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A warm welcome to the November issue of *Railways Illustrated*. Our wonderful UK weather has provided a recent brief heatwave as well as torrential downpours, the latter causing considerable disruption to parts of the network. Autumn is just around the corner – evidenced by the release of Rail Head Treatment Trains from ‘hibernation’ as they are taken to their various bases around the country in readiness for the imminent RHTT season to start.

This month we showcase the Pacer; certainly not the most popular of trains but it has nonetheless served a purpose, even if it has lasted considerably past its ‘use by’ date. Another type of train that should have been retired a long time ago is the 1938 ex-Tube stock

running on the Isle of Wight, and we examine the line and its future prospects in this issue.

The hugely successful GB Railfreight 15 railtour marked the firm’s 15th anniversary in style and raised a huge total for charity to boot. Pip Dunn tells the tale of this amazing four-day marathon on page 72.

For a change Peaks provide several news stories this month, particularly two Class 44s, as D8 *Penyghent* returns to traffic after repairs, while work has started on D4 *Great Gable* to get it serviceable for next year. Several Class 45s are also receiving attention (see What’s Happening to... on page 46), which is good news for fans of the 16-wheel beasts.

We conclude the story of the 125 Group’s restoration of prototype HST power car 41001,

and take a detailed look at the Heathfield Branch in Devon – a line that refuses to die. And for the nostalgic among you we feature some exclusive images from Tommy Tomalin covering parts of British Railways’ Midland Region, and there are some gems!

A big thank you again to all contributors this month, notably for those attending various galas, a round-up of which will appear next month.



Mark Nicholls
Editor



ABOVE: It’s 2330 at King’s Cross on September 8 and GBRf 73213 and 73128 stand on the blocks at the end of the first day of the marathon four-day GBRf 15 railtour. (Chris Boow)

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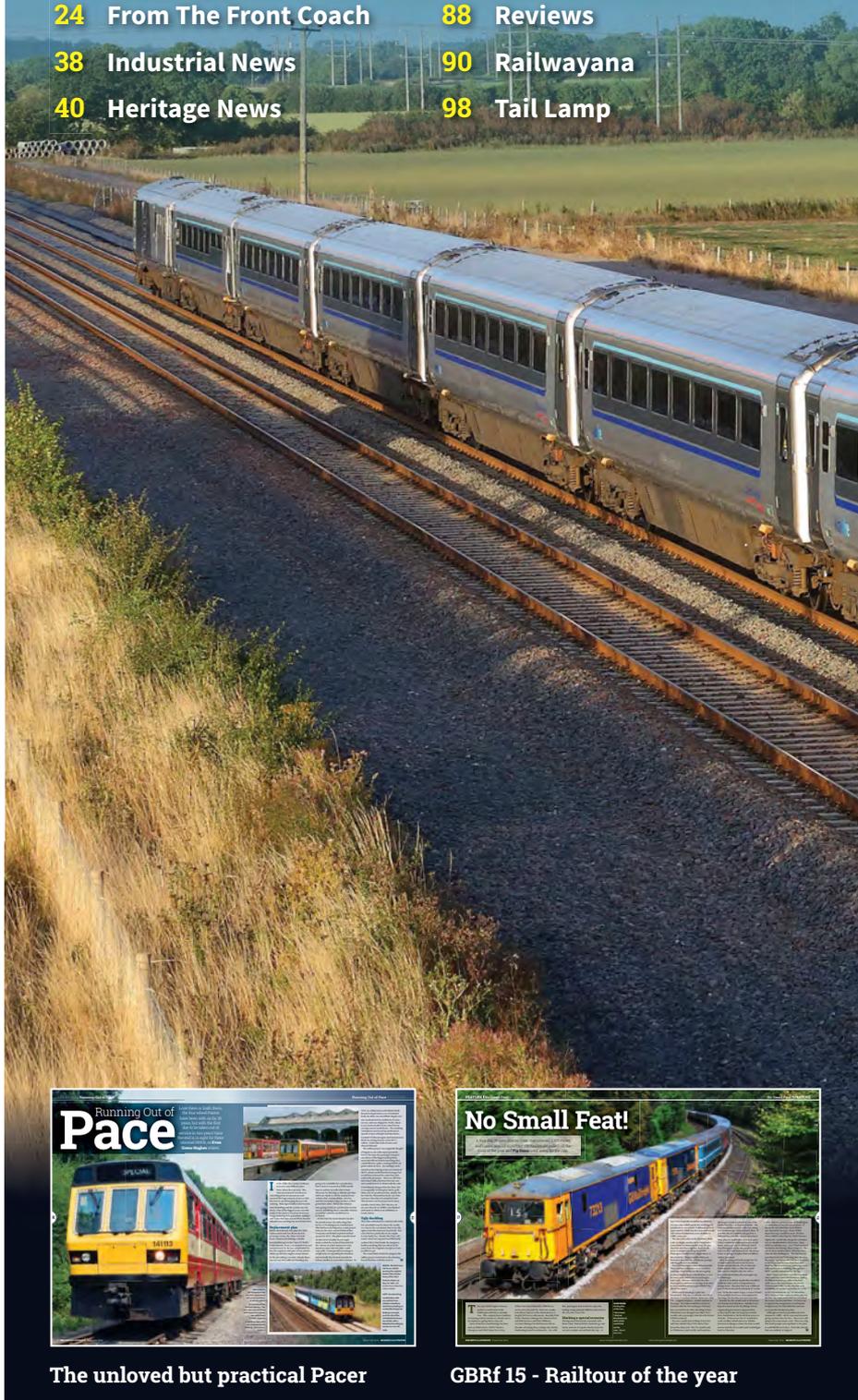
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The unloved but practical Pacer

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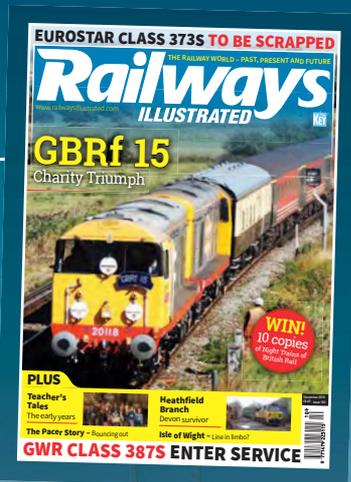
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A celebration of the 30th anniversary of the founding of Network SouthEast was held at Finmere in August.

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A four day, 19-loco charter train covering 2,200 miles and raising around £125,000? GB Railfreight pulled off the train of the year and Pip Dunn went along for the ride.

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David Mitchell tells the fascinating story of a Devon branch line that refuses to die.

92 The Return of 41001, Part 2
Andy Flowers concludes the fascinating story of the restoration and return to running order of HST Prototype power car 41001.



Front Cover: The GB Railfreight 15th anniversary railtour approaches Arundel behind 20118 and 20132 on September 8. (John Vaughan)



This page: Chiltern liveried DRS Class 68 68011 works the 1T54 1818 Marylebone to Oxford Parkway past Oddington between Bicester Village and Islip on August 19. (Nigel Gibbs)



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GBRf to haul Eurostars for Scrapping



Eurostar Class 373 unit 3017 at London Waterloo on February 7, 1995. This unit is currently stored in France and is likely to be one of the units to be scrapped. (Colour-Rail)

REDUNDANT CLASS 373 Eurostar sets are to be scrapped by EMR at Kingsbury, and GB Railfreight has the contract to move the units for disposal. GBRf has indicated the units will work under their own power to St Pancras International where a Class 66 will then take them to Kingsbury for breaking up. It is understood that Eurostar wants the vehicles broken up rather

than sold for re-use – and possible competition against the company. In total 19 sets are expected to be affected, with the first to go to the scrap man shortly and all to be gone by September 2018.

The decision has resulted from the arrival of new Velaro e320 sets. The coaches from 3203/4, which were formerly a French domestic 373 set, have been refurbished

and transferred to the UK where they have been paired up with refurbished power cars 3211/212. Former spare power car 3999 has been refurbished and is now numbered 3204, while 3220 is now 3203. Stored in the UK and out of use are 3013/14/19/20, while 3017/8 is stored in France.

Meanwhile, the first of the final batch of Velaros has arrived at

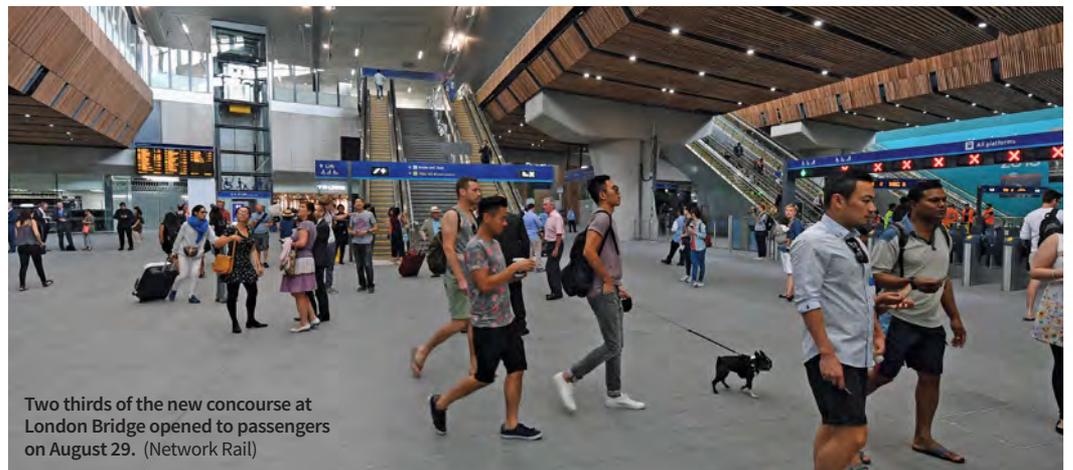
Temple Mills depot and has been on test as far as Paris. 374021/22 is a 16-car train comprising two half sets, which is capable of working on a wider number of lines than the older Eurostars. A further six trains are to be delivered, with all expected to be in service by 2018. Nine of the ten sets in the first batch are now in use, with only 4013/014 being outstanding.

London Bridge Concourse Opens

TWO-THIRDS OF the new concourse at London Bridge opened on August 29. The concourse is part of a major redevelopment project for the busy station, which began four years ago. Once complete in January 2018 it will provide passengers with a bigger, better station, including a concourse the size of the Wembley football pitch. Two days later, Charing Cross Platforms 7, 8 and 9 also opened to passengers, while Cannon Street Platforms 1, 2 and 3 were closed for rebuilding.

More than 80 retail units will help to benefit the local economy when the development is complete – including a number set aside for local start-up companies – and passengers will enjoy improved connections and better options to more destinations including Cambridge and Peterborough.

The redevelopment is part of Network Rail's railway upgrade plan and the government-sponsored Thameslink programme, which will transform north-south travel



Two thirds of the new concourse at London Bridge opened to passengers on August 29. (Network Rail)

through London in 2018.

Mark Carne, Network Rail's chief executive said: "This is a big step towards the bigger, better railway passengers deserve. The opening of two-thirds of the concourse marks a major milestone in the redevelopment of London Bridge and, while there is plenty still to do, I am pleased passengers can

now see the benefits beginning to come through. We are essentially rebuilding Britain's fourth busiest station – the tracks, the platforms and the infrastructure which enables trains to run – while keeping the station open and doing our best to keep passengers moving."

Throughout the redevelopment

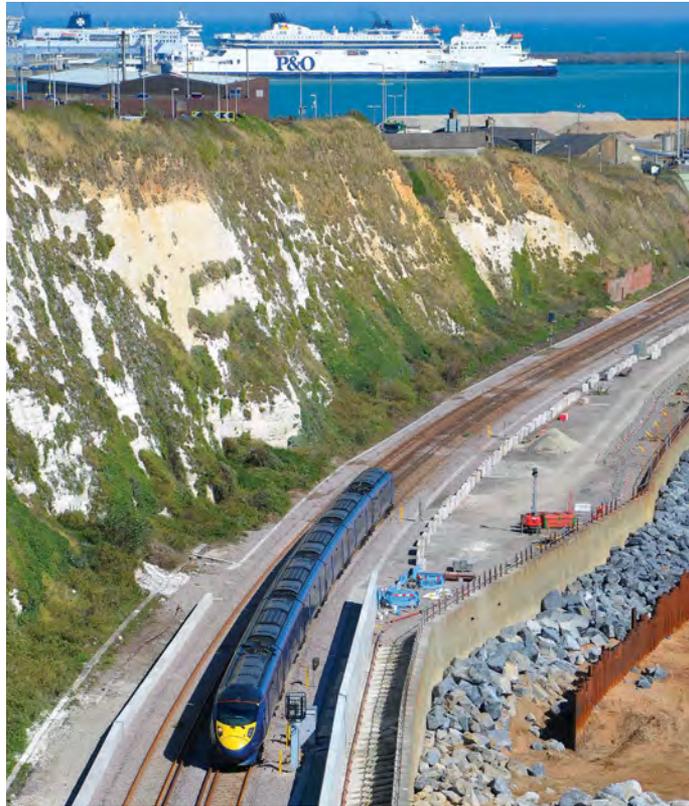
Network Rail and construction partner Costain have worked with train operators Southern and Southeastern to keep the station open for the 56 million passengers who use it every year. The orange army started construction on the south side of the station and worked in phases to build the new platforms and concourse below.

Dover-Folkestone Reopens Three Months Early

THE RAILWAY between Dover and Folkestone reopened on September 5, three months ahead of schedule following a nine-month project to repair the line. Network Rail spent £39.8m on the project when the line between Dover and Folkestone had to be closed on Christmas Eve last year after extensive damage to the sea wall was found at Shakespeare beach.

Since then, Network Rail's orange army has built a 235-metre long viaduct supported by more than 130 concrete columns. Fortunately the weather has been kind to the engineers, allowing the project to progress at a rapid pace for an earlier than anticipated completion.

While the railway was closed, Network Rail invested an additional £3.5m to make the line more resilient. This included brickwork repairs on Shakespeare, Abbotscliffe and Martello tunnels, 2.4km of



Having reopened on September 5, a Ramsgate to St Pancras Javalin service runs onto the new structure on September 9. (David Staines)

new track, and drainage work in Abbotscliffe tunnel.

Network Rail chief executive, Mark Carne, said: "This project is a huge achievement for all involved and I'm extremely proud of what has been done by those who have

been working on the project since December. Finishing this project three months ahead of schedule is a reflection of the continuous hard work that has been taking place here, setting the standard expected at Network Rail."

UK IEP Production Ramps Up



Class 801 IEP 800101 in Azuma Virgin Trains East Coast livery, at Bristol Temple Meads in the early hours of August 18. The previous day 800002 also paid a visit. (Paul Thacker)

PRODUCTION OF new Class 801/2 InterCity Express units is now in full swing at Hitachi's Newton Aycliffe factory in County Durham, with the first set to be fully assembled there due to be released within the next couple of months.

A total of 122 new trains will be

introduced on the Great Western route to the west starting next year and the East Coast Main Line from 2018. The factory currently has a large number of bodysells present, which have been shipped from Japan for finishing and fitting out.

Meanwhile, testing continues of

pre-production sets, which were built in Japan, with 800101 breaking new ground during August when it worked into Bristol Temple Meads station. The same unit, which is in Virgin livery, also worked from Bounds Green depot to Doncaster via King's Cross later in the month.

COMMENT

➔ To say I'm shocked by Eurostar's decision to scrap 19 of its 186mph Class 373 units would be an understatement. Claiming it doesn't want them to be used by competitors is a poor excuse – it could just have said they can't compete with it on HS1 to Europe. The UK could certainly make use of some of these trains, which are barely 20 years old, for long distance work on busy routes.

For example, Virgin Trains East Coast plans to retain a handful of its ageing and troublesome Class 91s and shortened Mk 4 sets for limited stop services from London to Edinburgh. A longer Class 373, suitably refurbished, could comfortably manage 125mph for sustained periods, with better acceleration, and offer an awful lot more seats. Everyone knows that short trains fill up quickly (CrossCountry Voyagers for example, or the Borders Railway). Class 373s have worked on the ECML before, they are quality trains, and with a good make over would no doubt prove popular with passengers.

The UK is benefiting from huge investment in new rolling stock, such as EMUs and IEPs, but more long-distance capacity is still needed if the railway is to compete with the airlines and continue to grow. Offering limited stop trains is good but they are bound to prove popular, so having fewer coaches will be counter-productive.

It seems nothing short of scandalous that perfectly good high-speed trains are to be chopped up when many long-distance trains are suffering from overcrowding (not the 1100 King's Cross to Edinburgh though, Mr Corbyn...). Surely the Secretary of State for Transport should take a view on this?

On a brighter note, the GBRf 15th anniversary railtour was an overwhelming success. Pip Dunn went along for the ride and was impressed by the superb organisation and planning, not to mention the traction used (see pages 72-76). Around £125,000 was raised for charities, including many connected to the railway industry, and all involved deserve a huge pat on the back for their sterling efforts in arranging and running the tour.



Mark Nicholls
Editor

ECML Chaos



VIRGIN TRAINS East Coast and other services were severely disrupted on September 6 after the overhead wires were brought down at Ranskill, north of Retford. The incident involved 1D16, the 1335 King's Cross to Leeds service powered by 91112. The resulting delays accumulated to a staggering 310 hours.

Although the wires were quickly repaired, engineers struggled to energise the down line and as a result a five-mile coasting section was set up. Electric trains were stopped south of Retford

and instructed to accelerate to 110mph then drop the pan at the pre-arranged point. They coasted to a point north of Bawtry, where speed had to be below 80mph, and the pan could then be raised again. The coasting through the repaired section cost another 72 hours of delays.

While coasting through the section on September 8, a battery fault on

DVT 82201 on the 1D04 0735 King's Cross to Leeds caused the brakes to be applied, bringing the train to a stop. A further 37 hours of delay ensued while the stricken train was rescued. After this, DB Cargo 66097 was kept on standby in Ranskill loop in case of any more problems.

The same day, another dropper failed on the overheads at Tuxford and, again, a short coasting section

was set up. Result: 22 hours of delay. Just when things couldn't apparently get any worse, the first train through the repaired section at Ranskill with the power re-established brought the wires down again, adding a further 125 hours of delay, though this time it looks like a faulty pantograph was to blame.

Repairs should have been completed on Sunday 11, but the possession overrun and at 1130 there were seven north bound trains queueing signal to signal at Retford waiting for the road. Another 70 hours of delay.

08

GBRf Driver Honoured



GB Railfreight Class 66/7 66760 has been named *David Gordon Harris*, after one of the firm's former drivers. His son Kevin had won a competition that benefited charity, with the prize the chance to name a loco. David is currently a duty train crew manager with London Midland at Crewe and it's his 60th birthday this year. Kevin selected 66760 to highlight his 60 years. The name will stand for a year, after which David will be allowed to keep the nameplates after their removal from the loco. (Kevin Harris)

Models to Mark 100 years since the end of World War One

RAIL FREIGHT company Freightliner and model manufacturer Dapol have joined forces to honour Britain's war dead for the 100th anniversary of the armistice at the end of World War One, as well as to raise money to help ex-servicemen and women.

Under the scheme Project Railway Honour, Freightliner will name one of its Class 66 locos, and Dapol will produce a detailed scale model of it. For every model sold a donation will be made to ABF The Soldiers' Charity.

Talks are at an advanced stage with two other railway companies so that three locos will eventually be named and three different models will become available for sale. The names are appropriately *Patriot*, *Valour* and *Remembrance*.

ABF The Soldiers' Charity (formerly the Army Benevolent Fund) is the national charity of the British Army and provides financial and practical support to soldiers, veterans, and their immediate families in times of need.

More 442s to store



FURTHER CLASS 442 EMUs displaced from Gatwick Express duties by the arrival of new Class 387s have been decommissioned and sent away for storage.

Moving from Three Bridges to Eastleigh Works for storage preparation were 2403 on August 12, 2416 on September 6 and 2409

The Rail Operations Group's 47815 tows 442420 near Hook, forming the 5E42 1245 Eastleigh Arlington to Ely Papworth Sidings on August 31. (Mark V Pike)

on the 20th; 2412 followed from Stewarts Lane on September 17. More units have been taken from Eastleigh to Ely where they are

being held in secure storage, 2407 was moved on August 10, 2423 on August 17, 2420 on August 31, and 2415/2416 on September 14. Although there has been talk of further work for the class, potentially as locomotive-hauled vehicles, there are as yet no firm plans for them.

Class 170 Visits Dean Forest Railway

THERE WAS an unusual visitor for the Dean Forest Railway in early September when Cross Country Trains' 170110 was stabled there after being damaged when it hit cattle on the line at nearby Lydney. The train was working a Cardiff-Nottingham service on September 3 when the accident occurred. The unit suffered damage to the front, side and underneath and was unable to move on its own. It also suffered wheel flats due to severe braking. It was towed first to Lydney loop and later to the DFR where access could be gained by road transporters to take it to Tyseley depot for attention.

GatEx 387s Finish with Thameslink

USE OF Gatwick Express Class 387/2s on Thameslink services came to an end on September 10, with 387223 being the last to be used on these duties. Six new red-liveried Class 387/2s had been

on loan to cover for units that were in use for crew training on the Great Northern section. Two of these (387202/206) entered service with Gatwick Express on September 12, while 387201/203/222-3 awaited

inspection and a return to the full original specification.

Crew training on the GN lines continues, with two further units drafted in to Bedford depot, these being 387110/119, which were both

transferred during late August. Also currently employed on this work are 387104/106/114/120. All 29 of the 387/1s are due to move to the Great Northern as more of the new Class 700s come on stream.

Landslip Derails LM 350

A LANDSLIP caused by heavy rain derailed London Midland Class 350 350233 just as it entered Watford Tunnel, north of Watford Junction, at around 0700 on September 16, while working the 0619 from Milton Keynes to London Euston. The unit was struck a glancing blow by the 0634 Euston to Birmingham New Street service, but only a couple of people were injured. Passengers were later evacuated by a Virgin Voyager that was brought alongside.

Service was disrupted all weekend while the track was repaired (50 concrete sleepers had to be replaced) and the landslip cleared up, but reopened in time for the Monday morning rush hour on September 19.

Last Holybourne Tanks



The last ever loaded Holybourne Kelt Exploration to Fawley oil tanks ran on August 31, with the final return empties leaving Fawley on September 5 as the 0824 to Holybourne (near Alton), where the bogie tank wagons will be stored. DB Cargo 66147 works the last train of empties through Liphook on the Portsmouth Direct line. (John Vaughan)

GBRf Celebrates Maritime Cooperation

GB RAILFREIGHT and Maritime Transport named Class 66/7 66727 *Maritime One* at a ceremony at the Birmingham International Freight Terminal (BIFT), Birch Coppice, on September 20. The event marked the successful new intermodal flow between the terminal and the Port of Felixstowe, the Suffolk facility's 31st daily train. The two partner companies pledged to develop their collaborative venture, which offers improved efficiencies for both and for Midlands' businesses.

GBRf Managing Director, John Smith, and Maritime's Group Managing Director, John Williams, looked on as Mr Williams' wife Sheila unveiled the new



nameplate. This was preceded by a spectacularly choreographed movement of six shipping containers that had been hiding the Class 66 from view – to music two straddle carriers and two larger rail carriers restacked the containers behind the loco, rotating the boxes through 180 degrees to reveal the company logos on each side with the words 'Working together' in the centre.

Sheila Williams, wife of Maritime's Group Managing Director John Williams unveils the *Maritime One* nameplate on 66727 at the Birmingham International Freight Terminal on September 20. (Key – Mark Nicholls)

Class 700 Deliveries Continue

FIVE MORE Siemens Class 700 EMUs intended for Thameslink services have been delivered recently as production now reaches full speed. Travelling from Germany via the Channel Tunnel were 700101 on August 17, 700018 on August 24, 700015 on August 29, 700019 on September 9, and 700016 on September 14. The units were all taken to Three Bridges depot for commissioning. Thameslink is receiving 115 eight- and 12-car Class 700s that will eventually take over all services, allowing the cascading of current units to other duties. The first entered service in June and the entire fleet is expected to be in service by 2019.

GWR 387s Enter Traffic

THE FIRST of a new fleet of Class 387/1 EMUs entered service with Great Western Railway on September 5, with two pairs of units working between Paddington and Hayes and Harlington.

387131/132 began by working peak time services from the London end, while 387130/133 began their service life from Hayes and worked to Paddington.

These are the first of 45 new four-car trains that will be used on suburban services to displace Class 165/166s between Paddington and Oxford and Newbury. The units are being built in two batches, with the eight currently being delivered to be followed starting in December by the other 37 once an order for six c2c units is completed.

Three more of the batch have

been completed at Bombardier's Derby Litchurch Lane works and have been taken to Bletchley depot for testing and mileage accumulation runs. 387134 moved on August 17, followed by 387136 a week later and 387135 on September 1. AC testing on the West Coast Main Line and DC testing on lines to Brighton has followed.

Class 90 for VTEC Training



DB Cargo's 90036 *Driver Jack Mills* is currently being used to train Virgin Trains East Coast crews in preparations for use on Newark services with hauled stock. The loco stands in Palace Gates sidings on September 9. (Andy Hannah)

Thunderer Sabotaged

IT IS SAD that we have to report damage to any locomotive, so it's even worse when it's deliberate. On September 8 it was reported that a deliberate act of sabotage had been attempted on 50008 *Thunderer* at Leicester. A track screw, usually used to hold down a rail chair to the sleeper, was found in the ETH generator, and it could only have been put there deliberately. Whether this has caused any major damage has yet to be ascertained, but even if no damage has occurred it is still a sickening act.

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Hood Rededicated



Class 50 50031 *Hood* was rededicated at a ceremony at Kidderminster on September 17. (Pip Dunn)

THE CLASS 50 Alliance's 50031 *Hood* was rededicated by the HMS *Hood* Association at Kidderminster station on the Severn Valley Railway on September 17. The loco, ex-works in InterCity livery, had a new ship's crest unveiled above its nameplates. The ceremony is in the 75th anniversary year of the loss of the Royal Navy heavy cruiser during World War

Two. *Hood* was sunk by the German battleship *Bismark* on May 24, 1941 with the loss of more than 1,400 sailors; only three of its crew survived.

After the event, 50031 worked the 1330 to Bridgnorth with invited guests conveyed in an observation saloon. The ceremony was conducted by Jon Dunster, of the Class 50 Alliance, and Philip

Wilcocks, President of the HMS *Hood* Association.

The event marked the return to traffic for 50031 after two years undergoing bodywork repairs and overhaul, including the repaint that saw it become the first Class 50 to carry InterCity livery. The IC branding and swallow logos had only been applied earlier in the week. **Pip Dunn**

3-CIG Moves to Ireland

THE RANKS of preserved EMUs have been further depleted this month with the announcement that Epping Ongar-based 3-CIG 1498 has been sold and will be moved to Ireland for use as static accommodation.

This unit was one of two that was shortened from four to three cars and fitted with central door locking for use on the Lymington Branch. Since preservation it has seen some use as hauled stock, but was offered for sale two years ago due to difficulties in providing heat and light on it during the winter. Attempts to save it for further preservation use in the UK have failed, as have attempts to set up a society to look after it.

The unit joins a long list of British Railways Mk 1-based third-rail EMUs that have been scrapped or disbanded since preservation, including 4-VEP 3822 (scrapped at the Churnet Valley), 3-CIG 1499 (scrapped at the Dean Forest), 4-BIG 1393 (scrapped at the Great Central), as well as a number of individual coaches.

