Elton John, 10cc, Fleetwood Mac and the incredibly cheesy Peters and Lee whose *Welcome Home* has annoyed generations ever since.

Mr Average did, in fact, have a great deal more spare time than even a few years previously. There had been a drive to reduce the working week so much that most people now had two full days off every seven days. Some frittered it away in the pub or at the seaside, but in that perverse way that British people have, many more looked round for the sort of occupation that you did not get paid for, with many of them settling for working at one or other of the many

RIGHT: Near-new Class 430 4-REP 3005 at Eastleigh Works in 1973. The units took over services between Waterloo and Weymouth, taking either one or two 4-TC units as far as Bournemouth westbound where a Class 33/1 took over to Weymouth. (Wikimedia Commons/Mekydro)



BELOW: WD Austerity 2-8-0 loco 90733 during the celebrations for the 40th anniversary of the Keighley & Worth Valley Railway in 2008. The loco was shipped to Europe during World War Two, initially to the Netherlands before later use in Sweden. It arrived back in the UK on January 12, 1973 after being purchased by the KWVR. (Wikimedia Commons/Helena)

heritage railways that were at the time being established.

Heritage blossoms

In fact, 1973 was seeing a veritable explosion in interest in preserved railways, much of which was due to the 'steam generation' reaching an age when they had both spare time and cash. With even big steam locomotives available for as little as £4,000 from Woodham's scrapyard in Barry, contemporary magazines were full of appeals for funds for competing projects.



Each month new engines were added to the heritage stud with some, such as the Keighley & Worth Valley's WD 2-8-0, even being repatriated from abroad. These, of course, included the famous *Flying Scotsman* that had been on an enforced extended holiday in the USA due to it having bankrupted its then owner, Alan Peglar.

New heritage lines proliferated during the year. The Dart Valley took over the Paignton-Kingswear line on January 1, Peterborough Development Corporation bought the route of the Nene Valley Railway, Somerset Council bought the Minehead branch in preparation for the formation of the West Somerset Railway, the North Yorkshire Moors opened its first section of line, the North Norfolk gained its Light Railway Order, the Ffestiniog was building its 'deviation', and the Lakeside and Haverthwaite opened between Lakeside and Newby Bridge.

As if that wasn't enough, work started on the construction of the new National Railway Museum in York, an act that caused the closure of the previous museum in Clapham and much annoyance to the bowler-hatted London brigade who thought that the new facility should remain in the south.

It wasn't all plain sailing for preservation, though. Peter Hobson, a driver on the Romney, Hythe & Dymchurch Railway, was killed when his locomotive was struck by a stolen car. He became the first of only a few people to die in the service of our heritage lines. Concern was also being expressed in some quarters that the proliferation of preservation schemes meant that duplicates of many steam classes were being preserved, while others were not being saved at all. Some called for some kind of co-ordination, but that was to be a long time coming. ➔

RIGHT: The first of its type, Class 87 87001 on display at the Reddish Depot Open Day on September 9, 1973. (Rail-Online)

BELOW: The first Class 52 Westerns to be withdrawn were D1019 *Western Challenger* and D1032 *Western Marksman*, both on May 6, 1973. The former stands by the turntable at Old Oak Common on October 1 the previous year. (Rail-Online)

With 176 locomotives still surviving at Barry there was a scramble to save what was left, and more than 60 were at the time reserved and awaiting the raising of sufficient funds for their purchase and removal. It was also around this time that warnings were beginning to be issued about asbestos, a substance commonly found in steam locomotives under restoration that was turning out to be a ticking time bomb for the health of those working in preservation.

You could at that time buy almost anything you wanted, even a complete railway system such as that on the Isle of Man – for sale to anyone who had the money to sustain its losses. Those of more limited means could perhaps visit Collector's Corner at London's Euston Station where the nameplates from the Warships were being flogged off at £50 each, a sum which some people described as 'astronomical'. It makes you wonder what they would have made of the value of such items today.

Conclusions

1973 was, above all, a year of change, and it was to be one that had a profound effect on the world in which we live today. The clash between the government and the



workers was never to be forgotten by the Conservatives and when the opportunity came for a return match with the miners under Margaret Thatcher some years later, the politicians took full revenge. Blue collar workers, who had been steadily repositioning themselves alongside the

middle class, were never again treated as mass factory fodder struggling on low wages. And successive governments claimed to have learned the lessons of boom and bust that had so spectacularly come to fruition.