Electrification Masts Reach Wales



The first electrification masts in South Wales went up between Llanwern East and West junctions in July, followed by more examples between Newport and Cardiff overnight on August 18/19. DC Cargo's 60007 *The Spirit of Tom Kendall* passes the latter with the 6B13 0500 Robeston to Westerleigh tanks on August 30. (Adrian Kenny)

More ScotRail Class 320s



SCOTRAIL HAS received a further EMU from London Midland following conversion and repainting at Wabtec's works in Doncaster. 320413 made the journey to Shield's depot in Glasgow on September 7 under its own power. It has been refurbished internally and

Refurbished ScotRail Class 320 320415 entered traffic around Glasgow in mid-August. (ScotRail)

repainted in Saltire colours and has also lost a centre trailer to become a three-car set. As 321413 it was taken out of London Midland service in September last year but then went on loan to London

Overground, finally arriving in Doncaster in March.

A total of seven Class 321s are being transferred and converted to Class 320s to provide additional capacity on suburban routes in Glasgow, and two refurbished units, including 320415, entered service in Mid-August.

IN BRIEF

➔ Northern's fleet of Class 323s have begun to go to Wolverton works for scheduled C4-Exams, with the first (323234) moving south on August 16. The company has 17 of the 1992-built units in its fleet. It will be retaining them until the arrival of new stock in a few years' time, after which they are likely to be transferred to the Midlands to join the similar London Midland fleet.

➔ HNRC's 47853 is set to be revived for use with GBRf to act as a banking loco. It will be fitted with a modified coupler. GBRf is also planning to fit Dellner couplers to its Class 92s for working with the new Mk 5 sleeper coaches when they enter traffic.

➔ A 2014 public consultation on whether a 'flyover' or 'dive under' would be the preferred option for the grade separation plan at Werrington Junction, north of Peterborough, showed 69% in favour of the 'dive under'. Network Rail was due to showcase its design proposals at a series of public events on September 7, 10, 15 and 16 in the local area.

➔ Testing of the first of ScotRail's new Class 385 suburban EMUs continues at the Velim test track in the Czech Republic, while the second of the batch is due to land in the North East from Hitachi in Japan. 385101 is currently on mileage accumulation, while 385102 arrived in the UK on September 22 and is due to start testing shortly.

Severn Tunnel Closes

THE 130-YEAR-OLD Severn Tunnel closed for six weeks from September 12 to allow for the fitting of more than eight miles of overhead electric supply bar that will power the new Class 800/801 IEP units that will be used on Paddington to Cardiff services from 2019.

Prior to the closure, a significant amount of preparation work had already been completed. This included the removal of 40 tonnes of soot that had built up in the tunnel crown, inspection of the brick work, removal of four miles of redundant cable, the drilling of more than 12,000 holes using a custom-made drilling rig, and the installation of in excess of 6,000 cable cleats.

Cement 20 Soldiers On



Having deposited its rake of cement tanks in the exchange sidings at Earles, HNRC Class 20 No 2 *Sir George Earle* (formerly 20168) reverses from the sidings in order to gain access to the Hope Cement Works branch line on August 16. (Steve Sienkiewicz)

Penyghent Returns



AFTER 18 months out of traffic, Peak D8 *Penyghent* returned to use over the weekend of August 20/21 at Peak Rail although, like 26043, its batteries need replacing, but with funds depleted by the recent overhaul that will have to wait. With no steam locomotive available it

After 15 months out of traffic undergoing an overhaul, D8 *Penyghent* is back. It is working the 1214 Rowsley South-Matlock Riverside at Darley Dale South on September 14. (Bill Pizer)

ran services top and tail with 31270. D8's return came at a fortuitous time as the lack of steam locomotive extended throughout September, with the diesels planned to work all

booked services. Weekend trains were top and tailed and mid-week turns were terminating at Matlock Riverside with only one diesel locomotive being used.

IN BRIEF

➔ Released from Wolverton works following C6-Exams and disability modifications are 319436/446, both of which have returned to Bedford in the new grey Thameslink colours. Moved to the works for similar attention is 319437.

➔ Stored at Wolverton pending refurbishment and delivery to Northern are 319004-5/219/431/442/448. These units have all been displaced from Thameslink services by the arrival of new Class 387s and Class 700s. The units are intended to take over services to Blackpool from both Liverpool and Manchester, once the electrification of the Blackpool branch is completed.

➔ Service trials of the Class 230 DMU, which has been converted from former London Underground D78 stock, have been put back to January as the centre car is not yet ready. The prototype conversion, 230001, is due to take up duties on the route between Coventry and Nuneaton for an initial period of 12 months.

➔ There were considerable delays at Welwyn on September 13 when two coaches of 313055 became derailed on a set of trap points. The unit was recovered later in the day. Several suburban services were cancelled, but most express services ran as scheduled.

➔ 317515 has become the latest unit to leave Ilford depot following a C6-Exam and a repaint in Abellio grey livery.

➔ Now in Southeastern livery, 465910 left Wabtec in Doncaster on September 9. All units in this programme are also receiving upgraded interiors including the fitting of a disabled access toilet cubicle, improved lighting, seat covers and interior wall panelling.

Waterbeach Level Crossing collision

A MAN was airlifted to hospital with a serious head injury after a train and a Land Rover were in collision at a level crossing near Waterbeach on August 12. The incident occurred as a King's

Lynn to King's Cross service went across an occupation crossing at Nairns. Network Rail later confirmed that the driver of the vehicle did not have permission to be on the crossing. The lead

unit involved in the accident, 365520, sustained extensive damage to its underside and had to be assisted from the scene by 365501. It was taken to Hornsey depot for evaluation.

Coal's Mini-Revival



In the past few months, not long after the closure of Longannet, and the sharp decline in Anglo-Scottish coal workings, Ayrshire has seen a mini-revival, with Hunterston, Killoch and Greenburn all being brought back into operation. On a scorching August 17 GBRf's 66736 powers north near New Cumnock with the 4S27 0934 Tyne Coal Terminal to Hunterston empties. (Stuart Fowler)

British Rail Designed 1948-97

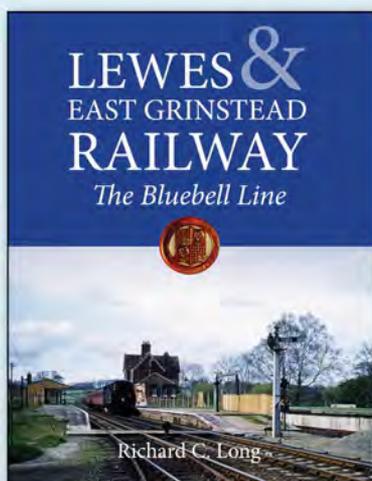
David Lawrence

This sumptuous new book is about the design successes, and failures, of Britain's most extensive state-sponsored industry. It is a story of people and ideas, movement and design, speed and colour; it is a comprehensive celebration of the crafting, operation and marketing of a national railway system, by which four main-line companies with steam-powered empires were transformed into a modern transport system.

The book covers the railway system as an entire entity; the means of encouraging and facilitating travel (publicity, graphics, tickets, holiday packages); the vehicles themselves (locomotives, passenger and freight vehicles); the places where trains stop (station architecture and interiors, lettering design); the people who operate the system (uniformed staff). It is also a study of how politics and the civil service, geography and urbanisation were manifested in the design processes and products.

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Lewes & East Grinstead Railway

Richard C. Long

The Lewes & East Grinstead Railway opened in 1882 to link the rural communities between these two Sussex towns. After being taken over by the LB&SCR and absorbed into the Southern Railway at the Grouping in 1923, the railway battled to remain open but finally succumbed to closure in 1958. By that time, the Bluebell Railway Preservation Society had already been formed and took over the line. From 1960 it ran a preserved steam passenger service from Sheffield Park to Horsted Keynes. The extension to East Grinstead had been planned for many years, the first section north from Horsted Keynes opened in 1990, but the extension was not completed until 2013.

This new book is an accessible history of this highly scenic preserved railway from its 19th century origins to the present day when it now runs again once again to East Grinstead. The book is illustrated throughout with historical photographs, many from the Bluebell Railway's archives, as well as stunning colour images of the Bluebell Railway in action up to the present day. An ideal book for visitors or railway regulars.

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Gotthard ban for Class 186 and 187



THE SWISS Bundesamt für Verkehr (Federal Office of Transport) has prohibited the use of TRAXX MS2e and AC3 locomotives on the Gotthard axis, effective from this December. The ban also applies to the new Gotthard Base Tunnel, which will open for scheduled services the same month. Operators employing Class 186/Re 486 and Class 187/Re 487 locos, such as BLS Cargo, will be hit by the measure, because the

With intermodal train 41027 from Krefeld-Uerdingen to Melzo in tow, BLS Cargo 187.007 and 486.504 start the climb on the northern Gotthard approach near Erstfeld on August 4. (Henk Zwoferink)

Bombardier ETCS Level 2 installation on board will no longer be approved on the route. On September 8, the Federal Office of Transport issued the ban after a series of failures of both types at the northern and southern tunnel entrances, causing the trains to come to a standstill due to automatic braking procedures.

The Federal Office of Transport stated it has offered Bombardier its assistance in finding a solution for the recurring issues and that use of the Lötschberg route is still possible with both types. According to Bombardier, recent test runs through the tunnel with a new software version have been fruitful.



Maxime Bonnier
News Writer

The manufacturer expects the software on BLS Cargo locos will be updated in time for the December deadline. The complete software update scheme for all affected locos is expected to run until mid-2017.

HSL Belgium Starts Running



HSL LOGISTIK'S new subsidiary HSL Belgium, incorporated on April 14, has taken over the running of German rail freight operator HSL Logistik's trains to and from Belgium from Crossrail Benelux, offering a fully in-house transport solution. HSL Belgium currently has one Class 66 from Beacon Rail Leasing, namely

HSL Belgium 653-07 passes the Belgian town of Glons with an empty car train from Zeebrugge to Aachen-West on September 8. (Maarten Schoubben)

the former MRCE 653-07 (266.117). HSL did not possess the required licence so it subcontracted Crossrail Benelux to power the Belgian legs of these services.

Dutch Restrictions for ETCS 66s

OPERATORS OF Class 66 locos equipped with Bombardier's European Train Control System that are used for services to and from the Netherlands have been facing restrictions since August 1. As an updated software version was not ready in time, Class 66s fitted with the system in question were banned from the Dutch railway network. A substantial part of Beacon Rail Leasing's fleet of former MRCE Class 66s has Bombardier ETCS for use on the Betuweroute between Rotterdam and Germany, and into the port of Rotterdam itself. Lessees, such as RheinCargo, which uses various Beacon Rail Class 66s,

had to fall back on Class 66s with traditional safety systems or other types of loco.

A few days later, the restrictions were partially lifted. Instead of a complete ban of all affected locos on the network, they were now divided into subgroups that were either allowed to run on the Dutch or the German network. A third group was solely allowed to run on ETCS-equipped lines in the Netherlands. At the time of writing, it was not clear when an update of the affected ETCS system would be available. However, several sources indicate that full availability of all locos is expected during December.

Italian Diversions



The main line from Genoa to Arquata Scrivia in Italy was closed from August to early September for engineering work. As a result, trains were diverted via the old Giovi line. On August 1, E655.178 passes the town of Isola del Cantone with a diverted Regio Emilia-Genoa intermodal train. (Laurence Sly)

Alstom to Stop Belfort Production

ALSTOM WILL no longer build locomotives at its Belfort facility. The company announced that in 2018, all engineering and production activities will be taken over by Alstom's Reichshoffen plant in the Alsace, which is currently under-utilised due to lower-than-expected sales figures for its Régiolis multiple units. Of the current 480 employees at the Belfort facility, 400 are being offered the chance of jobs at other Alstom facilities in France. The remaining 80 jobs are not in danger, as Belfort will remain a loco maintenance and servicing facility.

Alstom's Belfort plant is well known for the production of Prima electrics and diesel locos, such as the SNCF BB 27000, 37000 and 75000 series. The facility has also been involved in manufacturing power cars for TGV high-speed trainsets for years. However, the difficult rail freight market in France and a recently lost tender for new locos has forced the manufacturer to rethink Belfort's role.

PPD Transport Hire-ins



Croatian rail freight operator PPD Transport has hired former HŽPP locos 2044.003 and 005 from Skinest Rail. The latter financed their overhaul at the TŽV Gredelj works in Zagreb after acquiring them from the Croatian rolling stock producer. PPD Transport will use the two diesels on freight services between Zaprešić and Zabok, as well as to the Danube port of Vukovar. (Toma Bacic)

SBB Cargo Orders Re 620 Modernisation

SBB CARGO will be upgrading 25 of its six-axle Re 620 series locos this autumn, even though the type is now four decades old.

Between now and 2019 the SBB workshop in Bellinzona will carry out an extensive revision that will

enable the locos to be used until 2035.

As part of the refurbishment all the wiring will be replaced, the transformers and bogies overhauled, the roof revised and the voltage regulators replaced.

Additionally, any locos not yet equipped with ETCS will receive it. Locos that already have ETCS will be fitted with the latest version.

In total, the modernisation process and the installation of new ETCS will cost approximately

SFr1.58m (£1.24m) per loco. Although SBB Cargo is currently considering upgrading more Re 620s, it is still unclear when or if this will happen. The Swiss operator has said a decision will be made soon.

IN BRIEF

→ After 14 years and 90 delivered locomotives, Alstom has ended the BR 203.1 rebuilding programme of the V100 Ost diesel loco; 203.594-7 was the last of the type to be completed.

→ With the exception of 186.035 and 037, Bombardier has completed delivery of the second batch of Class 186s for Nederlandse Spoorwegen (Dutch Railways). Delivery of the third batch (186.038-045) was due to begin immediately.

→ DB Cargo Deutschland has commenced driver training for its new Class 187 electrics, also known as the Bombardier type TRAXX AC3.

→ Italian rail freight operator Compagnia Ferroviaria Italiana has placed an order with Siemens for two Vecton DC locos, bringing the number of the type in its fleet to four.

→ Siemens has out-shopped the first of 21 multisystem Vectrons for leasing company MRCE. All will be equipped for running in Germany, Austria and Italy.

→ Approval runs for Vectron MS loco 193.902 have restarted in the Netherlands.

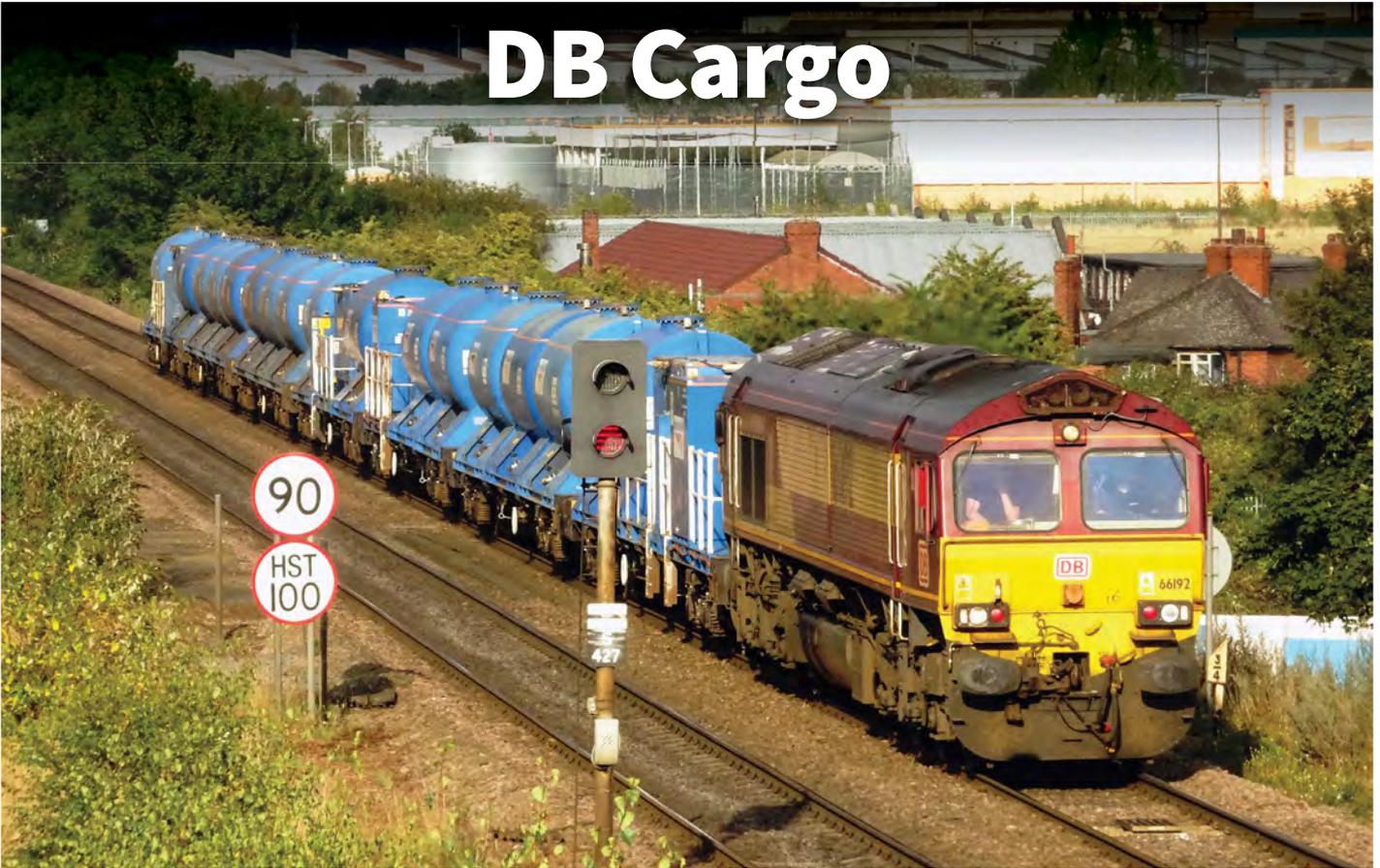
→ Softronic has delivered a Trans Montana electric (480.024-5) to Austrian rail freight operator LTE, which will use it in Hungary, Romania and, after obtaining type approval, Austria.

→ DB Regio sold Class 143 electrics 143.559-3 and 650-0 to German rail freight operator DeltaRail on July 1. The company has renumbered the locos to 243.559-2 and 650-9, their original Deutsche Reichsbahn designations when delivered in 1990.

→ Meanwhile DB Cargo Deutschland has increased the number of Class 143 electrics it has on hire from DB Regio to 32. They are needed due to the delayed delivery of Class 187 TRAXX locos by Bombardier.

→ Two Class 155 electrics were sold by DB Cargo Deutschland to Wedler Franz Logistik (WFL) of Potsdam on September 5. The locos concerned were 155.110-0 and 159-7, built in 1979 and 1981 respectively.

DB Cargo



WITH THIS autumn's RHTT season almost upon us DB Cargo has reinstated most of its useable locomotives that were in store allocated to the WQAA pool. Reinstated and returned to traffic are 60019, 60044, 60059, 66001, 66066, 66068, 66070, 66083, 66086, 66145, 66182, 67007, 67022, 67028, 67030 and 90036. Three locos have been stored though: 60063, 66019 and 90020, while 66145 and 90040 have been stored then reinstated.

DB Cargo's 66192 on its third run of the day through Rotherham with clean RHTT tanks in tow working the 6287 1430 Toton to Toton via Doncaster Belmont yard on September 20, having run down to Toton with the same consist from York Thrall Europa earlier in the day. The train was reportedly spraying past Aldwarke on the northbound leg of this out and back trip. (Gavin Bland)

This raft of reinstatements and the reallocation in August of stored locos from WQAA to the WQAB or WQBA storage pools leaves the WQAA allocation (as of mid-September) standing at just seven – 60063, 66017, 66019, 67001, 67012, 90020 and 92041.

The following Class 66s are slated for this year's RHTT programme and

allocated to the WBAR pool: 66007, 66030, 66040, 66051, 66055, 66066, 66067, 66069, 66079, 66085, 66089, 66104, 66107, 66109, 66165, 66168, 66206 and 66238.

Two more Class 66s are bound for Europe – 66193 and 66213 have been equipped at Toton for continental operations with ECR. All 24 DB Cargo shunters have

been put up for sale, both the stored and serviceable examples, according to the DBC website. The closing date for expressions of interest is October 5. Whether this development is paving the way for DBC to perhaps out-source its remaining shunter requirements or a move to dispense with shunting locos altogether remains to be seen.

Rapid tow for Class 90



68004 *Rapid* and 90008 pass Queensville Curve, south of Stafford on September 6, working the 1500 Crewe to Norwich Crown Point. The 68 was used as it was to replace 68016 on the Class 68 Norwich diagram, the latter had failed the previous day. (Jack Robinson)

IN BRIEF

→ **GB RAILFREIGHT**

66745 has been reinstated to traffic following repairs at Longport. It had been in store at Doncaster Roberts Road prior to moving to Stoke for attention. It is still allocated to the GBRT pool allocation, the only GBRf Class 66 left in this pool.

→ **NETWORK RAIL**

What's been billed as being the final fling for Network Rail's 31105 (it's been side-lined since early 2015) took place on September 10/11 when it was transferred by road from Derby to the Great Central Railway where it was a guest locomotives at the line's Diesel Gala.

→ **WEST COAST RAILWAYS**

Semi derelict and long-time stored 33025 was brought north as the 0Z43 from Southall to Carnforth on September 5 sandwiched between 33207 and 37685.

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HNRC

Remote Control Shunter CELSA 3 [08630] gets straight to work on August 25 after arriving from Barrow Hill the previous day on a low-loader, hauling the billet train formed of old BDA wagons from the melt shop to the Castle Works.

CLASS 08 08630 (HNRL) was overhauled and painted into the CELSA house colours of red and black at Barrow Hill in early August. The shunter is now unnumbered and carries CELSA 3 on the cabside doors. As is normal with the Harry Needle stable of ex-BR shunters, when it was ready for traffic at Barrow Hill a hasty charter was arranged on the evening of August 17 by the Preserved Locomotive Enthusiast

Group, with the kind co-operation of Harry Needle and Barrow Hill staff. The charter departed at 1800 with Class 03 03066 tucked in behind 08630 to provide vacuum brakes and Class 02 D2853 at the rear of the train for reversing movements. Four trips to the end of the running line at Springwell Halt were completed and one trip went to the very end of the low loader track in the car park. 08630 was due to leave for

Cardiff Tidal immediately after the charter, but transport problems ensued. It finally arrived at Cardiff Tidal on August 24 and was observed shunting in the yard the following day. 08818 *Molly*, 08924 and 08389 were also noted the same day, 08389 having returned following fitting of an overhauled generator by Harry Needle staff at Andrew Goodman's yard in Wishaw in July. 47853, the sole Class 47

purchased by HNRC from the DRS tender earlier in the year, has been brought in from the MoD site at Longtown. The locomotive has been reallocated from the XHSS DRS storage pool to GBHN, a new pool code for HNRC Class 47s going on long term hire to GB Railfreight. 47853 is the first of four planned for hire to GB Railfreight, the others identified as 47703 (Wabtec Doncaster), 47715 (Wensleydale Railway) and 47769 (Barrow Hill).

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Colas Railfreight



As viewed through a rather grubby train window, EWS livered 37413 was in a sorry state at Loram's Derby facility on September 16. It has surrendered parts for the active Colas Class 37s and would seem unlikely to run again. The loco is not often seen as it is usually behind other rolling stock. (Nick Edmonds)

37901 HAS been collected from the Mid-Hants Railway. Transfer took place on August 24, 0291 from the Mid-Hants to St Leonards behind

66846. Meanwhile the Colas Class 56 fleet has been bolstered with the reinstatement to traffic of 56078 and 56113 to the COFS pool from COLS.

Stored			Reinstated		
60063	WQAA	Immingham	08630	HNRL	(Barrow Hill)
66019	WQAA	Toton	56078	COFS	(Washwood Heath)
90020	WQAA	Crewe EMD	56113	COFS	(Washwood Heath)
Stored then reinstated			60019	WCAT	(active)
66145 90040			60044	WCAT	(Toton)
Transfers			60059	WCBT	(Toton)
31105	QADD	Derby RTC – Great Central Railway	66001	WBAT	(Toton)
33025	AWCX	Southall – Carnforth	66066	WBAR	(Toton)
37901	COLS	Mid Hants Railway – St Leonards	66068	WBAT	(Toton)
47501	MBDL	Crewe Gresty Bridge – Crewe DMD (July)	66070	WBAT	(Toton)
47853	GBHN	MoD Longtown – Carlisle Kingmoor	66083	WBAE	(Toton)
60019	WQAA	Toton – active (later reinstated)	66086	WBAT	(Toton)
66745	GBRT	Doncaster Roberts Road – Longport (later reinstated)	66145	WBAT	(Toton)
66182	WBAT	(Toton)	66745	GBRT	(Longport)
66745	GBRT	(Longport)	67007	WABC	(Crewe EMD)
67007	WABC	(Crewe EMD)	67022	WAAC	(Crewe EMD)
67022	WAAC	(Crewe EMD)	67028	WAAC	(Crewe EMD)
67028	WAAC	(Crewe EMD)	67030	WABC	(Crewe EMD)
67030	WABC	(Crewe EMD)	90036	WEAC	(Crewe EMD)
90036	WEAC	(Crewe EMD)	Disposals		
Reinstated then returned to store			None		
None			None		

What Now for the Isle of Wight?



Urgent investment is needed in the Isle of Wight's railway, which has become a shadow of its former self, but could its entire existence be in jeopardy?

The Isle of Wight Railway once ran for 55.5 miles across the island but now only the 8.5 miles between Ryde Pier and Shanklin remain – and its future is being questioned by some. Under Department for Transport proposals contained in the invitation to tender for the next South West Trains franchise, due to begin next June, the line was to be 'separated' from the main franchise and run as a self-sustaining business after 2019. Given it currently generates £1 million a year from fares but costs £4.5 million to run, the line's supporters argued this was a recipe for ultimate closure.

As a result, the Keep Island Line in Franchise (KILF) campaign group threatened the DfT with judicial review regarding the self-sustaining business demand it had made, claiming it was not

viable for such a small line (much the same way as the Lymington to Brockenhurst branch on the mainland is already subsidised). The DfT has since conceded the point and the relevant line now reads 'enable it to become a more sustainable business'.

Rolling stock

Popularly known as the Isle of Wight Electric Railway, the 8.5 miles of track were electrified using the 630-volt DC third rail system in 1967 and rolling stock was provided by former London Underground stock. The line was closed from January 1 until March 20 for the third rail to be installed, and the former steam shed and works at Ryde St Johns was converted to become the EMU depot.

Initially 43 1924 ex-LU vehicles were used and ran from 1967 to 1989. A decision to

replace them with 1938 stock was taken in 1988, as it became available. The 1924 Class 485s were known as 4-VECs and the Class 486 as 3-TIS. However, in 1985 the units were re-formed into five 5-VEC and two 2-TIS configurations. Vectis was the Roman name for what is now the Isle of Wight – hence the VEC and TIS designations. After the 1924 stock was withdrawn most of it went for scrap, but the five best cars were sold back to LU to form a heritage train.

The 1938 stock is designated Class 483 and its first runs on the island were in July 1989, with regular full line service use beginning in the autumn of that year. Originally 20 1938 motor cars were brought to the island to form nine two-car sets plus two spare vehicles. As of this year only five sets are operational with another kept as a spare.

ABOVE: Former London Underground 1938 stock, previously used on the Bakerloo Line, is currently used for all Isle of Wight rail services. The 1138 Shanklin to Ryde Pier Head calls at Brading on July 16. (Adrian V Paul)



During the past 42 years the signal boxes along the electrified route have been closed; Ryde Pier Head went in May 1974, Shanklin box in July 1979 and Brading box in October 1988. Up until February 25, 1989 there was a signal box at Sandown, but after it was decommissioned on that date all signalling was handled from the box at Ryde St Johns, which controls both semaphores and colour light signals.

The line became part of Network SouthEast in 1986 and when the 483s arrived they were already painted in NSE livery. The next significant change came on April 1, 1994 when the line was rebranded as the Island Line. Following ➔

RIGHT: Units 483004 and 483005 outside the converted steam shed that now forms the EMU depot at Ryde St Johns, on August 29, 1994. (Phil Barnes)

BELOW: Forming a complete '7-VECTIS' formation, 3-TIS 033 leads 4-VEC 043 into Brading on a Ryde to Shanklin working on August 17, 1980. At this stage Brading retained its semaphores at the start of the double track section to Sandown. At the rear of the train spare car S10 had replaced one of the driving vehicles on 043. (David Staines)



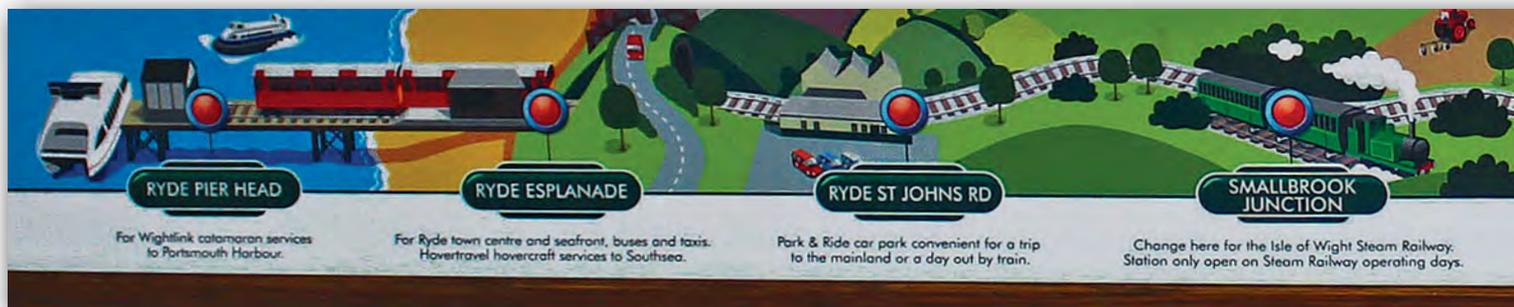
ABOVE LEFT: 485045 departs Ryde St Johns with the 1138 Ryde Pier Head to Shanklin on January 21, 1989. Today, this station still has some semaphore signals as well as one of the three substations and last signal box. (Phil Barnes)

ABOVE: Network SouthEast-liveried units 483006 and 001 prepare to work the 1122 to Shanklin at Ryde Pier Head on August 29, 1994. (Phil Barnes)



ABOVE LEFT: Passing trains at Ryde St Johns on January 21, 1989 with 485045 working the 1107 Shanklin to Ryde Pier Head and 486031 with the 1118 Ryde Pier Head to Shanklin. (Phil Barnes)





privatisation on October 13 two years later the line was run by Stagecoach under a five-year contract.

In 2000 five of the six operational units were repainted into a Dinosaur-themed livery, with the remaining unit (007) painted in LU colours. The Dinosaur scheme was phased out by September 2008 and all the units were painted into LU red as per 007.

In February 2007 the Island Line was merged with the extended SWT mainland franchise and around the same time the island's stations received a makeover with a heritage green and cream livery.

LEFT: Wearing its red London Underground colours, 483004 leaves Smallbrook Junction with the 1138 Shanklin to Ryde Pier Head on July 16 this year. (Adrian V Paul)

BELOW: In splendid sunshine 483009 with the 1009 Ryde Pier Head to Shanklin passes 483004 working the 1018 service in the opposite direction at Sandown on July 16. (Adrian V Paul)

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ABOVE: The line's route map as displayed inside the 1938 Tube stock. (Adrian V Paul)

BELOW: In contrasting light, 483004 stands at Ryde Pier Head on July 16 with the 1449 service to Shanklin. (Adrian V Paul)

What next?

With the invitation to tender text suitably amended, incumbent operator Stagecoach or FirstGroup (the two contenders bidding for the next franchise) face challenges and uncertainty. Improving the line's finances will be difficult. It is currently run under a 25-year deal between Island Line Ltd and Network Rail, whereby the operator pays a fee to run the service and is liable for the condition of the track to just

beneath the sleepers. All remaining track formations, buildings and infrastructure are the responsibility of Network Rail, which charges the operator over the length of the lease period.

However, the agreement comes to an end in 2019 and after that it is unclear what will happen. One suggestion is to replace the rolling stock with trams, using a much simplified track system and signalling, which could significantly

reduce running costs. Of course investment in the trams and overhead catenary would be necessary first. The small diameter tunnels on the line would potentially need to be enlarged to accommodate the trams and the overhead wires, and this could prove prohibitively expensive.

With the cash-strapped Isle of Wight Council unlikely to be able to supplement the coffers, it seems more likely the existing former Tube stock will remain, at least during the next franchise. Another alternative is to upgrade the stock with a further round of surplus tube trains – the 1973 Piccadilly Line examples are one option being mooted.

At least the most imminent threat to the line has been lifted with the relaxing of the wording in the invitation to tender. While this might be a relief to the line's supporters, its financial state cannot be ignored. A compromise on its future is likely to be reached between the government, the next franchise winner, and the Isle of Wight Council. **R**

BELOW: Ryde St Johns Road signal box controls all the line's signalling after Sandown box closed in 1989. (Adrian V Paul)





ABOVE: The driver of D1015 *Western Champion* (running as D1071 *Western Renown*) opens up on the approach to Teignmouth with the 1Z59 0507 Tame Bridge Parkway to Penzance charter on September 17. (Mark V Pike)



Pip Dunn
News Writer

Western remains popular

The only main line registered Class 52, D1015 *Western Champion*, remains popular with promoters as well as enthusiasts. On September 17 – running as D1071 *Western Renown* – it hauled a sell-out Tame Bridge Parkway-Penzance special for Pathfinder; the potent cocktail of Mk 1s and a Western back in Cornwall and Devon being a grade A winner.

Pathfinder has added another ‘Wizzo’ hauled train to its programme – on December 17, D1015 will take over its ‘Yuletide East Yorkshireman’ at Worcester, after the train has arrived from Swindon behind a DB Cargo Class 67. The Class 52 will then continue north to Scarborough, running via South Yorkshire and the north bank of the River Humber, avoiding Hull and heading along the Wolds line to Beverley and Bridlington, before reaching Scarborough for a 90-minute break. This charter also offers the off-train option of a trip around the Scunthorpe steelworks.

On March 25 next year, D1015 is due to work for Charity Raitours on its trip from Ealing Broadway to Machen and Sharpness. This will be a DB Cargo operation using Riviera Trains coaches.

Charity Raitours had to cancel its planned October 1 outing with the Hastings Diesels Limited 1001 due to insufficient bookings, though a double clash that day with a main line charter by the Class 40 Preservation Society and a Pathfinder Class 37 weekend tour to Mallaig will not have helped its cause.

Returning to the antics of D1015. It won't have gone unnoticed that February 25, 2017 is one day short of the 40th anniversary of the BR farewell tour for Class 52s. On that day, February 26, 1977, 1013 *Western Ranger* and 1023 *Western Fusilier* worked from Paddington to Swansea, down to Plymouth and then back to Paddington, bringing down the curtain on 15 years of BR Class 52 operations. Twenty-five years later (give or take a couple of days), on February 23, 2002, D1015 returned to the main line.

So will there be a tour to mark this occasion? Well, we hear Pathfinder is looking to promote a rerun of the farewell tour, albeit with just a single Class 52 obviously, for that day. It is still to be confirmed and Pathfinder also has its rugby train to Edinburgh that weekend (see later story), but knowing Peter Watts as I do, I can see him doing everything in his power to run the train.

If it does run, it will be fascinating to see the timings, and I'll lay money on it being a longer day out than it was in 1977! And, of course, the other key question is what colour will 1015 be? Well, we believe it's unlikely to be BR blue... Unless a sponsor comes forward? Any offers?

ROG gets ready to rock

A few issues ago we reported on a new entrant to the world of charter trains, Rail Operations Group (ROG) and, as expected, it has now gained its passenger licence and has run its first raitour: a Class 442 special at the end of August. In early September it announced its first loco-hauled charter using its long-term hired Europhoenix locos, 37800/884, on October 23.

A bargain price of £59 for a Derby to Worcester circular trip ensured the train sold out rapidly – in fact half of the seats were snapped up on the first day of sale. That was not only due to the cheap price but also the choice of locos. For example, a couple of failures aside, it was July 1, 1990 when 37800 last worked a passenger train that anyone had a chance of travelling on. It was always a rare loco – as 37143 it spent most of its time based at Immingham. And it was August 2000 when 37884 last hauled a passenger train. So even that is 16 years ago, although in its previous life as 37183 it was a steam-heat example that spent years working passenger trains in West Wales and Scotland.

So while this news for FTFC readers might not be of particular use – unless you can find someone to sell you their ticket, it is worth mentioning for the benefit of photographers, and also to highlight that ROG is running trains at last. It now presents a viable extra choice for promoters.

The train leaves Derby at 0900 and runs via pick-ups at Leicester and Birmingham



LEFT: West Coast Railways Crompton 33207 Jim Martin, with 47237, passes the site of the former Chaloners Whin Junction on the ECML with the 1223 17:15 Scarborough to Carnforth return leg of the 'Scarborough Spa Express' on September 8. (Sean White)

New Street before continuing via Hereford, the Maindee curve at Newport and up through Chepstow to Worcester Shrub Hill, arriving at 1537. Here there's a break until 1709 before the 'tractors' tackle the Lickey and return to Birmingham NS and back to Derby, arriving at 2014. The train, for which Vintage Trains acted as booking agent, should use ten Riviera Mk 2s with an ROG Class 47 on the rear for train supply and ECS moves. The final timings have already been confirmed by Network Rail.

Simplicity from Pathfinder

Pathfinder Tours has announced three further 'plain vanilla' day excursions. A DB Cargo Class 67 is the booked traction for the 'Festive York Explorer' on November 26 from Eastleigh and stations via Woking, before heading along the ECML to York. Likewise, another DBC Class 67 trip is a week later with the 'York & Durham Noel Explorer' pencilled in for December 3. The train starts at Newport and runs via Oxford and Dorridge to head

north to York, Durham and Newcastle.

The regular bi-annual Six Nations supporters' train taking Welsh fans north of the border for the Scotland versus Wales rugby match at Murrayfield is set for Friday February 24 (northbound) and southbound on the following Monday. The train will start at Carmarthen and pick up at several Welsh stations via Cardiff and the Welsh Marches, plus a stop at Crewe for any North Wales passengers, before heading to Motherwell and Edinburgh. DRS will operate the train with Class 68s as traction.

Christmas cheer from BLS

The Branch Line Society is planning two special trains covering the freight-only Rylstone branch on December 11. The out and back mini-tours will run from Skipton only and it is planned to continue past the Network Rail limit into the railhead.

West Coast Railways will operate the trains using two top-and-tail Class 47s from its fleet. Fares are £40 for BLS

members for each trip. It is possible the Bo-Bo industrial loco based at the Tilcon site will be used to pilot the trains for a short distance while in the railhead. Departure times are likely to be at 1150 and 1450 from Skipton, arriving back at 1418 and 1718. More details from www.branchline.org.uk

Time to take stock

Winter is traditionally a quieter time for charters, both for promoters and operators. The RHTT season tends to see DRS and the growing GBRF calm down, or even suspend, charter train duties due to resources being tied up on the lucrative Network Rail contracts to clear leaf mulch off the tracks. January and the early part of February usually sees West Coast Railways take time off as well, to catch up on rolling stock maintenance at a time when many of its regular promoters also like to take a break.

So while it's too early to know the spring and summer programmes for 2017 from

BELOW: DRS Class 37s 37604 and 37603 blast out of York with 'The Independent Yorkshireman' 1237 Chester to Scarborough on September 3. The Charity Railtour was organised and run by Virgin Trains /DRS/ Railway Magazine. (Alexander Cromarty)





ABOVE: The Buffer Puffer 13 tour visited the Kent and Sussex coastline behind 20314 and 20107 on August 20. The train is between Rainham and Newington with 20314 leading the 1Z21 Waterloo to Eastbourne via Sheerness, Thanet coastline, Ashford and Hastings. (Alan Hazelden)

many promoters, it is fair to say more of the same is expected. What we do know is there will still be the opportunity for charters hauled by 345, Class 50s, D1015, D9009 and, of course, established fleets such as 20s, 37s and 47s. That said, with the tyre life on 345 running low, don't expect much more than one tour – if that – in 2017 with the only main line registered Class 40.

There is unlikely to be any DRS Class 20s on charters next year (that is not set in stone, of course), but a trip with GBRf Class 20s is definitely a possibility. Class 31s – sadly – remain unlikely to see much, if indeed any, use. It has now been several

years since the venerable Brush Type 2s last worked a charter on the main line. Hopefully that will be rectified in 2017?

The move of 33025 to Carnforth for bodywork repairs should signal the end of its long overhaul. That will give WCR a pair of 33s, and after its refreshing move using 'rateable' heritage traction on some of its trains this year could a decent Crompton tour be on the cards? Let's hope that is the case and, who knows, maybe a pair of WCR 33s could appear on a pre-advertised working some time in 2017.

Class 37s and 47s will continue to see much use, as will, of course, 57s, 66s and

68s. Surprisingly, DB Cargo's Class 67s and 90s aren't as common as they once were on charters, but will still see use from time to time and will be default traction for any jobs with DBC where traction is not requested.

Expect UKR and Pathfinder to use DBC Class 60s, and 66s, and maybe 59s, on trains aimed at enthusiasts – especially those visiting rare freight lines. GBRf will continue to increase its charter portfolio, and is likely to use its 66s, 73s and 92s. With GBRf, DRS, DBC, WCR and ROG all now viable charter operators one thing is for sure, there won't be a dull moment in 2017. **RI**

CHARTER TRAIN DIARY

October				
Date	Route	Promoter	Operator	Traction
5	Southport-Whitby	WCR	WCR	47/57
7	King's Cross-Fort William	SR	WCR	47/57
7	Crewe-Ironbridge	BLS	WCR	37, 47/57
9	Fort William-King's Cross	SR	WCR	47/57
12	Manchester-Portsmouth	WCR	WCR	47/57
15	Swindon-Inverness	SR	WCR	47/57
15	King's Cross-Scarborough	UKR	DBC	67
16	Inverness-Kyle of Lochalsh	SR	WCR	47/57
17	Inverness-Swindon	SR	WCR	47/57
22	Euston-Inverness	SR	WCR	47/57
22	Stevenage-Plymouth	UKR	DRS	68x2
23	Inverness-Kyle of Lochalsh	SR	WCR	47/57
23	Derby-Worcester	VT	ROG	37800/884
24	Inverness-Euston	SR	WCR	47/57
26	Knaresborough-Edinburgh	WCR	WCR	47/57
29	Chepstow-Fort William	SR	WCR	47/57
29	Finsbury Park-Goole	UKR	DBC	66x2
31	Fort William-Chepstow	SR	WCR	47/57
November				
5	Waterloo-Ludgershall	UKR	DBC	66x2
19	Bishop Auckland-King's Cross	BATC	WCR	47/57
26	Great Yarmouth-Skipton	NT	WCR	47/57

26	Southport-Edinburgh	WCR	WCR	47/57
30	Holyhead-Edinburgh	WCR	WCR	47/57
December				
3	King's Cross-Skipton	UKR	DBC	67
7	Barrow-Bath	WCR	WCR	47/57
10	Euston-Preston	UKR	DBC	60, 90
14	Preston-Canterbury	WCR	WCR	47/57
17	Birmingham NS-Scarborough	PF	DBC	D1015
Promoters				
BLS	Branch Line Society	07785 112044	www.branchline.org.uk	
NT	Nenta Traintours	01692 406152	www.nentatrains.co.uk	
PF	Pathfinder Tours	01453 835414	www.pathfindertours.co.uk	
RTC	Railway Touring Company	01553 661500	www.railwaytouring.co.uk	
SR	Statesman Rail	0845 3102458	www.statesmanrail.com	
UKR	UK Railtours	01438 715050	www.ukrailtours.com	
VT	Vintage Trains	0121 7084960	www.vintagetrains.co.uk	
WCR	West Coast Railways	0844 8504685	www.westcoastrailways.co.uk	
Operators / stock providers				
DBC	DB Cargo			
DRS	Direct Rail Services			
GBRf	GB Railfreight			
ROG	Rail Operations Group			
WCR	West Coast Railways			

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Leeds No.1190, Built 1954 Swindon, LNER 60902, 1051 Gorton – 1952, 62011 – 1948, Brush Loco No.880 – 1986, Class 66 Worksplate, GMC Class 67 ex 67007, B'Ham C&W DEL:No.172/1961, LNWR Tender Plate No.551, LMS Ex 8F. **DEPOT PLAQUE:** Crewe Diesel. **FLAME CUTS:** Class 47 224, 47 775. **WHISTLES:** LNER B1, LMS Fowler, LMS Stanier ex Black 5, SR. **SHEDPLATES:** 2F, 2J, 3A, 3D, 3E, 5A, 6A, 6C, 7A, 8E, 9D, 11A, 15A, 16E, 17C, 21B, 23C, 30A, 40B, 40E, 55B, 55C, 55H, 65A, 66D, 74A, 81C, 84B, 84D, 88B. **LOGO ITEMS:** LNWR Boiler Dome ex Super D, GWR Copper Cap Chimney. **TOTEMS:** BR(M) Fenton, BR(M) Hunts Cross, BR(M) Foxfield, BR(M) Derby Midland, BR(M) Silecroft, BR(W) Aberdovey, BR(W) Llandrindod Wells, BR(E) Westerfield, BR(S) Hastings, BR(S) Sittingbourne And Milton Regis, BR(S) Strood, BR(S) Itchen Abbas, BR(NE) Halifax, BR(Sc) Ballgreen Halt, BR(Sc) Drem. **LMS HAWKSEYE:** Peak Forest. **TARGET SIGN:** SR Horstead Keynes. **LAMP TABLETS:** LMS Bradley Fold, Briarfield, Cherry Tree, Queensferry, Pleasington, Holywell Town, LNER Riccarton Junction, Dunbar. **ENAMEL SIGNS:** BR(M) Passengers Cross By Footbridge, Your Cycle Is Stored At Your Own Risk, For Trains To Stoke And The South, LMS Car Park, SR Booking Office, BR(S) Refreshments, BR(M) Car Park For BTC, BR(M) Way Out To Corporation Street And Platforms 1 To 10, Trains To Preston with Arrow, BR(M) Greenfields Station Frontage Board. **DIRECTION SIGNS:** C/I To Railway Station, Caerwys Rly Station. **RUNNING IN BOARDS:** BR(M) Winsford, BR(M) Walsall, BR(M) Macclesfield, BR(M) Caernarvon, BR(NE) Halifax, Frontage Board BR(E) Knebworth, Cambrian Railways St. Harmon's, BR(W) Soho And Winson Green, BR(S) Bere Ferrers. **CARRIAGE BOARDS:** Aberdare (Low Level)-Abercynon, Plymouth-Bristol-Crewe-Glasgow, The Night Ferry, Brighton-Southampton-Bristol And Cardiff, BR(S) London-Brussels-Dover-Ostend, **SIGNAL BOX BOARDS:** Lloyds Sidings North, Mold Junction, LMS New Street, MR Peak Forest North, **BLOCK INSTRUMENTS:** LNWR Rhyl No.1, LNWR Prestatyn, LNWR Permissive, Penguin Block, GCR Tyers Permissive, GNR Telegraph Instrument, MR Borwick, Pair GWR 1947, GWR Signal Repeater, NER Whitwood, GCR Pegger, GCR Non-Pegger, NSR with Backboard & Bell, Tyers Furness Rly, LNWR Fletchers Repeater. **SIGNALLING EQUIPMENT:** GWR Gangers Machine with Key Penarth G.F., Tyers No.6 Tablet Instrument, RSC Miniature Staff Instrument, MR Signal Arm, L&YR Horwich Pediment, CLC Painted Wooden Lever Backboard, CLC Signal Arm & Spec Plate. **SIGNALS:** NER Slotted Post Gantry Signal Complete, GWR Centre Pivot Wooden Post Signal Complete, Midland Railway Bracket Signal Scale Model. **GROUND SIGNALS:** GWR 1918 Pattern, BR(W). **FINALIS:** Caledonian, Great Northern, NER. **LEVER PLATES:** LNWR To Leicester, From Leicester, LNWR From Wrexham, (LYR) Loversall Colliery. **SEATBACK:** Jordanhill. **SHELF PLATES:** To Croes-Newydd. **KEYTOKENS:** Carno-Talerddig, Bodmin General-Boscarnie Jnc, Portsmouth Arms-Umberleigh. **GROUND FRAME KEYS:** **STAFF:** Dunmow-Bishops Stortford. **TABLETS:** Butlins Sidings – Thrapston No.5. Dava - Grantown-On-Spey West. **CLOCKS:** Barry Railway, GER, LNER Mantle Clock. LNER double sided Fusee, LNWR Joyce Whitchurch No.4489, LNWR 8" J N Walker, LMS Spring 8 Day. **CAST IRON:** GWR Signalbox Door Notice, GWR Tool Van Notice, Cambrian Railways Trespass, M&GN Trespass, LNWR Bridge Restriction, LYR Electric Lines, NSR Stoke Bridge Diamond, LNWR Euston Bridge Diamond, South Yorkshire Joint Line, GWR Passengers Cross The Line By The Bridge, Taff Vale Trespass, Highland Trespass, SMJ B-O-T, GWR Manor House Hotel, GWR Catch Points 445 Yards with Hand, GWR All Down Goods etc, SUCR Bridge Notice, Metropolitan & District Railway Bridge. **WOODEN SIGNS:** To The Trains For Nassington And Peterborough, CLC Ry No Thoroughfare, Engines Must Not Pass This Board. **BOUNDARY POSTS:** L&ORY, MS&LR, NER Square Top, Cambrian Railways, GWR Triangle. **BRIDGEPLATES:** H.R. Footbridge Plate, T.Woodall 1898, LNW & GW Joint No.63, LM&SR 48b (Viaduct), WR&GR 71 (Viaduct). **PLATFORM LAMPS:** NBR Broughty Ferry, MR Alsop-Le-Dale, LNWR Gilwern, Cambrian Railways Trefeinon, GWR Waiting Room Lamp & Bracket. GWR Lantern Top, GWR Lamp Post Complete with early ornate Lantern Top Kerne Bridge. **HANDLAMPS:** Cambrian "W&LJRY", Cambrian "VOR", GCR Connah's Quay, GWR Copper Top, LNWR Small Inspectors, GNR West Hallam, GN&GE Jt. Pinchbeck, GN of SR Craigellachie Junction, CLC Police, GER Whittlesea No.17, SE&CR, ECJS General Purpose, LYR, BR(W), GNR Raucedy Dolly Lamp. **HEADLAMPS:** Cambrian Railways Plated Headlamp, LBSCR Plated Tail Lamp, BR(W) Headlamp, BR(E) Headlamp. **WAGON PLATES:** Clayton Wagons, Lincoln Wagon Works, North Central Wagon Co., L&Y Waggon Co. GER 1896, North Central Owners, Highland Rly Lochgorn 1907. **CARRIAGE PRINTS:** Euston Station, Knutsford, Newark Castle, Ashbourne Derbyshire. **POSTERS:** BR(M) Q/R LM Electrification, GWR Cornwall. **RARE BUTTONS:** The Birkenhead Railway Company, Birk, Lanc & Chester Railway Co. **HORSE BRASSES:** **BADGES:** BR(M) & BR(NE) Fishtail Excess Luggage, BR(M) Totem Excess Luggage. **OTHER ITEMS INCLUDE:** 2FT Gauge Working Ruston Diesel Locomotive, 5" Gauge Class 37 Loco, Midland Railway Finger Board, Cam Rys Letter Rack Towyn, Set Of NER Counter Top Weighing Scales, LMS Art Deco Station Frontage Board, BR Lion & Wheel Emblem, GER Ventilator & Weather Vane, L&YR Umbrella Stand, LNER Coronation Footstool, Pair GER Seat Ends, GCR Platform Seat Caergwrle Castle, LNWR Platform Seat Rock Ferry, GWR Dreadnought Platform Trolley, GWR Sack Truck, Cambrian Rlys Fire Fender, Cam Rys Llandinam Cash Bag Plate, GWR Jigsaw Britain's Mightiest, LB&SCR Pocket Watch, LNER Pocket Watch, GWR Pocket Watch, Cambrian Rlys China Teapot, LNER Coronation Teapot & Bread Basket, LMS Large Crested Teapot, Station Vending Machine Carreras Club Cigarettes, Wrigley's. Enamel Advertising Signs: Gilbey's Wines & Spirits, Nectar Tea, Robins Starch, Essolube, Pratt's Motor Oil (Art Deco), W H Smith Stations, Bentley's Breweries, Hudson's Soap Clock, Bedford Trucks, Fifes Bananas, Milk Maid, Boars Head, Brooke Bond Spoonful, Webb's Tomatoes/Stocks, Carpol, Church Army Hut, Paethorpes, Bourneville Cocoa. 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- 47245 THE INSTITUTE OF EXPORT
- 47338 WARRINGTON YARD
- 47736 CAMBRIDGE TRACTION AND ROLLING STOCK DEPOT
- 47737 RESURGENT
- 47746 THE BOBBY
- 47764 RESOUNDING
- 47786 THE STATESMAN
- 56032 SIR MORGANNWG GANOL MID _ GLAMORGAN
- 56033 SHOTTON PAPER MILL
- 56091 CASTLE DONNINGTON POWER STATION
- 56103 STORA
- 59202 VALE OF WHITEHORSE
- 60031 ABP CONNECT
- 60053 NORDIC TERMINAL
- 60055 THOMAS BARNADO
- 60088 BUACHAILLE ETIVE MOR
- 67004 POST HASTE
- 73126 KENT AND EAST SUSSEX RAILWAY
- 86261 THE RAIL CHARTER PARTNERSHIP
- 90020 COLONEL BILL COCKBURN CBE TD

- Presentation plate, uncarried ALLERTON T&RS DEPOT
- Presentation plate, uncarried TRENVDUR

- Badge FORD
- Badge BRITISH COAL
- Badge THE INSTITUTE OF EXPORT
- Badge COUNTY OF SUFFOLK
- Badge NORTH EASTERN

- Depot Plaque LEICESTER uncarried
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- Depot Plaque CARDIFF GOAT broken
- Depot Plaque TOTON small broken



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Running Out of Pace

Love them or loathe them, the four-wheel Pacers have been with us for 30 years, but with the first due to be taken out of service in two years' time the end is in sight for these unusual DMUs, as **Evan Green-Hughes** relates.





In the 1980s the country's railways were in a very different place from where they are now. The then Government saw them as something of an inconvenience and resented the huge amount of money that it had to spend keeping the network running. Passenger numbers and income were dwindling and the system was run down. One of the biggest issues was that many of the country's local services were being worked by first-generation multiple unit trains that were around three decades old and were reaching the end of their lives.

Replacement plan

British Rail already had plans for their replacement and two diesel-electric prototype Class 210s, had been constructed utilising a similar bodyshell design to the Class 317 EMU. Unfortunately, these cost around £1m a set and proved to be far too complicated for the job required, with part of one vehicle taken up with the engine compartment. In the prevailing economic climate there was no way that sufficient funding was

going to be available for a production batch and so it seemed as if BR would have to soldier on with what it had. However, by this stage a definite promise had been made to rid the system of any vehicles that contained blue asbestos, and that included a large number of first generation units. Either the railways were going to have to spend some serious money rebuilding these venerable vehicles or another solution would have to be found.