The railways had taken the first tentative steps towards the high-speed, high-frequency passenger railway that we have today. The development of the HST and other fixed formation trains was to make that dream a reality, while the principle of giving grants to loss-making lines that, had it been established earlier, might have given the Beeching era a different outcome, was in place. It had been realised that investment in new lines, new stations and new stock was going to be required in order to move the railway forward.

However, at the time the railway still had one foot stuck firmly in the past, and both it and its customers were having a pretty miserable time. Ted Heath, whether he was on or off duty, was completely at sea, and in consequence the country was in the sort of mess that it is difficult to get out of. 1973 will be one of those years that historians will study with great interest, but for those who lived through it, and for the railway system, it was a very bad year indeed. **RI**



Good Year Bad Year Summary

1973

General	Locomotives	DMU	EMU	Freight	Preservation
Good year					
New stations built	HST breaks speed records	Class 111 buffet preserved	4-REPs into traffic	Felixstowe container terminal expands	Work begins on NRM at York
More electrification proposed	Class 87s coming on stream	Large scale withdrawals avoided	PEP prototype takes to rails	Allegro car parts go by rail	Many new schemes opened or proposed
Grants made to loss-making lines	More lines opened up for steam		VEPs to SE Division	New quarry loading facilities for ARC	More locos saved from Barry scrapyard
Bad year					
APT blacked by unions	WR hydraulics culled	Gloucester 100s go for scrap	4-SUBs being withdrawn	Freight down by almost 4% per year	Train driver killed at Romney
Huge deficit announced	Many shunters scrapped	Blue Pullmans withdrawn	Last 4COR out of service	Mersey Docks system closes	Preservation emphasis too much on steam
Fall in use of railways	'Claytons' await scrap		Investment limited to Southern Region	Wagonload freight declining rapidly	Asbestos dangers highlighted
Verdict : Bad year					

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TAIL LAMP

Class 42 Warship D832 *Onslaught* accelerates away from Washford with the 0905 Bishops Lydeard to Minehead service during the West Somerset Railway's Mixed Traction Weekend on June 12. This was the Warship's final day of use on the line before returning to the East Lancs Railway. During its eight-year stay in Somerset the loco covered more than 18,000 miles under the care of the Diesel & Electric Preservation Group at Williton. (Glen Batten)



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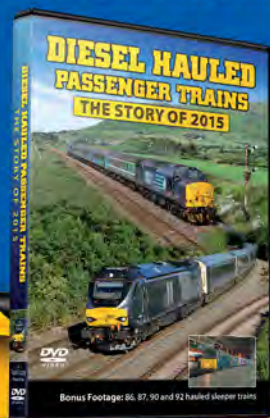
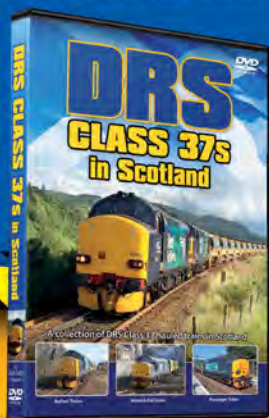
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Virgin's 87026 approaches Milton Keynes with a crew trainer on June 6, 2006. (Nick Ross)

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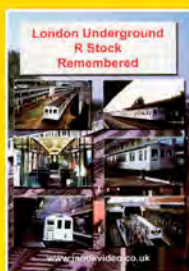
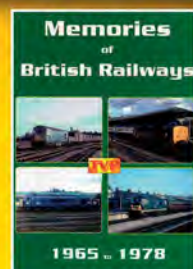
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Duration: 66 minutes Price: DVD £12.95 Code: TV194



London Underground R Stock Remembered

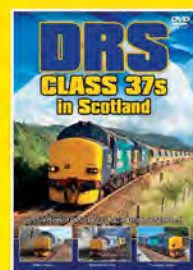
The R stock first entered service on the District line of the Underground in 1950. In this nostalgic production we see it in service, filmed with original sound including the distinctive whine from the invertors. The last train of R stock was withdrawn from service on the 4th March 1983. The final tour, which ran in May that year, is also covered by this video.

Duration: 55 minutes Price: DVD £17.95 Code: JK027

DRS CLASS 37s in Scotland

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A Miscellany of Electric & Diesel Power No.1

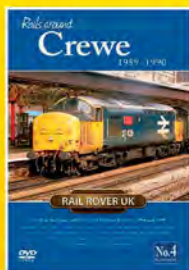
This volume features an intriguing mixture of electric and diesel action, filmed between 35 and 50 years ago, including some EMUs and DMUs. There is no particular date, order or location of the scenes, so prepare for the unexpected! Many locomotive types and much of the rolling stock and infrastructure is now long gone. All archive film is in colour except for one scene.

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