At this time the Government was also the proud owner of a rather large bus factory at Workington in Cumbria. This had been developed as a joint project between the state-owned National Bus Company and British Leyland and had opened in 1972. The plant manufactured an innovative module-based single decker called the Leyland National, but the volume of orders had never come anywhere near what the plant could cope with. Consequently its managers sought ways of expanding the business, and naturally they looked towards the railway market as a potential customer. In 1976, in collaboration with British Rail's

Research department, a set of standard body modules was assembled, largely over one weekend and in conditions of some secrecy, and was shipped to Derby where it was married with a four-wheel, but as yet unpowered, underframe. The resulting contraption was towed up and down at speeds of up to 100mph and later had a Leyland 510 diesel engine and transmission fitted, becoming known as the LEV 1 railbus. Field trials both at home and abroad followed.

The railbus project was originally thought of largely as one with export potential, but by this time the passenger transport executives of the largest metropolitan areas had still not found something they could afford to replace existing DMUs on grant-aided services. Accordingly, work started on developing a two-car version of LEV1, which would have been longer but would have retained the same bus-style ends as the prototype. However, BR then intervened with a decision that any new unit would have to be fitted with the cabs it had already designed for the Class 210. Consequently, Workington had to graft these onto its production line, despite the fact that the National bus body was 10in narrower than that of a standard train! This decision set the project back many months, but by June 1981 the two-car set, now known as 140001, was finished and made its debut at an exhibition at Leeds station.

Ugly duckling

The train embarked on countrywide trials, but you didn't need to know the results to come to the conclusion that it was the ugliest unit that had ever been built. Not only that but, partly due to its weight, it rode badly too. Clearly the Class 140 wasn't what was required and BR finally realised that it had made the designers build something that was about as far away from the original concept as it was possible to get.

The consortium formed to progress the railbus project went back to the drawing board, this time with the remit to include as many Leyland National parts as

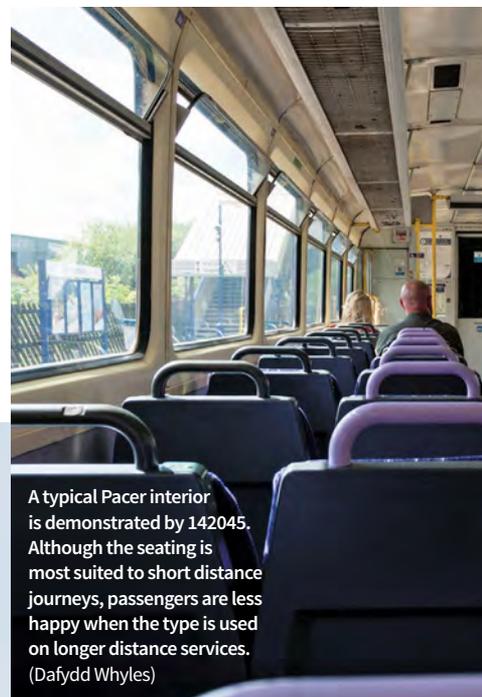
ABOVE: The first Class 142 Pacer 142001 wearing the original Greater Manchester livery at the city's Victoria station on May 14, 1989. (All photos Gavin Morrison unless stated)

LEFT: An interesting combination with one vehicle from 142066 in Northern Spirit livery leading an unidentified Regional Railways example past the site of the old Wakefield steam shed (56A) with a Wakefield-Knottingley service on June 29, 1999.



MAIN IMAGE:

At the moment the only fully operational and preserved Pacer is 141113, which is currently at the Midland Railway. The unit, the only 141 fitted with Cummins engines, was withdrawn in 1999. It passes Ironville in June 2014 on a Hammersmith working. (Evan Green-Hughes)



A typical Pacer interior is demonstrated by 142045. Although the seating is most suited to short distance journeys, passengers are less happy when the type is used on longer distance services. (Dafydd Whyles)

possible and also to reduce the weight of a two-car set, as compared with the Class 140. Efforts were spurred on by an order from West Yorkshire Passenger Transport Executive for 20 sets, and the resulting Class 141 eventually emerged in September 1983. This class featured a redesigned front end that was based on the Leyland National, but incorporated greater strength. Otherwise, all standard panels were used. The completed bodies were nine inches narrower than normal rail vehicles, and because they were being built on bus jigs, standard bus doors were used, one each side of each vehicle. Each end featured a compartment that was fitted with fold-down seats in an area that could be used for parcels carriage and could be closed off and locked as required.

The Class 141 was pretty basic inside

and looked and felt like a bus, but reaction from the public was largely positive. The ride was much improved from the Class 140, but there was still a tendency for each coach to rock backwards and forwards on coming to rest. However, the reaction from the engineers was anything but positive as the new trains proceeded to set new records for failures. There was a particular problem with the Self-Changing Gears gearboxes that proved particularly prone to failure, and the Leyland TL11 engines did not seem to be as reliable as the 680s used on the first generation units, from which they were descended. In fact, it was to be many years before all 20 Class 141s were to be in service at the same time.

During production of the Class 141 it had been planned that a wider version,

to normal rail width, would be offered at additional cost. But, in the event, when the Government made money available for bulk production it also insisted that any future orders were to go out to competitive tender. Scottish bodybuilder Walter Alexander based its price on providing a full-width body at no extra cost and this forced Leyland to alter its standard design to make it wider. This was done by incorporating cove pieces in the upper modules at each side, and henceforth all rail vehicles were built to the full width, allowing the fitting of 3x2 seating instead of the 2x2 provided in Class 141. This decision had severe financial implications for Leyland's Workington plant, removing most of the profit that would have been made from the railbuses.

ABOVE LEFT: The Pacer was never popular in Cornwall, especially on the twisty branch lines where wheel squeal was a major problem. Wearing chocolate and cream livery, 142021 and 142022 are near Restormel with an up local service on August 28, 1987.

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GWR Class 143 Pacer, 143618, leaves Dawlish Warren with the 2T24 1653 Exmouth to Paignton service on September 1, 2016. (Tim Squires)



Pacer 144021 in the first West Yorkshire PTE livery leaves Hensall on a Goole –Knottingley-Leeds service on March 13, 2000.

Nevertheless, in January 1984 Leyland got its order for 50 more two-car sets and had high hopes of export sales to top those up. These had a similar design of cab to the previous model except, obviously, they were wider and inside some of the bus features, such as the raised driving position, were omitted. Also, the small crew doors that were provided on the 141 were done away with and instead each vehicle had a pair of power doors immediately behind the cab, with an additional door to the rear of each vehicle, which gave three doors per side per set instead of the previous two. The seating capacity was raised from 94 to 121, due to the adoption of 3x2 seating and there were changes to the internal arrangements for luggage, drastically reduced them. The new units, designated Class 142, entered service

in Greater Manchester and the north east. Some were also initially sent to Cornwall and Devon but they were soon sent packing, as they proved to be completely unable to handle the curves on the branch lines onto which they had been deployed.

Developments

Meanwhile, Walter Alexander had finished the first of its versions, the Class 143. These were a completely different animal to the Class 142, having a proper coach-built aluminium body that had many refinements over the Leyland product, although following the same basic layout. This class had frames supplied by Andrew Barclay to the same design as had been used by British Rail Engineering, and the 25 examples were allocated to the Newcastle

area. Further orders for the 142 brought the total of that class up to 96, while Alexander also received a follow-on order for 23 sets for West Yorkshire, this time to be supplied on the BREL underframe similar to the Class 142. So, this final version of the Pacer was to become Class 144. The last batch, in 1987, was for ten powered centre cars that went into the Class 144s.

The 142s-144s had some improvements compared with the 141. The braking system had been changed to the Davies & Metcalfe three-step type, although the actual brakes were still worked by the cable method where the brake cylinders were remote from the wheels. Fully automatic BSI couplers had been fitted instead of Tightlock and the Class 143s and 144s were also fitted with two-piece folding doors, ➔

BELOW: One of three Class 142s to run in Regional Railways livery, 144013 passes Whitley Bridge junction with a service to Goole on March 23, 1995. Eggborough Power Station is in the background.



which proved to be a vast improvement on the Leyland four-leaf version. Unfortunately, all retained the gearbox from Self-Changing Gears and this proved to be so unreliable that at times rows of Pacers were standing on depots awaiting gearboxes. The resulting cost was such that it threatened to bring down Leyland, which owned Self-Changing Gears. Also retained was the Leyland TL11 engine, which gave much more trouble than had been expected.

Modifications

Clearly, drastic action was required and as a result 141113 was taken into the technical centre at Derby and fitted with Cummins LT10R engines and Voith T211R hydraulic transmission on an experimental basis. This modification was very successful and therefore a decision was taken to re-equip the whole Pacer fleet with Voith transmissions; the work being carried out at Hunslet Barclay in Kilmarnock and at Doncaster Works. Changes were also made to the braking system, which involved ditching the cables and repositioning the brake cylinders directly next to the wheels, meaning different wheel bearings had to be used. Four-leaf doors used on the Class 142s were also gradually replaced with a two-leaf type similar to the one employed on the Class 143/4. Cummins engines slowly spread throughout the fleet over the following few years, but many units ran for a while with the original engines, but coupled to Voith gearboxes.

The narrow-bodied Class 141s underwent a more intense modification programme, which saw them being sent to Hunslet Barclay in Kilmarnock in 1988-89 where they were reworked to be compatible with the other Pacers. They received coupler and electrical changes,



ABOVE: Class 143 143624 passes Cargo Fleet wearing the Tyne and Wear livery on June 24, 1991.

their braking system was fundamentally altered, and a second shock absorber was added to each axle to improve the ride characteristics. The rebuilt units lost their Verona and Cream liveries in favour of Metro red and cream, but retained the original engines and gearboxes.

The Pacer fleet then settled down to an unremarkable existence, with the majority being employed on services in the northeast and northwest. Manchester, Leeds and Newcastle have always had the largest allocations, but there are also Class 142s and 143s used in the Cardiff area. Branch lines around Exeter have also been a stamping ground for the Pacers,

although only Class 143s are now based there, the 142s having moved north.

Variations

The Pacer fleet has undergone a number of refurbishments and upgrades during its lifetime. Today there are several variations of Class 142, a handful still retain their original interior layout and around 30 still have the low-back bus seats fitted by Leyland, though with the end of one carriage adapted to provide bike and pram space. Those units formerly used by Arriva Trains North East were fitted with 2x2 seating with headrests and diffusers over the lighting, but these have proved

BELOW: Northern Pacer 142093 passes Keerholme (between Carnforth and Wennington) with the 2H05 1639 Leeds to Morecambe service on August 22, 2014. (Robert France)

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ABOVE: Two-car Class 144 144002 in West Yorkshire PTE Livery leaves Halifax for Huddersfield on September 15, 2007; the famous Macintoshes Toffee factory is in the background.

BELOW: The 2H08 0856 Blackpool North to Hazel Grove service, formed of 142031 waits to depart on April 23, 2016. (Robert France)



unpopular due to the fragile nature of the seats and also the angle at which the backs are set.

Units that were at one time sponsored by Merseyside PTE have bus-style individual bucket seats in 3x2 configuration, of a type that must be the most uncomfortable ever made. These units are fitted with electronic interior displays. Many units have also lost their original 'pod' style interior heating in favour of a more conventional low-level system.

Class 143s and 144s have all been equipped with high-back 2x2 seating that, although more comfortable, badly restricts the view. Recently Porterbrook Leasing had 144012 rebuilt to accommodate a fully disabled-compliant toilet in an effort to show what could be done to make the fleet suitable for service post-2020, when new disability access regulations are due to come into force. However, this fixture takes up a great deal of internal space and is unlikely to be added to any further units now that new trains are on order for the north of England.

Multi-coloured

During its lifetime the Pacer fleet has carried a surprising number of liveries. When built, the 142s came in GWR-style Chocolate and Cream, Greater Manchester PTE orange, and an early version of Regional Railways blue. Following later have been Regional Railways grey, Tyne and Wear yellow, Arriva Trains, Northern, Merseyside PTE yellow, First North Western blue with gold star, First Great Western and Cardiff Valley lines, to mention but a few. The 143s started life in Tyne and Wear Metro yellow, but later have carried First Great Western, Valley lines and a number of one-off advertising liveries. The 144s were originally West Yorkshire Metro red with a cream stripe, but later carried two other versions of the Metro livery before all being painted in Northern colours. Three were also painted in Regional

Railways grey livery for a time, and there have been a few one-offs as a result of council sponsorship.

Disposal

Apart from a small number written off in accidents, the Pacer fleet has survived relatively intact, although the troublesome Class 141s were disposed of during the 1990s; the last one running on the main line in 1999. Several were exported to Iran but are all now reported out of use, while two sets went to Holland, but have never been used. One was converted into a weed-killing train, but that soon followed the others to Iran. In this country 141103/110 went to the Weardale Railway, 141108 to the Mid-Norfolk and later the Colne Valley, while unique Cummins-powered 141113 was preserved at the Midland Railway. Currently only 141113 is serviceable, while 141103/08 are – in an echo of the past – laid up with gearbox faults, and 141110 has been scrapped.

Withdrawal of Pacers is due to start in September 2018 when five two-car Class 144s will be taken out of service; 142s will follow from November the same year and the whole fleet is due to be stood down by October 2019. Interestingly, the three-car Class 144s are all scheduled to go in March 2019.

Commuters who use the Pacers on a daily basis are said to be delighted that these venerable trains are to be taken out of service. For many years campaigns have been mounted against them and the basic level of service and comfort they provide. There has also been much disquiet that most of the recent investment in new rolling stock has been aimed at the south, and quite rightly people have pointed out that passengers today expect much more than the Pacer can provide.

Some enthusiasts, on the other hand, have always had a soft spot for these idiosyncratic trains with their basic interiors and bus-like features, which have battled on for over three decades despite only ever being intended to be a stop gap with a short lifespan. There are many who enjoy the wide open feeling of the original interiors, much preferring them to the contemporary Class 150, which is destined to take over many of the Pacer routes in the north. News of their withdrawal has sparked an interest in the type that seems to be just as strong as when the first-generation fleet was taken out of service in the early 2000s, and stations are currently seeing many people out with their cameras, anxious to record the final years of these quirky trains.

However, this may not be the last of the Pacer. Several preservation societies are anxious to add at least one to their collections and there are rumours that some may even be sold abroad for further use. Government officials are also said to have been looking into the possibility that some might be used by heritage railways to provide connecting services to the main line. It is likely, therefore, that somewhere, even after the final withdrawals in 2019, we will still be able to enjoy that unique bouncing feeling that only comes with a ride on a Pacer. [RI](#)



NSE 30 Marked in Style!

The Network SouthEast Railway Society (NSERS) celebrated the 30th anniversary of the formation of the former British Rail sector by staging a gala event at Finmere Station on August 13/14. The commemorations started on the Saturday morning with a special and very appropriate naming of Phase One 4-CIG EMU 1753 *Chris Green*, who is Honorary President of NSERS (and former Managing Director of ScotRail, NSE and Intercity). During his career Chris Green was regarded as being one of the most dynamic railway managers of modern times. The 1753 name was unveiled by the man himself in front of invited guests from the world of EMU preservation and supporters of NSERS. During the ceremony, Society Chairman Dave East revealed

the intended refurbishment of 1753 back into NSE livery, including glazing and bodywork repairs.

At midday, Finmere station was formally opened to the public by Chris Green at the society's new museum. This is a brand new information and education facility that can 'go on the road' to visit other preserved railways and attend special events. As explained during a guided tour, completion works at the museum were due to continue into the autumn.

Traction was provided with 1753 working in multiple with Coulsdon Old Vehicle Engineering Society's (COVES) Class 73 130; the formation gave rides along a short demonstration line. Thanks were also passed to COVES members for allowing Finmere station to be given a full NSE make-over by the NSERS. There was

an abundance of period reproduction signs and original station furniture and special attractions included a working iconic 'clicker' clock and a Solari departure board.

The Epping Ongar Railway was also thanked for lending its famous Capital Card 'super car' (bus/train/tube). Another facility provided in conjunction with COVES was the Bicester Tractor Club, which gave onsite displays and local tours. In true NSE style, a classic NSE goodie bag was given to each visitor, with balloons and colouring books reproduced from the period.

If you are interested in getting the NSE museum to visit your event or railway, please contact the Network SouthEast Railway Society at www.nsers.org

Thank you for travelling Network SouthEast.

MAIN IMAGE: Class 73 73130 heads 4-CIG 1753 out of Finmere Station for a short trip along the demonstration line. (All photos NSERS)

BELOW LEFT: Former Network SouthEast Managing Director Chris Green names 4-CIG 1753 after himself at Finmere on August 13.

BELOW: Arguably one of the strangest vehicles to grace the UK's roads, the Epping Ongar Railway's 'super car' bus, tube and train combo attracted a lot of attention.



Peter's Railway

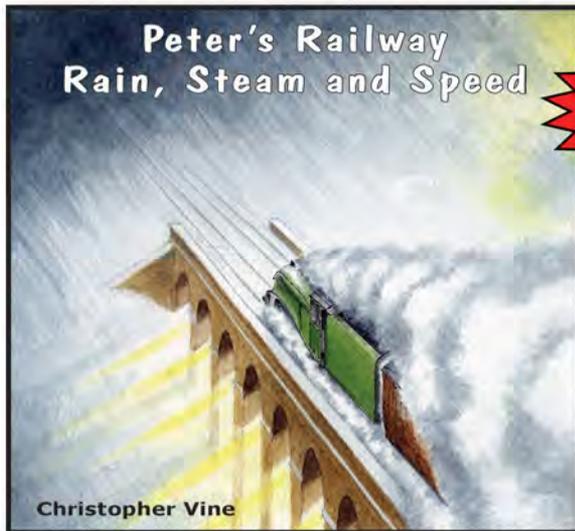
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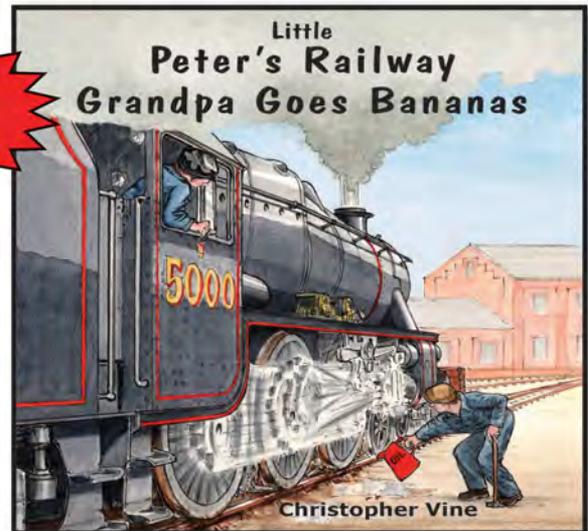
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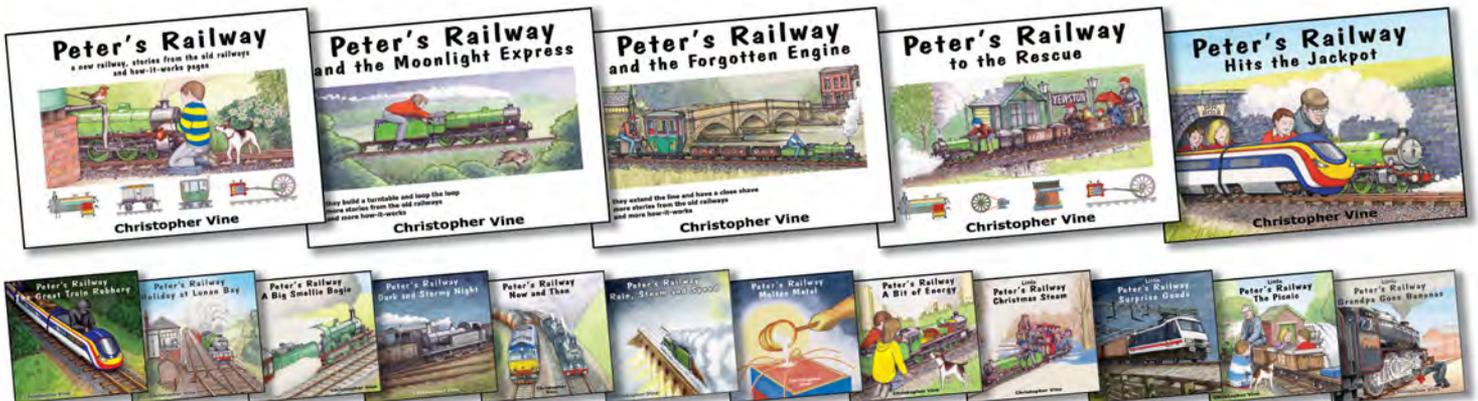
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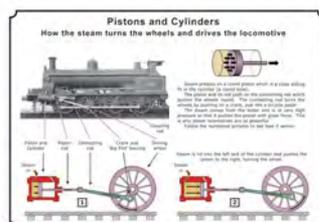
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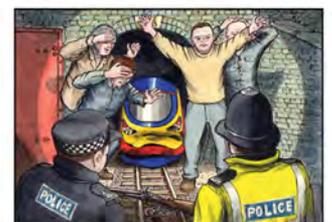
Story



Technical



History



Adventure

Compressed Air Locomotives



IN MY last article I gave details of fireless locomotives and I thought it would be interesting to show a similar variation of the concept. Compressed air locos also have a 'boiler', but it is just a receiver. The type dates back to the late 19th century and the first use of this kind of engine on a commercial basis was in 1881 when a batch was built by the Grange Iron Co for a number of north east collieries – these were known as Lishman & Young's Patent Air Locomotive Engines. One of the main users was the Earl of Durham at Lambton Colliery and there they were employed to bring a loaded wagon from the coal face to the main roadway. They replaced pit ponies and 'man haulage' although, in fact, most of the work was done by young boys. Compressed air

Roy Etherington's replica compressed air loco giving a very unusual railtour on the Statfold Barn Garden Railway in October 2013. The second mine tub is fitted with a compressor to enable the loco to have a mobile supply of air. (Bob Darvill)

was pumped from the surface to underground and on one charge a loco could move four tons for 500 yards.

The locos were very basic with no springs and only a simple brake with wooden brake blocks. They also had no reverse gear, and instead were fitted with a slip eccentric. So to go into reverse they had to be pushed by hand until the eccentric was in the right direction! The design didn't last for too long, as they were all out of use by the end of the 1880s. However, drawings were still around at the start of the 21st century and Roy Etherington decided it would be an interesting project to build a

working replica. With help from his colleagues at the Statfold Barn Railway, an example was completed in 2009. It is based at Statfold and on most open days it can be seen working. It is a very interesting loco (even more interesting to drive!) and it shows how the first mines' locos were used in the UK.

Although the UK didn't go for this type in any numbers, many countries made good use of the design right up to the middle of the 20th century. Most of the mines in mainland Europe had them, and if you drive around countries such as France and Belgium a large number can be found in former mining towns preserved alongside roads,

and they are well worth a look. The USA was also a big user, so quite why the UK didn't go down this road I don't know.

A couple of years ago Nick Kelly imported another compressed air loco from British Columbia, Canada – a Type 401 built by the American firm of Eimco. This was Eimco 401-216, built in 1968, and it is now on loan to the Lea Bailey Mine in Gloucestershire. It has been returned to working order after re-gauging from 18 inch to 24 inch gauge, and it can be viewed on open days.



Bob Darvill
News Writer

News and moves

MANY FIRMS have been involved with recent loco moves, but probably the most interesting relates to the large GECT locos that Ed Murray has acquired from the closed Lackenby Works. 268 GECT 5465 received an overhaul at the Chasewater Railway and at the beginning of August it was sent on hire to Hanson Quarry Products while an engine overhaul was carried out to its American switcher. Although not as powerful as the American loco (750hp as opposed to 1,000hp) it has proved quite successful. I've been informed that it managed to move a train of 3,700tons out of the quarry to the exchange sidings.



277 GECT 5475 undergoes trials at Cleveland Potash at Tees Dock during August. (Bob Darvill)

Another example, 277 GECT 5475, has been moved from Lackenby Grids (where it was still in working order) over to Cleveland Potash, (Tees Dock) where it has been on trials/driver training. At the present time Hunslet Engine is supplying two Andrew Barclay locos to this site, but it is quite possible that the supplier may change in the not-too-distant future.

Other moves include one by Pete Briddon; he has completed repairs to WB 3209/RSHD 8364 on behalf of Brush/Wabtec, Loughborough, and it was moved back in the middle of August, while hire loco TH 265V returned to Darley Dale. HNRC acquired the last loco from Coryton Refinery, Stanford-le-Hope a few months ago. This was a large 0-6-0DH built by Thos Hill in 1981 (TH

294V) and it has been moved up to Barrow Hill for appraisal.

Hunslet Engine has completed the overhaul of Thos Hill Steelman loco TH V325, which has been repainted in Hunslet's red livery, and in the middle of September it went out on contract hire to the Malcolm Group at DIRFT Crick. Hunslet Engine is still carrying out overhauls of MoD locos and, at the end of July, 01550 TH V324 was returned to Bicester. Two other MoD locos are due to arrive in September and full details of these will be given in due course when the movements take place.

One other item I gave details of a couple of months ago needs clarification. 01585 RH 459518 was sold by Chiltern Railways a while ago and was taken to Tyseley Depot, from where I was told it was going to be moved to Long Marston for use by Vivarail. However, that appears to have been incorrect, and in the middle of July it was taken from Tyseley to the Buckinghamshire Railway Centre at Quainton Road.

Class 68 'Wired for Sound' cab-ride DVD

68 COMMUTER

68012: London Marylebone-Banbury

Chiltern Railways' 17.21 Marylebone to Banbury service is popular not only with commuters but also with followers of the increasingly popular Class 68 locomotives. Vossloh-built 68012 is given the full **WIRED FOR SOUND** treatment in this brand new cab-ride DVD. With 3,750 horsepower on tap, the locomotive not only delivers an impressive audio performance, but also demonstrates how quick off the mark Class 68 are!



Immediately after leaving Marylebone the line plunges into St. Johns Wood tunnel and then Hampstead tunnel, before emerging into daylight at Finchley Road. After running alongside the London Underground as far as Neasden, the journey continues through Wembley Stadium to join the route from Paddington at South Ruislip. 68012 is on full power for the 21-mile climb over the Chiltern hills to the summit at Saunderton, interrupted only by station stops at Beaconsfield and High Wycombe. With the route level after Princes Risborough, there's some fast running up to 100mph through Bicester North to Aynho Junction where the Chiltern Line joins the Cherwell Valley route. Five miles later, Banbury South signal box and its GWR semaphore signals are seen in their last days of operation before 68012 arrives at its platform 1 destination. **BONUS FEATURE:** providing a complete contrast is a cab ride from Princes Risborough to Aylesbury on heritage 'Bubble Car' 121 034.

With a running time of 90 minutes, this DVD is available priced at £19.95 (post free) from the address below, or by ordering online through our website at www.locomaster.co.uk. Or you can call our **CREDIT CARD HOTLINE on 01753 545888.**

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AN IMPROMPTU big locomotives weekend broke out at the Severn Valley Railway on August 20/21 when a steam failure meant both 50031 *Hood* and 50035 *Ark Royal* were working trains on the Saturday while D1015 *Western Champion* was out on the Sunday with D1062

Class 50 50031 *Hood* made its first passenger runs in its recently applied InterCity livery at the Severn Valley Railway on August 20 due to a shortage of serviceable steam locos. Following its rededication ceremony on September 17 it passes Foley Park with its newly applied nameplates and crest. (Alexander Cromarty)

Western Courier on the Driver Experience. Along with the two available Bulleid Pacific steam locos there was a very Western/Southern

feel to the weekend.

The steam shortage extended into the following week with Class 20 D8188 called up to work two round

trips on the Tuesday. There was a full complement of steam locos available for the Wednesday, but a failure late on in the day saw 50035 scrambled to rescue a train stuck at Bewdley. *Ark Royal* worked it through to Bridgenorth before returning light engine to Kidderminster.

Cedric Wares outing at the Spa Valley

CLASS 09 09026 *Cedric Wares*, based at the Spa Valley Railway, received attention to its air system and electrics at the beginning of August followed by a fitness to run exam and test

run before the diesel gala from August 4 to 7. The first public run in preservation was on the event's first day and the loco hauled a special excursion at the event, covering rare track that is

not normally used by passengers. After the charter had returned, cab rides were sold for the rest of the day and the remaining gala days saw 09026, Class 10, D3489 *Colonel Tomline* and visiting

Class 14, D9537 haul a mixture of passenger trains and brake van rides. The 09 will take part in the October 21-23 diesel gala, after which it will be retired for a much needed generator overhaul.

DIESEL DAYS AND GALAS



Alistair Grieve
News Writer

- It is hoped that, pending the completion of repairs, Class 14 D9523 will be able to take part in the Nene Valley Railway's October 14-16 diesel gala. If it does, it will be restricted to the Yarwell Shuttles on the Saturday and Sunday.
- Sadly, despite the success of the diesels at the Strathspey Railway's

July Family weekend, the proposed diesel gala for November has been cancelled. The railway does plan to hold another Family weekend in 2017, so hopefully the diesel will get a good showing then.

■ November is looking very sparse for diesel activity with only the regular South Devon Railway event at the start of the month (4-6) for the diary. While the diesels that will be in use have yet to be determined, it is hoped that Class 50 D402 will be on display in 'as delivered' condition

now the bodywork welding has been completed.

■ Outside of the SDR gala there is still the regular diesel diagram working at the East Lancs Railway on November 6/12/13/19/20 before the Santa Specials begin. These, like those at the Great Central Railway that also start on the same weekend, are usually top and tail steam and diesel. The Great Central Railway's diesel diagram runs on the preceding November weekends, but due to the need for train heat, is

usually a DMU in the winter months. None of the diesel fleet has steam heat capabilities.

■ The Wensleydale Railway has announced it will be holding an event on September 14-17, 2017 to celebrate the 60th anniversary of the Class 20s entry to traffic with British Railways in 1957. It hopes to have a minimum of 12 working examples, including 20169 (currently at Kirkby Stephen), which is being targeted with a return to service at the event.

DMUs Move for Restoration

THREE DMU vehicles that have been preserved for 32 years are to move from the Great Central Railway to Grinsty Rail at Matlock to be restored.

The pair of Class 127 Driving Motor Brakes, and a unique Class 120 Trailer Second Buffet car, were saved in 1984 by the Red Triangle Society, made up of former railwaymen from Cricklewood

depot. Now, with the original membership somewhat older, the decision has been taken to release the vehicles for use elsewhere.

There had been a great deal of concern about the future of Trailer Buffet car 59276, a unique survivor. Although complete, it is still insulated with asbestos, which will have to be removed as part of any restoration attempt. Over recent

years the bodywork of the vehicle has deteriorated badly making any preservation attempt an expensive proposition.

The two Class 127s, 51616 and 51622, are also very rare with only three others in existence. They are extremely rundown and require major bodywork repairs before being useable again.

All three vehicles have been at the

GCR since they were saved and at one time were used intensively on the line. The power cars have Rolls-Royce eight-cylinder engines and hydraulic transmission, which has made them unpopular for heritage railway use and also contributed to their early withdrawal from the main line. It is thought that once restored the three vehicles will be offered for hire to other railways.



Clearly in need of a coat of fresh paint (yellow or otherwise) 31105 leads sister loco D5830 with the 2A37 1545 Loughborough to Rothley Brook service on the Great Central Railway on September 11. (Steve Donald)

GCR Ped Power

Busy Pacer

FIRST SERIES Pacer 141113 had a busy summer season, working almost continuously for the six weeks of the summer holidays at the Midland Railway Butterley. The unit was used for 29 days during the holidays, mostly for the popular 'trains to the seaside' event, due to non-availability of other stock and a desire to constrain costs. It also worked for three days shuttling passengers into the 'Indietracks' festival where it was used for 14 hours each day. The 1983-built unit, which has already spent 17 years in preservation, is currently having its seats re-trimmed and receiving attention to its doorway wells, including corrosion repairs and the fitting of improved non-slip surfaces.

MULTIPLE UNIT NOTES



Evan Green Hughes
News & Feature Writer

■ North Norfolk Railway-based Class 101 Driving Motor Brake 51192 has re-entered service following a repaint and body repairs. The vehicle, which is owned by the National Railway Museum, arrived at Weybourne four years ago after a number of years on loan to the East Lancashire Railway. The work was completed in record time, taking only a few weeks, as it was required for service.

■ Unique Wickham-built power car 50416 has been lifted at Llangollen so that its bogies can be inspected and properly lubricated as part of the vehicle's first major overhaul since it was fully restored 11 years ago. The work included a full check of the brake gear and tightening some loose components. Trailer 56171 is currently being repainted and the full set is expected to return to service early next year.

■ Restoration work has started on the former Chiltern Railways-operated Class 117 water-jetting unit 117308 at Long Marston. Many of the components from the solebar have been removed, shot-blasted and powder-coated and are now being returned to the unit, which is being reconverted back to passenger configuration for service at the North Somerset Railway. Both Driving Motor Brake 51371 and Driving Motor Second 51413 had their original interiors stripped out before being used for departmental service.

■ Midland Railway-based Class 127 Driving Motor Brake 51591 has been temporarily sidelined after suffering slight damage to its front wheelsets during the recent diesel gala. Meanwhile, the remaining two coaches, Driving Motor Brake 51625 and Trailer Second 59609, are being used as hauled stock.

■ Volunteers at the Rushden Transport Museum in Northamptonshire have successfully reinstalled the missing driver's partition at the No 1 end

of Class 121 'bubble car' 55029. The partition was removed when the vehicle was converted for departmental use around 2000, at which time it was renumbered 977968. The 'bubble' car, which was preserved in 2010, is gradually being returned to passenger-carrying condition.

■ Passengers will soon be able to travel on the only surviving Class 119 Driving Motor Second as the Swindon and Cricklade Railway has now put back the seats in unique 51104. This vehicle was preserved in 1994, initially at the Pontypool and Blaenavon Railway, but was moved to the SCR in 2001. It has seen steady progress since, including interior repanelling. The new seats still require fixing down before it can take passengers.

■ A return to service for Cravens Driving Motor Brake 51485 at the East Lancashire Railway has moved a step closer with completion of refurbishment work on the bogies. This included stripping down to the smallest component, refurbishing the brake cylinders and rebushing

the brake gear. The vehicle, and its partner 56121, has not run in service since the early 1990s when both were withdrawn by the West Somerset Railway.

■ Many of the mechanical components have been removed from Derby Lightweight Driving Motor Brake 79018 now that its restoration has restarted at the Ecclesbourne Valley Railway in Derbyshire. The vehicle's engines, gearboxes and one of the exhausters have been taken off for refurbishment. This unit was saved in 1997 and originally restored with the aid of a lottery grant, but work to attain running condition was never completed. It moved to the EVR from the Midland Railway in 2014 since when the project has begun to move forward again.

■ Weardale Railway-based Class 122 55012 is to leave the railway during the winter for contract attention to the bodywork. The single-car unit has been the only traction employed on the line's summer 'heritage' services for the past two years.

20s Galore at Mid-Norfolk Gala



Main line-registered 20205 and 20189 lead D8188, D8059 and Class 46 D182 away from Derby en route to the Mid-Norfolk Railway on September 8. (Robert Falconer)

THE MID-NORFOLK Railway already had one pair of Class 20s (D8059 and D8188) booked for its September 9-11 diesel gala,

and that doubled when main line-registered 20189 and 20205 were used to move them from the Severn Valley Railway to the MNR,

along with class 46 D182. The blue pairing of 20189 and 20205 looked completely at home on the railway's blue and grey Mk 2 coaches.

Repairs for *Daisy*

ONE OF the DMU cars made famous during its last years running on the main line network painted in green and named *Daisy* has been called in for a body overhaul at the North Yorkshire Moors Railway.

Class 101 Driving Motor Brake Second 50164 and its partner 50160

are currently on long-term loan to the line as cover for the NYMR's own set, which is awaiting full restoration and has run extensively during the last two summers. The coach has been taken into the workshops at Pickering for a full repaint and is also having a number

of ceiling panels replaced.

The set is due to remain at the NYMR, where it is working with its original centre trailer, 59539, for the foreseeable future and may be retained even when the home fleet unit is repaired and ready for service once again.

Gwili Extension

A LONG-AWAITED extension to the Gwili Steam Railway into Carmarthen is due to open imminently. The new track will add 1.75 miles to the existing route, raising the round trip from five miles to nine. The extension runs from Bronwydd Arms to Glangwili and has required 4,000 concrete sleepers, 5,000 tons of ballast and 300 lengths of rail to be laid.

The project has cost more than £300,000 and has been funded by Cwm Environmental Carmarthenshire Council Rural Development Fund and the County Collaboration Fund, along with cash raised by supporters. It has also been backed by Carmarthenshire Council and the Carmarthenshire Tourism Association. It is hoped the line will carry up to 30,000 visitors a year to a new platform near to Carmarthen hospital, boosting boost tourism and, together with the new cycle links into the Glangwili and Abergwili end of Carmarthen, will become a recreational destination.

Following the closure of the Carmarthen to Aberystwyth branch line in September 1973 the track was eventually lifted in 1977. Passengers will soon have the opportunity to see views of the Towy Valley that have not been accessible for five decades.

NEWS, MOVES AND CHANGES



Alistair Grieve
News Writer

■ 31163 Class 03 D2041 was welcomed back to traffic on August 24 after overhaul at the Colne Valley Railway. It ran as a second train, hauling goods vehicles, and public rides were offered in the open tube wagon and brake van.

■ At the Chinnor and Princes Risborough Railway, Class 08 08825 hauled most of the passenger services on August 27 in push/pull mode with 3-CEP EMU No.1198. There were trips along the full length of the line to and from the site of what will become the interchange platform at Princes Risborough Station in 2017.

■ Mangapps Farm held a diesel gala between August 27 and 29. Class 03s 03081, 03089 and 03197 were

in action throughout the weekend together with Class 04 D2325.

■ Kent and East Sussex Railway-based Class 14 D9504 normally sees little passenger work, but on August 24 and 26 was used to assist the booked steam locomotive on the service train. It also worked a private charter, and a members' special, on the evenings of the 24th and 26 respectively.

■ The inaugural passenger run of the Severn Valley Railway's Class 14 D9551 has been pushed back yet again. Its re-dated September 5 return was moved to the 19th, but now the group overhauling it does not expect it to perform until next year. Consequently it has been decided to complete all the outstanding work and do it properly, so when it does return to traffic it will be in the best shape.

■ 20154 was moved to the EMD site at Longport, near Stoke on

Trent on September 6 for further attention after being at LORAM (formerly RVEL) Derby for engine and generator work.

■ 20031 picked up the August 27 running at the Keighley & Worth Valley Railway due to 25059's repairs not being completed in time.

■ With 26038 back in traffic, the diesel turns at the North Yorkshire Moors Railway have been shared between it and 37264 since mid-August. Stalwart Class 25 D7628 has taken a back seat; its last full days of working were August 8/9 when it worked the standard diesel diagram (two Pickering – Grosmont) round trips. Since then it's only been required for a couple of one-way trips and proving banking assistance between Grosmont and Goathland on August 31 and September 1/2.

■ Following planned work, 31101 has returned to service at the Avon

Valley Railway. It was in action on September 11, working its first trains with 31130 on the diesel diagram.

■ 31271 gained additional work at the Nene Valley Railway when it covered for an unavailable steam loco on September 1 and 4.

■ The Clayton boiler on Class 37 D6948 has been certified for use following the loco's recent return to traffic and should be employed at the Gloucestershire and Warwickshire Railway's appropriately named Christmas Winter Warmer event.

■ There was a slight case of overkill at the Mangapps Farm Railway during the August bank holiday weekend where diesel running was the order of the day. While there were a large number of shunters present there were also a couple of main line diesels (31430 and 47579) and at one stage both were used to top and tail a two coach 302 EMU!

SVR rolls out LNER Pigeon Van



LNER teak gangway full brake/pigeon van No 25406 was recently returned to service at the Severn Valley Railway. It is owned by the SVR charitable trust and both the pigeon van and 3rd Class compartments have been restored to superb condition. This view shows the interior of the pigeon van end, complete with markings for departures to the Highlands and Islands on the wall. (David Bissett)

37901 Leaves the Mid-Hants

MIRRLEES-POWERED 37901 finally left the Mid-Hants Railway at the end of August, several months after being sold to Colas for main line work, initially moving to Chart Leacon depot. The loco was originally D6850/37150 but was re-engined at Crewe in 1986 with a Mirrlees MB275T power unit, re-entering traffic as 37901 in October of that year and being named *Mirrlees Pioneer* two months

later. Withdrawal came in 1998 and preservation followed in 2002. It was initially based at the Llangollen Railway before moving to the East Lancs Railway in 2008 and then latterly the Mid-Hants Railway.

With its departure from the Mid-Hants, there are now no representatives of the 37/9 sub-class left in preservation. The two Ruston engine examples (37905 and 37906) are with UK Rail Leasing at Leicester.

Clive Developments

WORK HAS started on getting Class 03 03179 *Clive* ready for service at the Rushden, Higham & Wellingborough Railway. In August the battery boxes were cleaned and received a coat of rubberised paint, after which the batteries were charged. The engine has been degreased and a new water gauge glass fitted, together with the final drive and gearbox clean-up. The engine room door hinges

have been freed and all doors now open and shut perfectly. The loco was started on August 17 and it was good to note that air pressure was building correctly. It then moved under its own power for the first time in many years and, although a little jumpy when selecting gears, improved as time went on. Extensive smoke in the cab indicated the exhaust needs replacing.

PRESERVED SHUNTER NEWS



Andrew Wilson
News Writer

- Two Traditional Traction Limited Class 08s were on the move in August. 08484 *Captain Nathaniel Darell* was transported from Old Dalby and has joined sister 08511 at Derby Litchurch Lane.
- Some of the Harry Needle Railroad Company Class 08s also moved about during August. 08954 was taken to Eastleigh Works on August 11, while the next day 08834, which

had been moved from Dagenham to Allely's Yard at Studley, near Redditch, on August 8, was then further transported to Allerton TMD. Finally 08527, utilising the same low loader, was moved to Barrow Hill.

- Class 08 08868 based at Crewe LNWR has been noted painted in Arriva house colours of light and dark blue with a grey roof, with the Arriva Train Care logo in white on both sides.
- Class 08 08788, newly painted in RMS Locotec livery of blue with grey cabs, left Wolsingham on the Weardale Railway on August 17 and

arrived at Shotton Steelworks the following day. The same transport brought 08936 from Shotton to Wolsingham presumably for attention or overhaul as it already carries the same colours. RMS Locotec is a subsidiary of British American Railway Services, which also owns the Weardale Railway.

- On August 28/29 Class 08 08937 worked passenger trains from Okehampton to Meldon Quarry and return at the Dartmoor Railway's late summer diesel event.
- The Cholsey & Wallingford Railway held a diesel gala on August 28/29.

Class 08s 08022 *Lion* in Guinness livery with harp emblem and 08123 in BR green were used on both days. 08060 *Unicorn*, also in Guinness colours, and the last of the trio based at the line was not used.

- 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.



Sentinel Betty at Rocks by Rail on August Bank Holiday Monday, showing its almost complete repaint into full Oxfordshire Ironstone Company colours. (Alistair Grieve)

Lab Coach 4 Repaint

REPAINTING IS almost complete on one side of 'Lab 4' at the Electric Railway Museum at Coventry. The vehicle is a former test vehicle from the APT programme and was converted from a 'Thumper' DEMU coach. Formerly Class 201 buffet car 60750, the coach is fitted with APT-style bogies and was chosen for conversion because it was built to the narrower Hastings line profile and thus was able to tilt within the existing loading gauge. Originally preserved by Hastings Diesels, it had been intended to restore it to original condition, but when this plan was abandoned it was moved to Coventry where the long process of restoration continues.



During the South Devon Railway's 'Rails and Ales Weekend' bubble car W55000 was on display wearing grey undercoat. The DMU car has been overhauled and it was planned to have been painted into BR green in time for the event. However, the shed that acts as the diesel depot was commandeered by the owners of D402 to provide covered accommodation for a contractor replacing badly rusted body panels, so the repaint is yet to be finished. (David Hunt)

Rare Outing Planned for Gwili 03



Class 03 D2178 will be making a rare outing on passenger trains at the Gwili Steam Railway during its gala event on October 8. The loco will be working its own dedicated passenger diagram, starting with the 1000 from Bronwydd Arms. This train will include a kitchen car serving bacon rolls in the formation. It stands at Danycoed station while working a short goods train. (Phil Budd)

Derby Lightweight visits the Dean Forest

UNIQUE SINGLE car Derby Lightweight 79900 *Iris* from the Ecclesbourne Valley Railway visited the Dean Forest Railway during September in connection with the annual meeting of the Railcar Association. The unit was used on Friday September 16 for delegates' driver experience runs, and was due to appear in public service the following weekend. Also set to be used were all the home-based two and three-car Class 108s working in various combinations.

Delegates discussed issues relating to the preservation of DMUs on the UK's heritage railways at their formal meeting, as well as the forthcoming availability of 'Pacer' DMUs over the next few years, before travelling on a fish and chip special train on the evening of Saturday 17. The event marked the 20th anniversary of the first meeting of the Railcar Association, which also took place at the Dean Forest Railway.

Battery Appeal for 26043

THE COTSWOLD Mainline Diesel Group is looking for financial assistance to purchase a new set of batteries for 26043. While the remainder of the loco is sound, the batteries have reached the end of their life and need to be replaced or the 26 will not run next year.

Although the group has some funds, more are required to cover the costs of the batteries and locomotive's insurance. Funding can be made via PayPal (26043@outlook.com) or £250 shares can be purchased in the loco - see the group's website for details <https://cmdg.org.uk>

HERITAGE DIARY

October			
1/2	RSR	gala	03148, D2595, D9539
1/2	IOW		03059
8/9	GWR	gala	20137, 24081, 26043, 37215/248, 47376, 73129
8	GR		D2178
14-16	NVR	gala	D9520/23/29, 26007/038, 31271, 45041, 47765, 50008, 55022
16	BRC		D2298
22	SDR		tba - five return trips
November			
4-6	SDR	gala	25262, 33002, 37037/275

Railways			
BRC	Buckingham Railway Centre	01296 655720	http://bucksrailcentre.org/
GR	Gwili Railway	01267 238213	www.gwili-railway.co.uk
IOW	Isle of Wight Steam Railway	01983 882204	www.iwsteamrailway.co.uk
NVR	Nene Valley Railway	01780 784444	www.nvr.org.uk
RSR	Ribble Steam Railway	01772 728800	www.ribblesteam.org.uk
SDR	South Devon Railway	01364 644370	www.southdevonrailway.org

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- No. 813 and No. 7714 – first Gala appearances following overhaul



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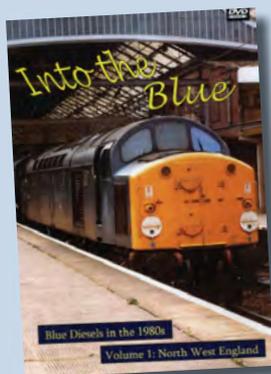
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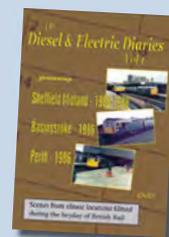
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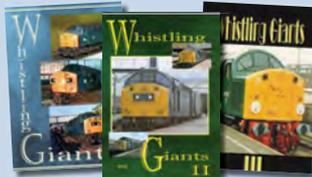
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What's happening to...?



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

D9504 – Tenterden: The Class 14 has been busy at the Kent & East Sussex Railway, where it ran three 14-hour days, start to finish, without a single defect. Minor routine repairs on the final drive have been undertaken, which have revealed that under the cab floor there is a vast quantity of coal dust left over from the loco's days as NCB506 based at Ashington. Brake blocks have been replaced and it is hoped that some bodywork repairs can begin soon.

D9523 – Wansford: The Class 14 is close to completion and a return to traffic, following the engine overspeed incident at the East Lancashire Railway in July 2014 at the Class 14@50 diesel gala. The loco failed at the gala as a result of the governor arm becoming disconnected and the engine overspeed governor failing to activate. This has meant the power unit had to be removed

Class 40 40012 *Aureol* at Barrow Hill on September 17, looking considerably better after the application of a coat of BR blue. (Bill Pizer)

and stripped for assessment. The damage caused was not significant (though it would have required a full overhaul).

After stripping, the power unit was discovered to have significant fatigue cracking around two of the six liner registers, likely caused by 50 years of wear and tear. The work to resolve this could have proved problematic and this resulted in the need to search for a new crankcase. Assisted by a couple of well-informed individuals, and against the odds, a complete Paxman 6YJXZ was located that had been used previously as an auxiliary generator in a Royal Navy hydrographic survey vessel.

This engine has been completely stripped, overhauled, and converted for use in a locomotive. It was installed in D9523 in early

August and was started for the first time on the 16th, with the loco then moving under its own power in the yard at Wansford.

While it has been stopped for this work, the loco has received a full repaint, but retaining its BR maroon livery, and is currently receiving attention to various minor issues, mostly caused by not being used for two years. It is hoped that a return to service can be made at the October Nene Valley Railway diesel gala.

20142 – Butterley: Yet another new livery has been bestowed on 20142, and the loco now sports London Transport maroon, of the same style carried by electric loco 12 *Sarah Siddons*. Although a main line spot hire loco owned by Michael Owen, 20142 attended the Epping Ongar Railway for its September 16-18 diesel gala as a late stand in

for classmate 8001 that was unable to attend. The EOR was a former London Underground line until 1994, so 20142's appearance had a tenuous connection!

20154 – Longport: The loco left Loram's site at Derby on September 6 and was taken by road to the EMD facility at Longport to allow its repairs to be speeded up. Loram had become so snowed under with DRS Class 37 repairs that the loco had slipped down the queue, hence the move.

D8188 – Kidderminster: The Class 20 got an extra passenger turn on September 15 when it stood in for 50035 *Ark Royal* on the Severn Valley Railway's diesel turn, after the driver failed the Class 50, although no fault was found on the loco. Earlier, on September 9-11, the two green 20s visited Dereham along with SVR classmate D8059, to

work at the Mid-Norfolk Railway's diesel gala.

25235 – Bo'ness: The 'Rat', which has been on public display at Bo'ness for two years, has moved into the shed for work to start on its long-awaited overhaul. The loco has been lifted off its bogies to allow them to be dismantled to ascertain what work will be required to restore them.

The plan is to stand 25235 on some temporary accommodation bogies and move it up to the back of the diesel shed, where it will remain until the bogies and wheels have been refurbished. Fundraising is going well and very soon new tyres should be purchased and then the wheels will be sent away to have them fitted. Any donations towards the costs would be massively appreciated and can be made through the loco's BT MyDonate page (<https://mydonate.bt.com/events/25235/188488>).

D5310 – Tunbridge Wells: Although based at the Llangollen Railway, the Class 26 has been on a summer stay at the Spa Valley Railway. Sadly, the loco has been uncharacteristically unreliable since arriving in Kent, suffering from a failed speed switch, blown battery cell and then minor power unit problems that caused both shut downs and low power. The Spa Valley team has worked hard to rectify these faults and the loco finally looks to have settled down ready for the autumn gala. A much-needed repaint is planned before the next running season.

26038 – Grosmont: On a summer-long loan to the North Yorkshire Moors Railway, 26038 has experienced a few niggles that have needed to be addressed. The feed cut off valve filters had become gunged up so needed cleaning, the triple valve on brake system has been fixed, the air strainers replaced, load regulator rebuilt, No 2 end foot valve rebuilt, engine room air filters replaced, turbo filter washed out, exhaust intake air filter replaced, and the distributor overhauled. The loco was due to visit the Nene Valley Railway for October 14-16, along with classmate 26007, and it will then return to its home at Bo'ness.

D5581 – Chinnor: The No 1 end exterior bodywork overhaul of the CPRR Class 31 has eliminated all rust and it is ready for the application of its next livery. Attention has also been paid to the electrics and the tail-lights, which now work for the first time in three years.

D7017 – Williton: The Hymek made a visit to the Mid-Norfolk Railway in early September, the first time a



Teddy Bear D9523 resplendent in its maroon livery at Wansford following its fitting with a 'new' engine. (Vince Middlebrough)

Class 35 has visited the line. Sadly, due to the GBRf 15 Charity charter, the turnout for the event was low, but the Hymek performed superbly.

6940 – Llangollen: The Class 37 is running well and working all of the Llangollen Railway's diesel diagrams in D5310's absence. There were some minor issues with the large air compressor shutting down, but these have been rectified after tracing the fault to a sticking contactor. New batteries were fitted earlier this year and have transformed the loco's ability to start up; the power unit now firing almost instantly.

Although only overhauled six years ago, the bodywork has been suffering in the Welsh climate and one side of the loco in particular is now looking rather rough. Repairs will be required in the next year or two and a repaint into British Railways green beckons.

37263 – Tyseley: Unconfirmed reports suggest the loco has finally been sold, with a transfer to the Telford Steam Railway mooted.

40012 – Barrow Hill: The loco's bodywork has been rubbed down and *Aureol* has now been repainted in BR blue. However, there is still

some way to go before it runs again as the radiator appeal has so far not raised much money.

40118 – Tyseley: More bodywork repairs have been undertaken on the Class 40 at Tyseley. No 2 end hand rails are being taken back to bare metal before painting. With the first turbo overhaul almost complete, attention has been turned to the filter frame and filter frame seal. This is a rubber/foam composite to make a round seal.

D4 – Swanwick: Work has started to repair the power unit fault and it is hoped *Great Gable* will be back



Difficult to miss in this livery, Class 20 20142 heads past Hatton on August 31 en route from Washwood Heath to West Ruislip. (Thomas Stobbs)

in action soon and available for the 2017 gala circuit.

45041 – Loughborough: Although the Class 45/0 was still at GCR and worked at the line's September 10/11 diesel gala, it was due to leave as this issue of RI closed for press. After a visit to the Nene Valley Railway in mid-October, the loco was then to return to Swanwick for much needed maintenance.

45060 – Barrow Hill: Bodywork repairs are continuing on the Pioneer Diesel Group's Class 45/0.

45108 – Bury: The Peak remains serviceable at ELR and will stay at the line for at least a year. It sees regular use and, working with ETH, it will prove a useful asset for winter operations.

45112 – Burton: Nemesis Rail's Peak has seen use as a carriage heater and a yard shunter at the company's Burton-upon-Trent site.

45132 – North Weald: The Peak could not be reactivated in time to work at the Epping Ongar Railway's September 16-18 diesel gala, but was available for inspection by visitors.

45133 – Dereham: Owned by the Class 45/1 Preservation Society, the Peak was in traffic on the Mid-Norfolk Railway on August 20 and was named *Brian Lockey* for the day after one of the original group members who formed the Society in the mid-1980s. The nameplate was in the same style as a typical Class

45 regimental nameplate. The loco was in use at the line's September 9-11 diesel gala working several trains top-and-tail or double headed with Class 46 D182. The 45 will be needed for the line's winter Santa trains as it retains working ETH.

46010 – Ruddington: One of just three surviving Class 46s, the loco has been bought by the D05 Preservation Group – which owns another Sulzer Type 4, ex-DRS 47828 based at the Dartmoor Railway at Okehampton. A contractor has been engaged to undertake a full restoration of the loco at the Great Central Railway – Nottingham at Ruddington. It is anticipated that 46010 will return to traffic in early- to mid-2017 at the GCR-N. It is planned to keep it in BR blue and for it to continue to be based at the GCR-N. D05 Preservation is grateful for the continued support of the GCR-N.

D182 – Swanwick: The Peak was on its travels in September undertaking its second visit to the Mid-Norfolk Railway, although its first in BR blue. It performed impeccably over the three-day event.

47306 – Bodmin: After almost eight months looking for a local Cornish contractor willing to take on the overhaul of 47306, the main roof section has been lifted off and taken to Luxulyan where it will be shot blasted, repaired and painted. The turbo and air intake box were also lifted out to gain access to the main generator, allowing this to be

disconnected and sent away for overhaul in the near future.

1566 – Llangollen: A small team has been working very hard on the loco's overhaul since it was stopped at Llangollen shed last autumn, and much has been achieved. The top-end power unit overhaul is complete, which included replacing liner seals on one cylinder, the leak only having been discovered after the heads had been refitted. The removable section of the roof has been subjected to a thorough repair, with new rolled profiles made and welded in to replace corroded sections. The roof was refitted on September 10, and this was quickly followed by the refurbished silencer and associated internal roof-mounted components. The Class 47 was successfully started the following day and then, after some minor attention to electrical components, 1566 moved under its own power for the first time since June 2012.

There is still much to be done before it can fully return to traffic, with a leak on the cooler group needing attention that will require removal. However, the group is confident of seeing 1566 back in traffic in 2017, resplendent in BR blue with pre-TOPS numbers and working headcode blinds to match the line's Class 37, 6940.

47579 – Mangapps: The Class 47 has been out of traffic for some months due to a fuel system fault, but a special effort by volunteers traced the source of the problem and, with the help of another Class

47 owner, it was revived and able to work at the Museum line during its annual late August diesel gala. 31430 *Sister Dora* was also in use.

50044 – Kidderminster: The Class 50 Alliance says the outstanding repairs to return *Exeter* to traffic are all in hand and are relatively easy jobs to complete, but it has had to take a back seat due to commitments with returning 50049 *Defiance* to traffic, keeping 50035 *Ark Royal* in traffic at the Severn Valley Railway, and preparing 50031 *Hood* for its rededication ceremony. However, with the SVR operating season close to conclusion, attention should turn to completing 50044 ready for the start of next year. All being well, all four Class 50 Alliance locos could be fit and ready for traffic by the start of 2017. With 50044/049 both having full main line registration, the prospect of some main line tours looms large. The possibility of a Class 50 running day at the SVR, with all four locos, has not gone unnoticed either.

55019 – Kidderminster: Attention to an air leak required a panel to be cut out of the nose during the Deltic's recent visit to the SVR. Repairs were completed at Kidderminster prior to the loco leaving the SVR after its successful summer stay. It first visited the Great Central Railway and starred at its September 10/11 diesel gala before heading to North Weald for the following weekend's diesel gala at the Epping Ongar Railway, the latter a first for a Class 55.



Class 44 D4 *Great Gable* at Swanwick on August 21. Work to repair the power unit is underway and the loco is expected to run again next year. (Bill Pizer)

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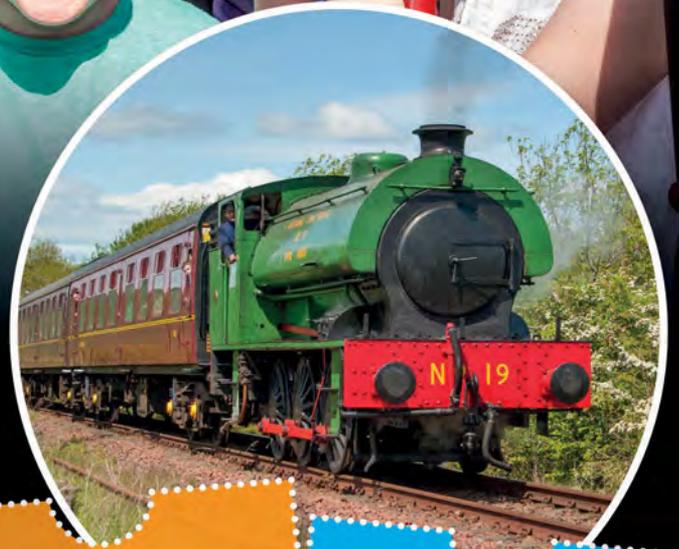
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PICTORIAL

There is only a small window of opportunity to capture this once-weekly working during mid-summer. In the last of the sunshine on July 20 66075 makes its way alongside the River Severn at Purton, Gloucestershire, working the 6V69 Bescot to Newport ADJ empty china clays. (Chris Davies)

50







ABOVE: DRS 68015 emerges from Hampstead tunnel (next to Finchley Road Underground station) with the 1706 1K45 Marylebone to Kidderminster Chiltern service on August 26. This shot was only possible with the use of a pole, some 24ft up in the air, due to undergrowth making any ground level shot impossible. (Tm Easter)

RIGHT: DB Cargo UK's 66120 passes the delightful listed signal box at Swinderby with the 1635 Lincoln Terrace to Cardiff Tidal scrap train on July 30. (Chris Morrison)





ABOVE: A Network Rail measurement train crosses the 1841-built, 37-arch Ouse Valley Viaduct (also known as Balcombe Viaduct) with GBRf 73965 leading and 73961 bringing up the rear. The train was working a convoluted route starting at Tonbridge West Yard at 1105 and finishing there at 0232 the following morning! A 12-car Southern Class 377 formation is forming northbound London service. (John Vaughan)

LEFT: 66156 passes the picturesque Rainford Junction box on the Wigan to Kirkby Merseyside line with the 6E26 Knowsley to Willton, Teeside refuse train on August 26. (Paul Senior)

RIGHT: Apparently brought about by a shortage of DB Cargo drivers in the Westbury area, Colas 70806 became the first of its class to be used on the Exeter stones, depicted passing Marlands near Whiteball Tunnel while working the 6C28 (1305) Exeter Riverside Yard to Westbury return empties on July 22. (Stephen Ginn)



BELOW: A little bit of railway gold dust on August 12 as 66023 heads past Golant with the 6P24 from Fowey to St Blazey consisting of a couple of crippled wagons on August 12. (Craig Munday)



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Midland Memories

Hidden away around the UK there are probably thousands of unpublished railway photographs – in lofts, cupboards or even safety deposit boxes. This selection was taken by Tommy Tomalin and features various places and subjects from what was the Midland Region of British Railways. They've never been seen before, and provide a fascinating record, including some long lost lines and stations, as well as early green DMUs.



ABOVE: A three-car Cravens DMU departs southwards from Broughton Astley in Leicestershire on July 22, 1961 with a Rugby service.

BELOW LEFT: The signal box and level crossing at Theddingworth on June 2, 1966 as English Electric Type 4 D255 passes, heading west. Note the wheel to control the gates that is clearly visible in the box. The station was on the Stamford to Rugby Railway and is west of Market Harborough.

BELOW RIGHT: A Bedford Midland to London St Pancras DMU passes through the partly demolished station at Ampthill on May 5, 1963; the station had been closed four years earlier.



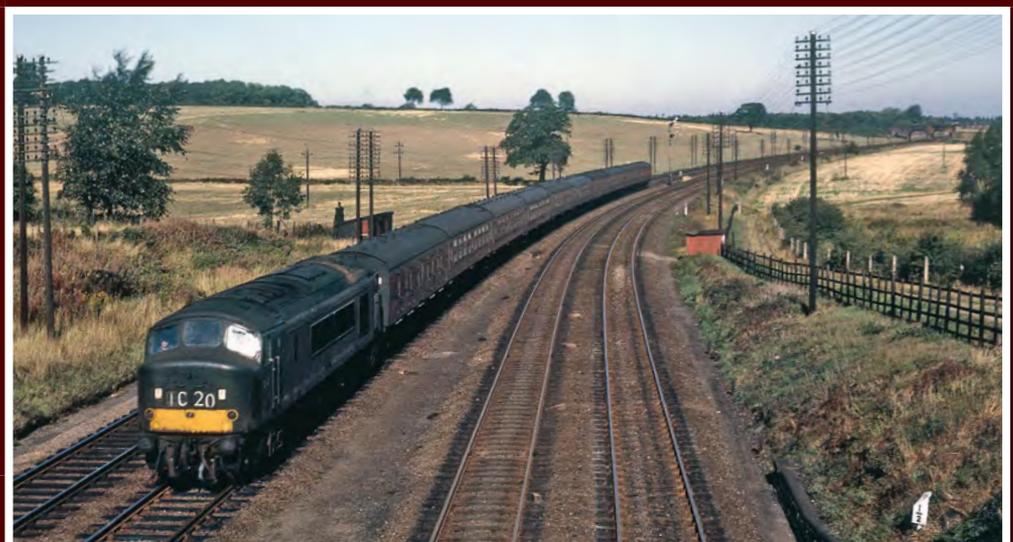


LEFT: Bennerley Junction, north of Ilkeston on the Erewash Valley line, as BR/Sulzer Type 4 D121 heads south with an unfitted freight on September 10, 1966. To the right is the old branch to Bulwell and Kimberley.

BELOW: Brush Type 4 1630 is passed by an unidentified example with a diverted southbound sleeper service at Lamport on April 29, 1970. The line from Northampton to Market Harborough eventually closed on August 16, 1981, although the heritage Northampton & Lamport Railway hopes to re-open the route eventually.



RIGHT: BR/Sulzer Type 4 D147 approaches Wellingborough with the 0835 from Nottingham to London St Pancras on September 27, 1964.



ABOVE: A very derelict Hellfield Station on May 7, 1967 as a Brush Type 4 runs wrong line prior to proceeding via Blackburn with a diverted service from the West Coast Main Line.



ABOVE: The 1320 from Hitchin departs from Shefford at 1332 bound for Bedford on August 19, 1961. The line closed the following year.



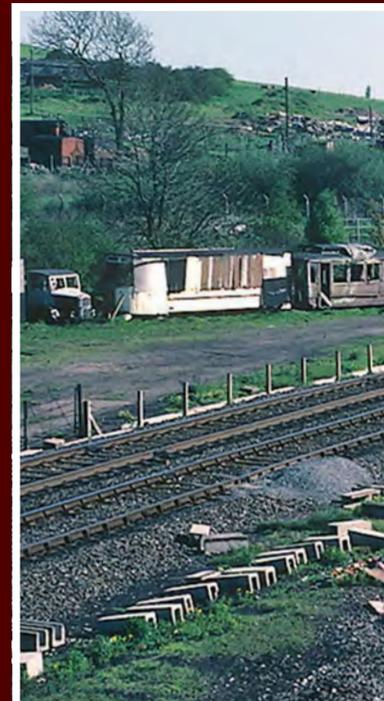
ABOVE: The 0907 Leeds to Carlisle service heads north across Dent Viaduct on April 25, 1984.



LEFT: Brush Type 4 1881 heads south just north of Kettering with a block tank train on September 2, 1971.

BELOW LEFT: BR/Sulzer Type 2 7641 reverses at Irchester with an engineer's train on July 12, 1972.

BELOW: Looking south at Clay Cross as 45127 heads for Sheffield with the 1501 from London St Pancras on May 21, 1977.





LEFT: Peak D45 emerges from Sharnbrook Tunnel with a train of iron ore empties on June 11, 1970.

BELOW: Peak 45066 stops at Rotherham Masborough on September 14, 1975 with the southbound 1M21.



LEFT: A winter scene at Dent as 47410 heads the diverted 0920 Glasgow to London Paddington south on the Settle to Carlisle line on February 26, 1984.

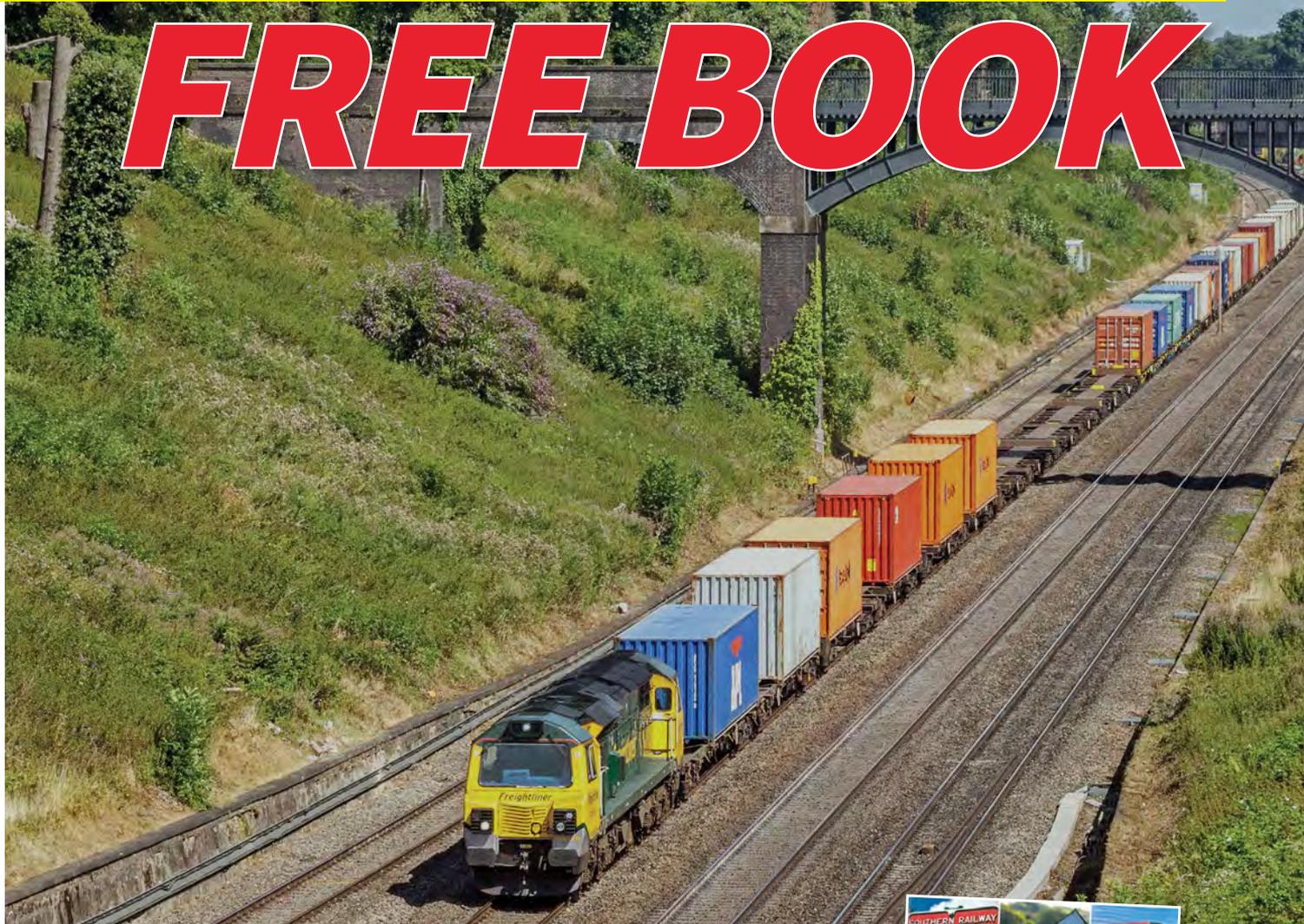


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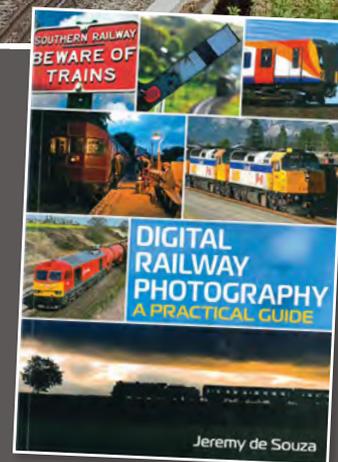
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'Q-train' at Nene Valley Railway



SOLE-SURVIVING MAUNSELL Q class 0-6-0 30541 made its first ever visit to the Nene Valley Railway at the line's September 10/11 gala, in an extremely rare loan from its Bluebell Railway base.

The Southern visitor worked alongside another visitor, Ivatt Class

246521, from the Great Central Railway. The lined BR green Ivatt was a latecomer, having been announced

just over a fortnight before the event. Air-smoothed Bullied Pacific 34081 92 Squadron, which was hoped to be complete after overhaul and make its debut at the gala, was on static display. The Battle of Britain Class loco will be out-shopped once again in early BR malachite green. Also in

traffic was War Department green Austerity 0-6-0ST 75008 *Swiftsure*.



Mel Holley
News Writer

After 50 years 'BR2' Steams Again

LAST STEAMED 50 years ago, in 1966, BR Standard 2 78018 has made its first test runs at the Great Central Railway.

Withdrawn in December 1966, it then spent 11 years at Barry scrapyards before being preserved at Shackerstone in November

1978. Little work was carried out while it was at Shackerstone and it was re-sold to the Darlington Railway Preservation Society in 1981.

At Darlington work proceeded on the restoration and manufacture of components until

November 2012, at which point re-assembly was due and it was decided to bring the locomotive to the GCR, as facilities in the small shed at Darlington were inadequate. It will be based at the GCR for the duration of its ten-year boiler ticket.

Moors' overhaul hat-trick

THE NORTH Yorkshire Moors Railway has hit a hat-trick with three steam engines back after overhauls. Emerging from the ever-busy Motive Power Depot, BR Standard 4MT 80136 ran for the first time on August 23. It was a quick turnaround as the boiler was only fitted in the frames on June 21, and passed its insurance exam on July 21.

It follows the return to steam of two more locomotives out of action for around 18 months each. Black Five 44806 needed a new tender and general overhaul of running gear; it returned on July 21. Meanwhile, B1 4-6-0 61264 had been sidelined with cracks in its driving wheels but has also now returned to traffic.

Aberdeen turntable removed

A SIGNIFICANT milestone in the restoration project of the Grade A-listed Aberdeen Ferryhill turntable was reached on September 8 when the deck was removed from the pit by a crane. Specialist e-blast Ltd of Kintore has been contracted to remove and restore the main turntable structure.

Ferryhill Railway Heritage Trust (FRHT) volunteers will undertake the majority of the supplemental structure restoration work,

which will include drainage, and structural maintenance on the pit and associated turntable equipment. Reinstatement of a working turntable in Aberdeen, last used in 1987, will allow a greater number of main line steam trains to visit, bringing a welcome boom in tourism and once again cementing Aberdeen's position as a steam-hauled destination rather than a passing-through point.

Built in 1907 by Ransomes & Rapier of Ipswich, it is one of only

three main line turntables left in Scotland.

Thanks to funding from the Railway Heritage Trust, the charitable arm of Network Rail, FRHT has been assured of up to 40% of the cost of the refurbishment. A recent bid for funding from Historic Environment Scotland has also borne fruit, with initial acceptance of a request for up to a further 40% of the £100,000 costs. Funding has also been received from The Architectural Heritage Trust.

Green Goddess derailed in crossing smash

ROMNEY, HYTHE & Dymchurch Railway No 1 *Green Goddess*, was derailed after a crash with a tractor on an unmanned crossing on Hythe Road, Dymchurch on September 10. Fortunately, the driver managed to leap clear before the impact, which also left the first coach on its side. No-one was seriously hurt.

Two previous incidents, that took place on level crossings on the line in 2003 and 2005, resulted in the deaths of the locomotive drivers in the derailments. Since then, most crossings have had barriers installed and all have a severe speed restriction on them.

Getting a move on



With steep climbs and tight schedules, there's no room for delays on the Kent Coast line. On July 24, Pacific 34046 storms the 1-in-100 climb from St Mary Cray towards Swanley with the 1000 Victoria-Whitstable 'Cathedrals Express'. (David Staines)

Steam into Ryde?

POSITIVE TALKS are said to be underway between the Isle of Wight Steam Railway and bidders for the new Island Line franchise to allow it to run steam into Ryde St John's Road station.

The two bidders, Stagecoach and First/MTR, are understood to be 'broadly supportive' of steam running alongside the electric trains north of Smallbrook Junction. The franchise starts next June and it seems likely that track alterations will be made to allow a 30-minute service frequency, instead of the current uneven 20/40-minute interval pattern. This would free up capacity for an extension of steam services, although signalling and track work would be required.

The Isle of Wight Steam Railway has made it clear that it has no interest in bidding for the loss-making line.

Industrial action axes Steam on the Met

A SECOND attempt to run steam on London Underground has fallen through, this time because of the potential effects of threatened industrial action.

An attempt to run railtours on the District Line in July was abandoned as the Bluebell Railway's 'Chesham Set' is out of traffic. Plans to

return to London Underground's Metropolitan Line on September 10/11 fell through with just a week to go. Four trips were planned for each day, with all but one being steam-hauled. No public announcement of the cancellation was made, the event was simply deleted from the London Transport

Museum website and ticket holders contacted by e-mail and offered refunds.

The first three trains were to be 'topped and tailed' by Metropolitan Railway 0-4-4T No 1 and GWR Small Prairie 5521 in its London Transport guise as L150. This would have been the last

main line outing for L150 before its overhaul.

As Metropolitan electric No 12 *Sarah Siddons* is out of traffic awaiting an examination, a pair of Class 20s were to be used. One was recently-repainted 20142; its Met lined maroon livery now closely matches that applied to No 12.

Well tank makes final run



Beattie well-tank 30585, based at Quainton Road, made a final visit to its home territory just before the end of its ten-year boiler certificate. On its final working, on September 11, it passes Charlie's Gate in the late evening sunshine with 1717 Bodmin Parkway-Bodmin General. (Bernard Mills)

Testing times for 813 at the Valley



Recently restored to running order, GWR 0-6-0ST 813 in Bridgnorth yard on September 3. (David Bissett)

WHILE THE glamour of large Pacifics is set to excite visitors to the Severn Valley Railway this autumn, of no less significance is the return to steam of GWR 0-6-0ST 813.

Owned by the GWR 813 Preservation Fund, the 116-year-old loco last worked in 2009 and its overhaul started in 2010. The work has cost £170,000, mainly due to the need for

new side rods, and contractors suffered quality problems in their manufacture that meant that completion was delayed by a year. It undertook its first test runs on August 8, and these progressed to full runs over the line with carriages later that month. Once it is in a satisfactory condition, the locomotive will be painted and will enter service.

The fund has paid for the overhaul itself and fund-raising continues. The fund is a significant rolling stock owner, with four carriages, 95 wagons, vans and tank wagons alongside the unique 0-6-0ST. All are GWR and many are unique in preservation. Most are at the SVR, but some are at Didcot, the West Somerset, Dean Forest, and other sites.

Two guests for Mid-Hants gala

THE MID-HANTS Railway has hired two very different locos for its October 21-23 Autumn Steam Gala. Main line favourite LMS 4-6-0 46100 *Royal Scot* will make its debut on the line. It will be supported by Somerset & Dorset's 2-8-0 7F 53809, which will have a chance to prove its hill-climbing abilities on the steeply-graded Hampshire line – not dissimilar to the S&D for which it was designed. Day rover fares are £25 adult, £13 child. Three-day rovers are £50 adult and £26 child.

1420 goes on holiday

GWR 0-4-2T 1420 was a surprise visitor at the Torbay Steam Fair at Churston in August to mark the 55th anniversary of the closure of the Brixham branch. But all was not as it seemed. The loco appeared to be cosmetically restored, but was lacking its boiler. Instead, its cladding was re-assembled and painted so it looked like the boiler was still in situ.

The boiler is in the workshop at Buckfastleigh ready for overhaul to start. One advantage of this was that a lightweight road transporter, provided by local firm Gilpins, could carry out the movement.

Torbay season comes to an end



Torbay Express Limited ran the final Torbay Express of the successful 2016 season from Bristol Temple Meads to Kingswear on September 11, on this occasion running from Bristol to Taunton via Westbury in both directions. A1 60163 *Tornado* leaves Kingswear with the return 1650 to Bristol Temple Meads. (David Hunt)

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Three Bulleids Pacifics at South Devon Railway

THE SOUTH Devon Railway (SDR) now has three Bulleid Pacifics on site, or at least their major components, the boilers. The latest is 34028 *Eddystone*, which arrived at Buckfastleigh Works from the Swanage Railway.

The boiler, in the wheeled frames with some motion attached, arrived by road at Buckfastleigh in August. A crane was on hand to lift it out of the frames, after which the lorry left again with the chassis still on

board, as this is being overhauled elsewhere. SDR Engineering (SDRE) is to carry out major overhaul work on the boiler, which joins those from 34059 *Sir Archibald Sinclair* and 34101 *Hartland* that are already at Buckfastleigh for major repairs. Several Bulleid-owning groups have got together to commission work on their respective boilers to gain economies of scale.

SDRE completed ground-breaking repair work on 34027 *Taw Valley* in

April 2013, thus gaining considerable expertise in repairing Bulleid boilers. The Taw Valley contract originally started at Tavistock for the Severn Valley Railway under the auspices of R K Pridham Engineering, but it was then transferred to Buckfastleigh when Pridham's entire boiler repair business was bought by the SDR on the retirement of Roger Pridham in 2010.

That rebuild was extremely comprehensive and involved a new

front tubeplate, new front half of the boiler barrel, most of a new outer firebox including complete new backhead, new foundation ring channels, a complete new inner firebox and two new thermic syphons. The 32 boiler flues with bottle ends welded on were also assembled at Buckfastleigh. The boiler went to Bridgnorth where the SVR Boiler Shop dealt with staying and tubing, prior to it re-entering service.

Lizzie fully on song



After a number of delays and early teething problems, Princess Royal 6201 *Princess Elizabeth* is now performing well and has a full autumn programme of main line tours. It passes Southcote Junction, near Reading, on the London Victoria-Minehead 'Cathedrals Express' on August 23. (Treflyn Lloyd-Roberts)

Southern branch lines recalled at WSR gala

FOR MANY years the branch lines of the Southern Railway in East Devon, North Devon and Cornwall were worked by M7 tank engines. The sole working survivor, 30053, will be the guest star at the West Somerset Railway's October 6-9 Autumn Steam Gala.

Visiting from the Swanage Railway, it will be one of the eight locomotives in steam at the event. The two other guest

locomotives are GWR 0-6-0PT 4612 and GWR Small Prairie 2-6-2T 5542. The rest will be drawn from the home fleet: GWR 4-6-0s 4936 *Kinlet Hall*, 6960 *Raveningham Hall*, 7828 *Odney Manor*, LMS 4F 0-6-0 44422 and SDJR 7F 2-8-0 53808. In addition, Peckett 0-4-0ST *Kilmersdon* will be working shuttle services from Minehead using recently refurbished SDJR coach No 4.

The first two days of the gala

will see Auto coach 233 running from Bishops Lydeard to Norton Fitzwarren and then along the former Barnstaple Branch. The Auto coach will also be in service on Saturday and Sunday elsewhere along the Minehead Branch. Museums will be open, as will model railways and other attractions along the line. On Sunday October 9, accompanied 5-17 year-olds can travel for a flat fare of £2.

Jennifer to stay at Ongar

THE EPPING Ongar Railway has decided to retain 1942 Hudswell Clarke 0-6-0T *Jennifer*, on hire from the Llangollen Railway Trust, for a further year, as its main resident motive power. The hire covers the absence of GWR 2-6-2T Large Prairie 4141, undergoing a major overhaul that is expected to take two years.

The 0-6-0, which spent its working life with Samuel Fox & Co as its No 20, has now been named *Ongar Star*, but retains its *Jennifer* nameplates and Samuel Fox & Co number 20 as well.

At the height of summer



With its 'birdcage' brake towering over it, diminutive LBSCR Terrier 0-6-0T 32670 departs from Tenterden for Bodiam on the Kent & East Sussex Railway on August 6. (Andrew Southwell)

St Blazey turntable 'banned' in fence row

A ROW over who owns a fence that surrounds St Blazey turntable scuppered a plan to use it to turn 46233 *Duchess of Sutherland* on August 28.

It was previously turned at St Blazey on August 7, when contractors were brought in to

remove a boundary fence bordering the turntable to allow sufficient clearance for the locomotive, which is 74ft over its buffers, to turn on the 65ft turntable. However, landowner Neil Shorland claimed ownership of the fence and threatened to take legal action if it was removed

for the second trip. DB Cargo UK, which operates the site, said that it owned the fence and that its property deeds confirmed this. In the event, for the August 28 train 46233 was removed at Plymouth, with the train running diesel-hauled into Cornwall.

Hot work on Dorset Coast Express



On its last outing on the Dorset Coast Express this year, and with the temperature at 30°C, Jubilee 4-6-0 45699 *Galatea* passes St Cross, south of Winchester, on August 24 with the 0842 Victoria-Weymouth. (Don Benn)

IN BRIEF

➔ The restoration of BR Standard 5 73156 at the Great Central Railway has taken another step forward with the successful testing and insurance exam of its boiler. The ex-Barry locomotive was steamed for the first time in 49 years and now has a seven-year boiler ticket. This will be followed by a review, and the replacement of small tubes, which, if satisfactory, will gain it a further three years of running.

➔ The South Devon Railway has won a £72,000 grant from Viridor Credits and the Landfill Communities Fund, towards the £157,000 cost of a new carriage shed. It will be near the A38 at Buckfastleigh.

➔ The A1 Steam Locomotive Trust has affiliated 60163 *Tornado* with RAF Marham as part of its centenary celebrations. To mark the affiliation, 60163 now carries the RAF Marham crest on the fireman's side nameplate. RAF Marham is the home of the RAF's Tornado GR4 attack/reconnaissance aircraft.

➔ The West Somerset Railway's Autumn Steam Gala will be the first time that the Somerset & Dorset Railway Trust's Coach 4 has carried fare-paying passengers in 70 years. Built at Highbridge in 1886 and withdrawn by 1929, the body survived as a cricket pavilion at Templecombe. It was rescued by the Trust in 1986, restored and is now resplendent in the lined out S&D Prussian blue.

➔ 7812 *Erlestoke Manor* has now run 100,000 miles in preservation. Classmate 7802 *Bradley Manor*, which returned to steam last year after overhaul and is also based at the Severn Valley Railway, passed the milestone in 2009.

➔ The West Somerset Railway has appointed David Horton as Head of Mechanical Engineering, responsible for locomotive and rolling stock management. A Mechanical Engineering graduate, he joins from Bombardier at Derby, and he has also been Operations Manager for the Thompson B1 Locomotive Trust. He replaces CME Andrew Forster who retires this month.

➔ Bill Ford, 78, a long-term advisor and director at the Great Central Railway since 1976, has retired as MD, a post he has held for ten years. He remains Director, Special Projects.

➔ The 50ft turntable at Darlington, just south of the station, is to be bought by the Stainmore Railway Company, based at Kirkby Stephen East station. Used by tampers until the 2000s, it was last used by steam in 1975.

Rain fails to stop play



THE SOMERSET & Dorset Railway Heritage Trust's second commemoration to mark the line's 50th year since closure saw Llangollen-based BR 2-6-4T 80072 star in events at the restored Midsomer Norton station on September 10/11 and 17/18. The weekends saw the tank take the guise of 80041 and 80043

– the last locomotives to work a scheduled passenger train into Bath Green Park on March 5, 1966. The restoration of a BSK also recreated the fledgling line's first two-coach train. There is currently a quarter mile running line with permission granted for a further extension. It is the only location on the former

Evoking memories of typical British summers, and the wonderful atmosphere of the Somerset & Dorset, BR 4MT 80072 is at Midsomer Norton on September 10. (Mark V Pike)

Somerset & Dorset line that working standard gauge steam can be seen, and it has been undergoing restoration for about 15 years since the preservationists took over.

Scotsman returns to East Lancs

THE EAST Lancashire Railway will welcome back 60103 *Flying Scotsman* at a special 'Scotsman in Steam' event on October 13-16. It will be the second opportunity for visitors to see *Flying Scotsman* at the ELR, following its test runs on the line in January. This time, instead of its matt black undercoat, the locomotive will be resplendent in its BR Brunswick Green livery.

In line with all railways that have so far employed 60103, tickets are pre-book only. It is working the 0900, 1100, 1300, 1500 and 1700 departures from Bury on each day. Adult returns are £25 and children £15. By mid-September half the trains were fully booked, as were dining specials on the Friday and Saturday, leaving Bury at 1900. However, places are still available on all but one of eight half-day 'Scotsman Photography Courses', at £120 per person.

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North Norfolk eyes Norwich as next stop

AFTER THE successful launch of its new dining trains over the level crossing at Sheringham and on to Cromer, the North Norfolk Railway says it wants to run

steam specials over the 35 -miles to Norwich. The sell-out dining trains, which ran on a limited programme from August 10,

will now be extended to a four-month season in 2017. The four-mile route to Cromer requires the use of a diesel to top-and-tail with BR Standard 76084,

due to the lack of a run-round. Discussions with Abellio Anglia, which has just won a nine-year franchise, have already started according to the NNR.

Jacobites into September



In the week it was announced that the afternoon Jacobite trains will run into September for the first time, Black Five 4-6-0 44871 rumbles over Loch nan Uamh viaduct on a beautiful August 28 afternoon. (Karl Heath)

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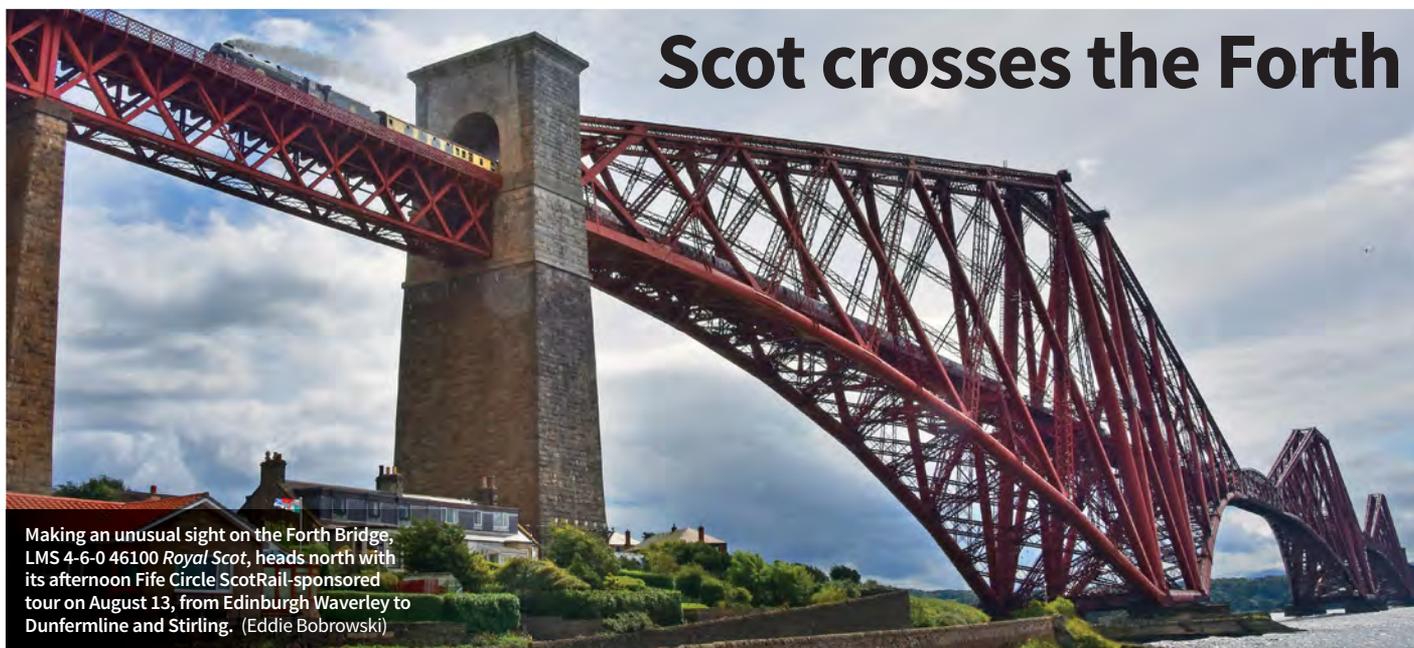
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Railways DECEMBER ISSUE

Copy Deadline: Thursday 13th October
On Sale: Thursday 3rd November

Scot crosses the Forth



Making an unusual sight on the Forth Bridge, LMS 4-6-0 46100 *Royal Scot*, heads north with its afternoon Fife Circle ScotRail-sponsored tour on August 13, from Edinburgh Waverley to Dunfermline and Stirling. (Eddie Bobrowski)

STEAM EVENTS DIARY

Heritage Railway Events			
Date	Railway	Event	
October			
6-9	WSR	Autumn Steam Gala	
6-9	GCR	Autumn Steam Gala	
7-9	FFR	Victorian Weekend	
7-9	KWVR	Autumn Steam Spectacular	
8/9	MRT	Steam Centenary Weekend	
9	BWR	Victorian Day	
13-16	ELR	Scotsman in Steam event	
14-16	NYMR	Railway in Wartime	
14-16	SR	Autumn Steam Gala	
16	RBR	Gala Open Day	
21-23	MHR	Autumn Steam Gala	
28-30	BR	Giants of Steam	
November			
5/6	RHDR	End of Season Parade	
Railways			
BR	Bluebell Railway	01825 720800	www.bluebell-railway.co.uk
BWR	Bodmin & Wenford Railway	01208 73666	www.bodminandwenfordrailway.co.uk
ELR	East Lancashire Railway	0161 764 7790	www.eastlancsrailway.org.uk
FFR	Ffestiniog Railway	01766 516024	www.festrail.co.uk
GCR	Great Central Railway	01509 632323	www.gcrrailway.co.uk
KWVR	Keighley & Worth Valley Railway	01535 645214	www.kwvr.co.uk
MHR	Mid-Hants Railway	01962 733810	www.watercressline.co.uk
MRT	Moseley Railway	0845 0941953	www.bagofbits.com/mrt/
NYMR	North Yorkshire Moors Railway	01751 472508	www.nymr.co.uk
RBR	Rocks By Rail	07873 721941	www.rocks-by-rail.org
RHDR	Romney, Hythe & Dymchurch Railway	01797 362353	www.rhdr.org.uk
SR	Swanage Railway	01929 425800	www.swanagerailway.co.uk
WSR	West Somerset Railway	01643 704996	www.west-somerset-railway.co.uk

Main Line Steam Tours				
Date	Itinerary	Promoter	Operator	Locomotive
October				
5	Hanwell-Gloucester	SD	WCR	46201
8	Tyseley-Evesham	VT	WCR	5043
8	King's Cross-Lincoln	UKRT	DB	60163
8	Three Bridges-Weymouth	RTC	WCR	34067
9	Tweedbank-Kirkcaldy	SRPS	DB	60009
15	Hanwell-Salisbury	WCR	WCR	46201
15	Carnforth-Carlisle	RTC	WCR	46115
20	Hanwell-Bristol	SD	WCR	46201
22	Victoria-Guildford	BEL	DBC	60163
22	Westbury-Kingswear	RTC	WCR	70013
22	Tyseley-Shrewsbury	VT	WCR	5043
29	King's Cross-York	RTC	WCR	60009
29	Fort William-Polmont	SRPS	WCR	TBA
29	Hanwell-Worcester	SD	WCR	46201
Notes:				
1. 'The Jacobite' Fort William-Mallaig-Fort William runs Mondays-Fridays until October 28. Promoter and operator WCR, locomotive pool 44871, 45407 and 62005.				
2. Pool - locomotive from the Carnforth-based pool of 44932, 45690, 45699, 46115, 48151.				
Promoters				
BEL	Belmond	0845 0772222	www.belmond.com	
PMR	PMR Tours	01773 743986	www.prclt.co.uk	
RTC	Railway Touring Company	01553 661500	www.railwaytouring.net	
SD	Steam Dreams	01483 209888	www.steamdreams.com	
SRPS	Scottish Railway Preservation Society	01698 263814	www.srps.org.uk	
VT	Vintage Trains	0121 7084960	www.vintagetrains.co.uk	
WCR	West Coast Railways	0844 8504685	www.westcoastrailways.co.uk	
Train operators				
DBC	DB Cargo			
WCR	West Coast Railways			



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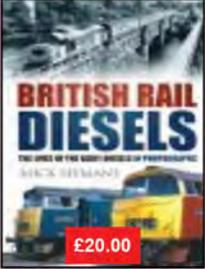
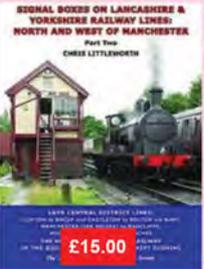
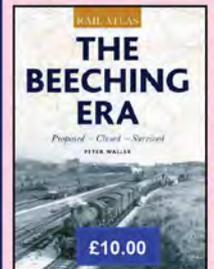
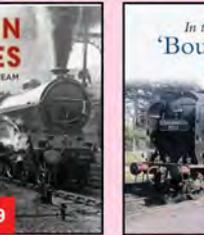
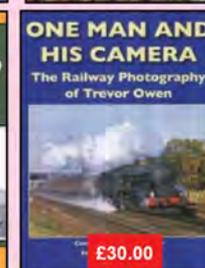
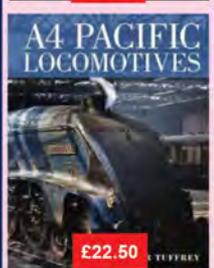
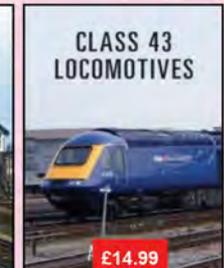
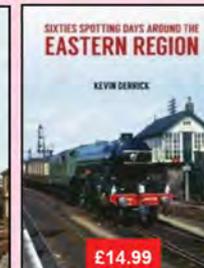
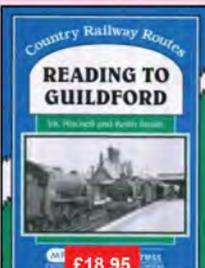
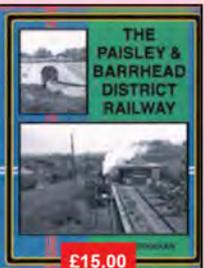
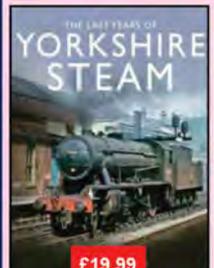
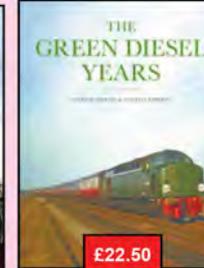
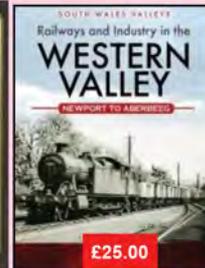
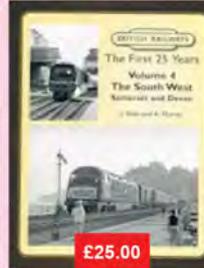
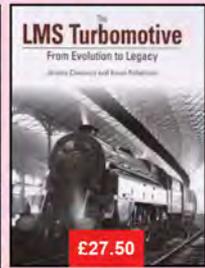
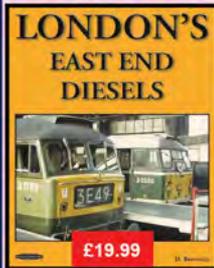
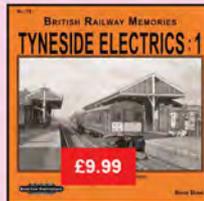
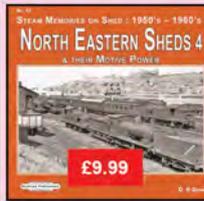
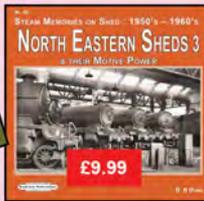
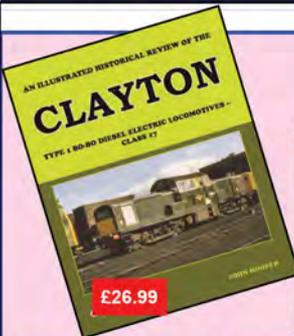
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No Small Feat!

A four day, 19-loco charter train that covered 2,200 miles and raised around £125,000? GB Railfreight pulled off the train of the year and **Pip Dunn** went along for the ride.



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They say charity begins at home, and for a small band of GB Railfreight staff that is certainly true. The company has a tradition of running staff excursions as a thank you to its employees, giving them a day out.

Some trains have used heritage traction, such as 50044 *Exeter*, D1015 *Western Champion* and 55022 *Royal Scots Grey*.

Others have been hauled by GBRf locos, such as 47s, 66s and 73s. Each has usually had either a layover at the destination or a lengthy ECS move afterwards. Recently, Paul Taylor, Business Manager for Infrastructure and Rail Services, and Dale Williams, Account Manager for Rail Services hit on the idea of turning these outings into charity fundraising trains for enthusiasts. For a flat

fare, passengers were invited to enjoy the haulage using unusual GBRf traction such as 20s, 47s, 66s, 73s or 92s.

Marking a special occasion

Having raised thousands of pounds with these trains, Paul and Dale wanted to go one better, and run a bespoke charity train, but not just a simple out and back day trip – it

MAIN IMAGE: On Day One of the tour, 73213 leads 73128 at Brockenhurst, with 20132 and 20118 on the rear. (David Butcher)



was to be a four-day marathon to celebrate 15 years since GBRf ran its first workings. It would aim to use at least 15 different locos of types used by GBRf over the years and would visit several destinations, some familiar to GBRf, some not.

The plan was a day on the Southern, then a day in Anglia, another in Scotland and a return from Scotland on day four. To glue days two and three together there would be an overnight run along the ECML. Passengers could book for single day, multiple days, or the whole lot. There would be First and Standard class and a Platinum package offering gifts and free drinks.

Paul and Dale know what enthusiasts like. They want locos that have never hauled a passenger train before, ex-BR locos going to places they've never visited before, or not in many years, and to travel over freight-only track. All were added into the mix. Passengers would have to arrange their own accommodation of two nights' B&B if they did all five trains.

After several meetings, a plan was formulated. Day one would take two Class 20s from Victoria to Fratton. Here two Class 73s – original versions – would continue to Swanage. The train would then return to London with the 20s working to Hornsey for a reversal for the EDs into King's Cross. Who'd have ever thought two Class 73/1s would work a passenger train into the former LNER terminus?

Day two would start at King's Cross but with two rebuilt Class 73/9s and a Class 66 on the other end. The 73s would work to Whitmoor yard via Ely, and head into

the freight terminal, piloted by one of the yard's Class 09s – or both if available. The train would then reverse, with a 66 taking it to Peterborough Virtual Quarry lines. If possible, the 66 would be swapped for a different loco, but this was not advertised. That, plus the double 09s, were kept quiet; if they couldn't be delivered no one would know, and so no one could moan, but if they did appear on the day people would welcome the 'extra' bonus locos. It's always better to spring a surprise than not deliver what is promised.

After reversing at Peterborough the 73s would work to Norwich, for the 66 to Yarmouth and then the 73s to Harwich International. Here, a Class 86 would take over to complete day two with a run to Stratford before the overnight trip to Edinburgh.

Arrival in Scotland would allow breakfast while the train went to Craighentiny to change locos. The plan then was a different pair of 20s on the north end and a 47 on the rear. In the discussion stages, a mixed 20 and 47 in multiple had been contemplated for this stage, but this idea was soon rejected.

Instead, the 20s would work to Inverness via Dundee and Aberdeen. Initially it was hoped to travel via the Tay Bridge, but an engineering possession scuppered this, so they had to take the long way around from Ladybank to Perth and then across to Dundee. At Inverness, the 47 would then work via Blair Atholl and on to Shields Junction in Glasgow where the train would reverse and the 20s would work via Bathgate back to Waverley.

Day four, the journey home to Paddington, would feature a Class 92 to Liverpool – if the newly electrified line via St Helen's was cleared for the type. If not, 87002 *Royal Sovereign* would be used. At Lime Street, GBRf's sole Class 59, 59003 *Yeoman Highlander* would take charge for a Pennine run via Huddersfield to Doncaster. Here 87002 would take over – but if that had been needed for the first leg, then a Class 92. The electric loco would work to Wembley for a Class 66 into Paddington. That last leg was pencilled in for 66779 *Evening Star*. Because the empty coaches would then have to return to Eastleigh, and because Dale lives near Reading, this would run as a passenger train with another 66 to Reading, with pioneer 66701 initially earmarked for the leg.

Fares varied, but 'all in' was £300 Standard class, £450 First and £500 Platinum. Selling FC/Platinum packages offered the best yield, and so the most money for charity. To fit around GBRf's work schedule and availability of coaches, September 8-11 was set for this mammoth trip. In November 2015, Paul and Dale announced the plan for the four-day train and in February finalised the routes, traction and fares. It's fair to say it captured the imagination of enthusiasts straight away, the train filled fast and was soon past the breakeven point.

Although as much as possible was to be donated to GBRf – all its crews and stewards giving up their time for free – there were still going to be some major costs. This was a big risk and if people were apathetic to the plan, it could fall flat on its face. To be fair, though, that was unlikely to happen! ➔

There was plenty of behind-the-scenes work going on too. Crews had to be sorted, with appropriate traction and route knowledge. Where a driver knew one but not the other, then a conductor would be needed. Luckily, GBRf has grown to such a size that route knowledge is widespread, but it did lead to the bizarre combination of Tonbridge men – who were conversant with Class 20s – driving to Inverness under the watchful gaze of a GBRf driver who knew the route!

By the time the train ran, GBRf had relinquished its lease on Class 47s, but to honour the commitment, it secured 47739 *Robin of Templecombe* from Colas Rail. HNRC, which owns the Class 20s that GBRf hires, was very accommodating and provided Railfreight grey 20118 *Saltburn-by-the-Sea* and 20132 *Barrow Hill Depot* for day one and BR blue 20096/107 for the Scottish leg.

Day One

On September 7, 20118/132 ran light from Barrow Hill to Burton to collect the coaches and take them to Eastleigh. There, 73128 *OVS Bulleid* and 73213 *Rhodalyne* were added to work the ECS to London for its 0943 start at Victoria. This was the first time a pair of 20s was known to have worked a passenger train out of the terminus. GBRf MD John Smith was there to see the train off, and couldn't resist having a quick ride to Wimbledon. Well, who can blame him!

Crossing London was painless and the train headed south via Horsham to Fratton, with the 20s in fine form, even though 20118 had only come off maintenance the day before collecting the ECS, after several months undergoing a major engine repair!

The EDs did OK until the Swanage branch. 73128 decided not to play ball from near Furzebrook leaving 73213 to haul a dead 73, 11 coaches and two Class 20s; a 5mph speed

restriction saw the train slow to a crawl. Luckily, this only cost a few minutes and on a bright and sunny day, there was still time to have a pint in the picturesque Dorset town.

The return was with the 20s for most of the way. They retraced the route to St Denys and then carried on past Eastleigh and off to Salisbury and Westbury. They continued through Pewsey and, with the light now fading, set down at Reading. A fatality at Southall earlier in the day meant progress

was delayed slightly, but nevertheless we crossed London OK to reverse at Hornsey. Then there was the surreal sight of two EDs at King's Cross. Even the travelling public running for their last trains back to the suburbs seemed impressed.

Day Two

Seeing 73s at unusual places takes some getting used to after 50 years of pretty much bespoke Southern Region locos, but the

ABOVE RIGHT: The first Class 20s of the tour, 20132 and 20118, return along the Swanage line on September 8. (Richard Tyler)

RIGHT: Rebuilt Class 73/9s 73961/73964 head the 1Z16 09.19 King's Cross to Whitmoor through Bygrave (east of Baldock) on September 9. (Nigel Gibbs)

BELOW: On Day Three, 20096 and 20107 pass Broughty Ferry heading for Aberdeen and Inverness. (Paul Gerrard)



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new super ED need not be viewed as you would their older cousins. They are a new go-anywhere Type 3, so there is no risk (well, only a limited risk) in running them for long periods on diesel power. They have 1,600hp after all, not much less than a Class 37.

73961 *Alison* and 73964 *Jeanette* were now in charge and set about doing what was asked of them, which was to get the train to Whitemoor via Ely. Paul and Dale had hoped to have both 09s to assist into

Whitemoor yard, but while 09002/009 did indeed couple to the train, a communication issue meant that just 09009 was crewed. So, with no multiple working on the locos, 09002 was dragged around for the very short ride! While this upset a few, mainly because it was a dangling carrot, the reality was that using both 09s was only an aspiration, never promised.

66707 *Sir Sam Fay* had been on the rear from King's Cross and was joined by 66735

for the leg to Peterborough. In the run up to the event, the idea of using five Class 66s to work this leg had been mooted, but traffic requirements meant the other three locos had been forced to return to Peterborough earlier. Still, 66735 was a bonus.

The train went into the Virtual Quarry lines at Peterborough, so pleasing the Quail-highlighting, track-bashing brigade, and reversed for the 73s to work to Norwich. The plan had been a quick reversal here for a run to Yarmouth, but on the day delays meant the train spent some time at Norwich and then headed to Yarmouth with 66707 for a much shortened break. The 73s then worked to Harwich as booked, albeit slightly delayed, but were on time by the time they got to the Essex station. While the train went into the yard punters detrained, and the 73s and 66s gave way to 86401 *Mons Meg* for the run to Stratford.

The overnight

The plan had been to run direct from Stratford across London to join the ECML at Finsbury Park and then head north. However, earlier in the week, the ECML had suffered major disruption when the wires were brought down near Retford. Because of this NR needed to take an additional emergency possession of the line and so the tour had to be diverted.

At Peterborough, 66706 *Nene Valley* was attached to the 86 and dragged the train via Spalding and Lincoln to Doncaster. The 'shed' was detached and 86401 carried on its way. Despite a bit of late running we arrived at Edinburgh on time.

The staff at the Wetherspoons at Waverley didn't really know why there was such demand for breakfasts at that time, with a long queue of hungry, and tired, enthusiasts all seeking sustenance but, to be fair, they coped well.

ABOVE LEFT: Heading for Scotland after Day Two, 86401 *Mons Meg* pauses at Newcastle at 0445 on September 10. (Anthony Whiteford)

LEFT: The AC Loco Group's 87002 *Royal Sovereign* heads through Roby with the 1Z15 Edinburgh to Liverpool Lime Street leg on September 11. (Jack Bowley)

BELOW: Colas 47739 *Robin of Templecombe* working the 1Z16 1600 Inverness to Edinburgh Waverley at Slochd Viaduct on September 10. (Graeme Elgar)





ABOVE: GBRf 59003 *Yeoman Highlander* arrives at Doncaster around 30 minutes late with the 1Z16 from Liverpool Lime Street on the final day. (Nick Edmonds)

BELOW: The final long-distance leg was hauled by 92043 as the 1Z17 from Doncaster to Paddington, photographed passing Eaton Lane south of Retford. The 92 gave way to 66779 *Evening Star* at Wembley for the final few miles to the Great Western terminus. (Mick Atkin)

Day Three

The third day saw the stock delayed at Craightinny by half an hour. Nevertheless, the sight and sound of two BR blue 20s back at Waverley evoked pleasant memories of the 1980s when the type was occasionally seen on passenger trains at the station. With 47739 tagged on the rear, all was set for a Highland adventure.

Storming through Haymarket and on over the ever-impressive Forth Bridge was enjoyable and set the tone for the day – these 20s were in good form. Slowly the delay was clawed back and we were on time come Dundee. Class 20s were regular visitors assisting failed Type 2s on trains from Edinburgh, but north of there is rare track for the type. The heavy load meant the 20s were on full power for sustained periods, but despite the equivalent of load 14 in tow, they arrived at Aberdeen a few minutes early, allowing a brief photo stop, albeit in less than photogenic surroundings.

The weather was being kind as we continued ‘over the top’ on the remaining 108 miles to the Highland capital. A mix of old mechanical signalling and BR blue 20s was a real time-warp although, surprisingly, lineside photographers were not in abundance.

We were running 15 minutes early, but the hope of keeping that up for an extended

break in Inverness was kyboshed at Keith loop, as we sat for a good 20 minutes. We crossed a train at Nairn and then arrived at Inverness a few minutes down, but 30 years after the last Class 20 arrived here on a passenger train and more than 35 since the last pair!

From day one there had been some issues with the coaching stock, with defective air conditioning in a couple of coaches and the catering equipment in the buffet car failing. Unable to give Platinum passengers their free teas and coffees called for action, and several of the GBRf stewards hot footed it to the nearby Morrisons and bought many cans of pop and bottles of water. They brought them back using trolleys and employed local boy scouts to return these to their rightful owner. Innovation is a key ethic at GBRf.

Having arrived ‘five late’ we left five late, but passengers had an hour to stretch their legs, grab a pint or two or do a bit of shopping. Next up was a 47 up the Highland Main Line for the first time in 13 years. And, like the 20s, it had to work hard with a heavy load on its drawbar.

Dusk was descending as we traversed the southern end of the HML, but there was still enough light for pictures at Perth, including a group shot of the GBRf team that had performed so valiantly. On time, the 47 continued south as darkness fell and we were soon passing Eastfield and turning left to Springburn. Then on through the Glasgow suburbs to Shields Road Junction where we reversed, and the ‘choppers’ took us back via Bathgate to Edinburgh. This line had been ripped up in 1982, but before then regularly welcomed Class 20s on freight, and on March 3, 1979 20116/124 worked a charter over the route. Arrival at Waverley was more or less to time and after passengers got their snaps it was time for everyone to retire to their hotels or B&Bs.

Day Four

A nice 0912 start from Waverley, booked for 87002. It was a glorious sunny morning as we ploughed southwards reliving classic 87 workings – especially after joining the WCML at Carstairs. Sadly, poor regulation allowed a ballast train out in front of us, so we crawled all the way to Abington where the offending train was looped.

On past Carlisle and through the northern fells to Preston we continued south before becoming the first electric loco to haul a passenger train from Wigan into Liverpool.

A couple of years ago I sat in a bar in Chicago and John Smith told me “we’re buying 59003”. It was a bizarre decision, about which even John had an element of scepticism, but there it was, resplendent in GBRf livery, and backing onto 1Z16, the 1540 to Doncaster. The trip across the Pennines was meant to be via Huddersfield, but on the approach to Guide Bridge we were advised that a tree was blocking the line near Greenfield. Luckily, the driver’s route knowledge allowed a hasty diversion via Hebden Bridge and, despite it costing us 15 minutes, few complained as we rolled into Doncaster where 92043 *Debussy* was able to work as planned along the ECML and on to Wembley.

The final leg was with 66779 as booked, resplendent in BR green. This took the train the short distance to Paddington to conclude a truly remarkable four days. All that was left was for 66715 *Valour* to work ‘Dale’s taxi’ to Reading, and it was job done. **RJ**

The aftermath

As I conclude this feature, the 20 stewards, 16 drivers and four guards are confirmed to have raised more than £125,000 for three charities. The train covered 2,220 miles and used 19 locomotives. More than 600 bottles of GBXV ale was sold and 300 bags of rubbish were collected.

This event simply would not have happened without the valued assistance of many industry partners and individuals who should be applauded for the part they played. These are: Harry Needle Railroad Company, Colas Rail, Riviera Trains, The AC Loco Group and the Network Rail Charter Team. And, of course, thanks go to the GBRf traincrew (all of whom donated their shift to the cause, without pay), the GBRf Stewards who worked tirelessly to provide an incredible on board experience and, most importantly, the passengers who supported the train. Whatever happens now, that money will change lives.





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CLASS 20

➔ A rare failure of a Class 20 on the tube stock diagram occurred when 20107/132 and 20314/905 worked a set from Derby to Old Dalby on August 12 and then ran to Amersham to collect another set for modification at Derby. This move saw the failure of 20132, so the four Type 1s ran to Barrow Hill on August 16 where BR Blue 20107 replaced the errant Railfreight liveried machine.

➔ Four days later 20107/314 were employed on the Pathfinder Tours 'Buffer Puffer' marathon charter of the south coast, and later in the period 20118/132 and 20096/107 saw passenger action on the GBRf marathon GBRf15 railtour.

➔ Back to bread and butter work, 20096/107 and 20314/905 were on tube stock duty from Old Dalby to West Ruislip on September 14.

CLASS 31

➔ A very poor period for the class with no test train activity to report. 31233 did manage an outing to Leeds Midland Road on September 6 along with 73951 and 37884 for tyre turning. The 37 remained at Midland Road and the yellow machines returned to Derby.

➔ Sister 31105 also escaped from Derby, albeit on the back of a lorry. It starred at the GCR diesel gala on September 10/11.

➔ 31452's only duty during the period was to run light from Washwood Heath to Bristol on August 19 to take Mk 3 coach 12619 back to Wembley for Chiltern Railways after overhaul.

CLASS 37

➔ After starting the period sidelined for repairs, 37025 was back in action and heading for familiar territory on August 30 working off Derby at 1015 with 37116 and a Plain Line Pattern Recognition (PLPR) set for Carlisle via the WCML. The following day they worked to Ayr via Kilmarnock and then back to Carlisle for a run over Beattock to Mossend Yard. The following night they worked to North Berwick and on September 2 visited Wemyss Bay.

➔ On September 8 37025 worked solo on an overnight UTU mission from Derby to Bristol via Crewe, Shrewsbury and Hereford. It retraced its steps to Crewe the following night then worked an 0740 recording mission off Crewe on September 10 back to Derby via Shrewsbury and Wolverhampton.

➔ While 37025 was on the Marches line, 37116 took UTU4 for a run along the ECML, working from Peterborough to Newark on September 8 and then heading back to March Yard for fitter's attention to a coach. The following night it recorded between Peterborough and Grantham and then Derby to

Birmingham New Street and return on September 9.

➔ 37025 re-joined 37116 for a PLPR mission to Hither Green via the Midland Mainline and Victoria. 37025 was not doing too well on this run however, and was failed in Victoria with a defective GSM-R radio set. The following night things got worse when the AWS system failed on the East Grinstead branch.

➔ Green liveried 37057 headed back to Wales at the beginning of a two-week long UTU mission on August 15, working from Derby via Worcester and Long Marston. The following night was spent working to Cwmbargoed, Rhymney, Bargoed and Machen Quarry followed the next night by Treherbert, Penarth, Merthyr Tydfil, Tower Colliery and Barry Island.

➔ August 18 found 37057 heading west to Whitland, returning the following night via Pembroke Dock and Fishguard Harbour. The type 3 then took the UTU set north to Crewe via the Marches line to Shrewsbury on August 21, and the following night was working between Crewe and Liverpool before heading further north to Carlisle.

➔ At 1930 on August 23 37057 left Carlisle and headed to Carnforth, recording via the Cumbrian Coast line, returning the following night. The 37 finally made it back to Derby

ABOVE: Colas Railfreight's 47749 City of Truro passes Stenson with 56113 as back up during a test run on September 14.

on August 28 and ran to Barrow Hill for an exam the following day.

➔ 37057 was back in action on September 5, working UTU3 to Whitby, arriving at 2019. The following night it recorded to Selby and Drax power station then rounded off the three-night mission on September 7 with a run from Doncaster to Immingham and return. The following week it headed to the Southwest on UTU duty, reaching Lostwithiel at 0205 on September 14 on a run from Exeter.

➔ Making a very rare appearance on test train duty, 37069 partnered hired-in EuroPhoenix 37608 on September 6 to work the Track Inspection Coach (TIC) to Tyseley for the following day's run to Bristol via Worcester, Oxford, Yeovil and Weymouth. The pair worked back to Tyseley the following day and returned to Derby on September 9.

➔ 37116/175 were recording with PLPR2 and Radio Survey Coach (RSC) between Stoke-on-Trent and Macclesfield on August 17 and 18. The following week found the pair on PLPR1 working from Derby on August 24 to Drax power station, Barnsley and Bradford Interchange.

➔ On August 31 37175 had switched to UTU3 and worked from Derby to Stratford for a recording run to Enfield Town and Hertford East. The following afternoon it ran from Derby to Tyseley for a recording run back to Derby via Kidderminster, Wolverhampton and Shrewsbury. The following week saw it swap to UTU2 and head back to Liverpool Street for a week-long mission visiting Southend Victoria, Cambridge, Clacton, Harwich Town and Felixstowe.

➔ Autoballaster work on the Far North line saw 37218 and 37688 working from Inverness to Georgemass Jn on August 17, the wagons having been taken north from Mossend Yard by 66430. The 37s repeated the run a week later and then 37688 returned to Carlisle for repair, being replaced by 37667. The new pairing worked to Tain on August 27 and Georgemass Jn again four days later.

➔ On September 3 37667 was joined by 37607 on the Autoballasters and the pair were working to Lairg. A week later the ballast drop duty took them to Tain.

➔ 37219 was at the Old Dalby test track from August 23-25 and was then next in action on August 29 working UTU2 to Heaton ready for a recording run to Edinburgh the following night, and then from Mossend Yard to Ayr and Largs on August 31.

➔ A busy period for 37254 saw it spend the first two weeks on Southern metals with a UTU set. Just before midnight on August 16 it rolled into Weymouth and two nights later reached Bognor Regis. Very early on August 23 it was at Alton then at 0130 the next day it was at Sheerness, setting off for Dover Priory. Its tour of the south coast ended at 0155 on August 25

when it set off from Brighton on a long and winding journey back to Derby.

➔ 37254 was out with UTU2 on August 29 recording from Castleford to Gascoigne Wood and then from Ferrybridge to Doncaster. Finally getting a break from duty, it ran to Barrow Hill on September 2 for exams and repairs. It was back in action on September 12 taking a UTU set to Old Dalby for calibration and then worked to Darlington the following night.

➔ 37421 spent three days on the Old Dalby test track with 37219 and a PLPR set that included test coach *Mentor*; leaving Old Dalby on August 25. The 37 was next in action partnering 37175 on a Radio Survey (RSC) run from Derby to Peterborough via Nottingham and Lincoln on August 30.

➔ On September 8 37421 was with UTU1 for a run over the Pinxton line on the way to the test track at High Marnham. The run also included a visit to the reversing sidings at the former Manton Colliery between Worksop and Retford. Four days later 37421 partnered 73963 on a UTU duty to Knaresborough, Ilkley and Bradford Interchange. On the way from Derby they were called upon to rescue 66250 which had failed north of Chesterfield working the return empty gypsum containers from Hotchley Hill to Milford Yard.

➔ The EuroPhoenix pair of 37608/611 continue to be employed on test train duties. On August 15 they took a combined PLPR and Overhead Line inspection tour from Derby to Ely to then record to Liverpool Street via Audley End and Cambridge. The following day they were on the North London Line and then on August 17 they visited Harwich Town, Clacton on Sea and Southend.

➔ The following two days were spent recording from Ipswich and involved runs to Norwich, Lowestoft and Felixstowe before they made their way to Peterborough ready for a run over the GNGE 'Joint' Line to Doncaster on August 20.

➔ The pair returned to Peterborough on August 30 to record to Ely via King's Cross and Cambridge. The next night they recorded from Ely to Peterborough via Cambridge, Stevenage and Biggleswade.

➔ On September 1 the pair again recorded from Peterborough to King's Cross and then worked a return run to Hornsey before heading for Derby via recording runs to Welwyn Garden City and Haringay Reversing Sidings.

➔ 37716 worked into Paddington at 0025 on August 30 on UTU1. Two nights later it was recording between Swindon and Cardiff when it developed a fuel leak. Temporary repairs at Bristol the following day allowed the Type 3 to continue and on September 2 it ran to Hither Green to record along the coast to Brighton and Eastbourne.

➔ 37602/609 worked a PLPR set from Derby on the afternoon of August 31, running via Crewe to Manchester Victoria, Stalybridge, Rose Hill Marple and then Hadfield and Glossop. Two nights later the pair worked to Altrincham, Buxton and Sheffield on the way back to Derby.

➔ 97303/304 took a TIC duty from Derby to the Cambrian lines on August 15, running via Wolverhampton and Shrewsbury to Machynlleth via Aberystwyth. The pair worked back to Derby the following night via a reversal at Harlech.

CLASS 47

➔ 47854 *Diamond Jubilee* worked the final leg of the 1Z64 1818 Carlisle-Leeds 'Waverley' from York on August 14.

➔ 47739 *Robin of Templecombe* performed the Boston steel duty from 16-18 August inclusive, although these would be its final appearances on the service in August.

➔ The 1Z25 0655 Carnforth-Scarborough 'Scarborough Spa Express' was powered to York by 47237 on the August 18. After a steam run to the seaside, 47237 then worked the return 1Z27 1715 Scarborough-Carnforth from York.

➔ 47237 was in action again on August 20 with the 1Z54 0642 Crewe-Carlisle to Preston for the Railway Touring Co (RTC). It later worked the 1Z56 1406 return home from Carnforth.

➔ The enigmatic 47851 was in trouble again on August 20. It barely managed a mile on NENTA's 1Z68 0450 Norwich-Plymouth before it came to a stand. Tail loco 47854 ran round to work forward, but a delay of more than an hour was incurred as the train was recessed for two London services to pass. A combination of some spirited running, slack timing and both locos powering over the Devon banks Plymouth was reached only one minute late! 47854 worked the 1Z70 1707 return without incident.

➔ RTC had an eventful day on August 21 as 46115 *Scots Guardsman* nearly boiled itself dry at Winwick Junction while working the 1Z45 0942 Crewe-Holyhead. The Royal Scot was topped up by the Fire Brigade and managed to stagger on to Chester where history repeated itself and it was replaced by 47760 for the run to Anglesey. The diesel also worked the 1Z46 1800 return.

➔ Steam Dreams also suffered a failure two days later as 6201 *Princess Elizabeth* abdicated at Reading on the 1Z48 1615 Minehead-Victoria. 47580 *County of Essex* ran round to work to London having earlier worked the train to Bishops Lydeard.

BELOW: The Rail Operations Group moved repainted Mk 2 stock from Loram's Derby facility to Nemesis Rail at Burton-upon-Trent on August 23 using 37800 and 37884 in top-and-tail mode. (Paul Biggs)



➔ The 'Scarborough Spa Express' was worked from Carnforth to York by 47237 again on August 25, but on this occasion 47760 was between it and the train.

➔ 47812 ventured north of the border with two barrier vehicles on August 26 as the 5Z47 0552 Leicester-Glasgow Works.

➔ RTC enjoyed a smooth ride on August 28 as 47580 replaced steam at Plymouth on the 1Z37 0848 Bristol-Par for the run into Cornwall. 47580 also worked the return 1Z39 1806 Par-Bristol to Cornwall.

➔ Steam Dreams did not fare quite so well, with 6201 deemed out of gauge for the Matlock branch. The 1Z16 0907 King's Cross-Rowsley South was therefore booked for diesel haulage from Derby, but the train was diverted via Castle Donnington and reversal at Stenson Junction saw 47746 *Chris Fudge* work from there. During the lay over at Derby a water leak was discovered on the Princess and it was sent to the Midland Railway Butterley for repair, leaving 47746 to work the 1Z17 1644 return throughout. With no shunt release loco available 1Z17 was then terminated at Finsbury Park to cap a miserable day for any steam enthusiasts.

➔ After its latest disgrace 47851 was given a test run on August 30 and was trusted on the 1Z91 0604 Southport-Windsor & Eton Riverside, promoted and operated by WCR, on the 31st. Remarkably, it made it to destination and 47854 later worked the 1Z94 1614 return.

➔ The 'Scarborough Spa Express' was powered by 47760 (with 47237 inside) from Carnforth to York on the morning of September 1. The evening return was hauled by 47237 (with 47760 inside) from York.

➔ The same pair were working for RTC on September 3, with the 1Z54

0642 Crewe-Carlisle powered by 47237 to Preston. The 1Z56 1406 return was hauled by 47760 from Carnforth.

➔ RTC enjoyed 47237 again on September 4 when it worked the 1Z45 0917 Crewe-Holyhead to Chester for steam forward. It later brought the 1Z46 1800 return back from Chester.

➔ 47812 had a troublesome couple of days on September 5 and 6; firstly, it suffered a broken windscreen in the Kettering area due to vandalism; then its 5Q42 1205 Three Bridges-Eastleigh Works hauling 442412 was terminated at Stewarts Lane due to a brake fault.

➔ Harry Needle's 47853 was moved from storage at Longtown to Kingmoor on September 9 pending a move to Barrow Hill. Once reactivated at the Derbyshire depot 47853 is expected to be hired to GBRf.

➔ Vintage Trains had a diesel day out with 47773 working the 1Z73 0656 Solihull-Portsmouth Harbour on September 10; 47760 was hired in to power the 1Z74 2004 return. Meanwhile in Scotland 47739 was making only its second appearance on a passenger train in over a decade on the 1Z16 1600 Inverness-Edinburgh GBRf charity special, which it worked to Shields Junction.

➔ Steam Dreams once again clocked up more diesel miles than steam ones with 47580 at the sharp end of the 1Z33 0803 Paddington-Shrewsbury to Bristol. On the 1Z36 1731 return 47746 was placed atop 6201 at Bristol Parkway.

CLASS 56

➔ The Calvert waste duty has now reverted to DB Cargo power and so work for the DCR 56s has been thin on the ground. However, 56311 did have a few nights' work on RailVac duty based at Totton Yard.

➔ Elsewhere, the Boston steel duty has seen Class 56s back at the helm after a period of Brush 4 dominance. 56105 returned to traffic on August 24 and had 56078 for company to Boston. The locos then each took turns on the train until September 3 when 56105 took up residence.

➔ At Doncaster, 56087/302 were regulars on the RailVac workings around Yorkshire during the period.

CLASS 73

➔ The twice-yearly UTU run over the Penistone line usually produces Class 31s owing to weight restrictions over certain structures. However, this period the plan was to use Class 73s, thereby denying some much needed Type 2 action. 73963 was worked into position by 37421 as mentioned earlier, and 73964 was tripped from Tonbridge via Whitmoor Yard on September 12 and went forward to Doncaster that night. However, the plan fell apart when 73964 failed on the night of the Penistone trip and the mission was cancelled. The pair skulked across the Pennines to Chester on September 15 to pick up the diagram recording on the MerseyRail network.

CLASS 91

➔ 91112 had its pantograph torn off at Ranskill on September 6 working the 1335 King's Cross-Leeds service. For once the 91 fleet was not to blame for the subsequent disruption, a fault on the overhead wire being deemed more likely. The stricken 91 was rescued by 67018 and the following day the 67 hauled the set throughout as the 0530 Leeds-King's Cross, being diverted between Doncaster and Newark to run via Gainsborough.

➔ Sadly, the period had its usual major failures, 91114 working the 1700 Edinburgh-King's Cross

brought the wires down at Tallington on August 20 owing to a faulty pantograph. The subsequent disruption amounted to 217 hours of delays!

➔ Three days earlier 91103 working the 0835 King's Cross-Leeds showered a p/way gang with sparks as it passed Arlesey north of Stevenage. The train was stopped at Biggleswade and was still sparking profusely as it arrived. It was Thunderbird hauled to Peterborough where it was terminated and then dragged back to Bounds Green.

➔ 91119 failed on Stoke bank near Grantham on August 30 working the 1300 King's Cross-Edinburgh, this alone resulting in 94 hours of delays.

➔ 91125 failed with a TDM fault at Peterborough on September 7 while working the 1830 King's Cross-Edinburgh. The following day 91121 failed at Newcastle before departure with the 0655 to London and the service was cancelled. Thunderbird 67024 then took the set empty to Bounds Green.

➔ Unbelievably, the first train through the repaired section at Ranskill on September 9 was 91127 with the 1130 King's Cross-Edinburgh and subsequently brought the wires down again, allegedly owing to a faulty pantograph.

➔ On September 12 91128 failed at Doncaster on arrival with the 0705 King's Cross-Leeds. The train was terminated and 91124 which had just been released from the adjacent works was attached to the set. This then continued on the rest of the day's diagram with the dead 91 tucked inside.

➔ Finally, on September 14, 91126 failed at Welham Green while working the 1505 King's Cross-Leeds. The King's Cross Thunderbird attended and took the train to Peterborough where it terminated.



Network Rail Class 31 31233 and 73/9 73951 depart Freightliner's Leeds Midland Road Depot on September 12 with 37884, which had been for tyre turning. (Gavin Morrison)

TOPS Code Query

Over the last 40 years I have made records of the TOPS Codes as allocated and used on BR. I did my trainspotting in the 1960s in my teenage years, as many of your readers will have done. I'm now

70 years old and have lived in New Zealand since late 1972.

TOPS were really unknown to me, other than from photos in the railway press, such as your magazine. I have bought assorted

'Spotters ABC' and books such as the 'Recognition' series by Colin Marsden and it's from them that I have made up my TOPS code lists.

However, going through the lists I find that some TOPS codes have

not been used – or I'm not aware of their having been? I wonder if any of your readers can advise me if the codes I have listed have in fact been used, so I can complete my lists?

Don Roberts

Unused TOPS Codes

19	223-229	382-384	454
32	223-229	386	459
34	231-250	388-389	463-464
36	265-260	391-394	467-470
39	262-299	396-398	472-479
54	324	400	481
63-64	326-330	406-409	484
69	335-340	417	490
78	343-344	425-426	493-498
79	346-349	425-426	500
94-96	351-356	428-429	509
132-138	358-359	433-437	511-599
191-194	361-364	439-440	600-699
196-200	366-369	443	
211-219	372	448-449	

Editor's Reply: If anyone can help Don please email the editor at railwaysillustrated@keypublishing.com so the relevant details can be passed on.

Heritage Guide Update

The following details update the entry for the Battlefield Line that appeared in the Heritage Line guide in the June issue of *Railways Illustrated*. The correct website and contact email are: www.battlefieldline.co.uk and enquiries@battlefieldline.co.uk.

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

Freightliner has incurred a variety of costs over the last year due to the hire of four of its Class 90s to GBRf for use on the Serco Caledonian Sleeper services. In addition to becoming liable for delay minutes, the shortage of 90s has led to the use of Class 70s on WCML intermodal services (vice 90 or Class 86s), losing further time and exacerbating reliability issues with the diesel loco fleet. As a result Freightliner is ending the 90 hire in October and GBRf will need to use 86401, 87002, 92014 and the soon-to-return 92033, with Class 67s for the Carstairs portions. It is anticipated that full Class 92 use will not resume until next January. *** DB Cargo's heavily underused Class 67s are planned to be used with three rakes of Mk 2 coaches on Cardiff – Taunton services next year in top and tail mode.** * The future for Class 91s and Mk 4 stock is now thought to be bleak, with EMUs likely to be considered for use on the electrified Midland Main Line. *** Freightliner's diesel loco fleet problems include eight Class 70s stored and Class 66s with power issues (producing as little as 2000hp – as indicated on the Train Management System)**

and low availability. * Class 73/9s are having alternator upgrades to improve reliability on the Scottish sleepers. Class 66s will continue to assist the 73s, with double heading continuing on the Aberdeen, Inverness and Fort William portions until the modification programme is completed. *** Hitachi is reported to be working with Bombardier in a bid for London Underground stock.** * Vintage Trains is determined to use Class 20s on a charter working, but no firm plans are yet in place. *** DRS intends to fit controlled emission toilets to all its Mk 2 stock, ensuring their use in East Anglia and Cumbria for the near future.** * DRS has also pledged to allocate four London-based drivers for use on the Anglian short set with Class 68s after the RHTT season begins, ensuring Class 68 use until at least December, with Easter being now quoted as the date for the set's withdrawal. *** The Wensleydale Railway is planning a Class 20 anniversary in 2017, from September 14 to 17, to celebrate 60 years of the English electric classic, with at least 12 locos appearing, including the return to traffic of 20169.** * Rail

Operations Group is believed to be organising two more charters after its 442 trip, one featuring a Class 31. On December 30/31 ROG plans to run a through train from Bury to the Mid-Norfolk Xmas Gala with a top and tail 31 and 47 formation. The 31 will work to Wymondham and the 47 back the next day, with the possibility of ECS back south to Ely being run as a service train too. Prices will be £20 in Standard and £25 First Class, pay on the day. *** Rumours are that an additional ten Class 68s are being ordered, with a number of additional duties being arranged over the next year.** * Although ROG is currently hauling Angel Trains Class 442s to Ely Papworth sidings for storage, rumours persist of the units' use as hauled stock. One or two units could be available for hire using Class 47s or Class 50s. Possible services include Newport-Cardiff Rugby Extras, Scottish Golfexes, and various charters. *** Plans to use Class 67s and stock on Manchester-Southport 'Club' services have been dropped.** * The delay to the authorised electrification to the Midland Mainline by George Osborne is reported to have cost

Network Rail tens of millions of pounds. The required replacement of overhead lines as far as Bedford (to a lower 100mph spec) will be replaced in turn by 125mph wiring (the longer term tied in tendering preventing cancellation of the 100mph wiring order). *** 37422 is thought to be in line for a repaint from unbranded DRS blue livery into Large Logo to tie in with the rest of the heritage fleet. DRS will also take the opportunity to iron out some reliability issues with the loco during the repaint.** * The recent tragic death of Simon Brown while leaning out of a train window near Balham has led to the DfT attempting to ban all drop light stock in use on main land UK railways (until the impracticality of this course of overreaction was pointed out). *** Class 90s and Mk 3 stock have only another four years of work left in East Anglia with new franchise winner Abellio planning to replace all hauled trains with units. Insiders are adamant that the locos and stock will see further passenger use elsewhere, with the fleet proving to be one of the most reliable in the country.***



The Heathfield Branch

David Mitchell tells the fascinating story of a Devon branch line that refuses to die.

MAIN PHOTO: 47079 *George Jackson Churchward* passes the closed station at Heathfield on August 28, 1980 after leaving its train (the 6B05 0005 departure from Waterston) at the oil depot. On the left, 08238 is propelling empty wagons into the ball clay works (which is behind the camera). A stub of the old Teign Valley route curves sharply to the right. Although all signalling on the branch had been removed, it is understood that two trains could operate here at that time under the supervision of the 'person-in-charge'. (All photos author)



ABOVE RIGHT: 31273 shunts clay hoods adjacent to the closed Newton Abbot Goods Depot on March 26, 1982. This wagon-type was used at that time on occasional ball clay trains from Heathfield to Fowey Docks. The line on the left is the Heathfield branch.

RIGHT: The branch has long been a favoured destination for rail tours. Possibly the most unusual visitor has been DEMU 1014, which is returning from Heathfield with the RCTS/SEG 'Devonian Railtour' on April 30, 1983. It is pausing while the Teignbridge level crossing gates are closed behind it. The two loop sidings here were taken out of use around this time and later lifted; the view is from the down side clay loading dock with the up side platform visible on the right. The latter was subsequently demolished and this is the area where timber has been loaded in recent years.



Devon's Heathfield branch is something of an anomaly in a county not known for rail freight traffic, for it has managed to survive for well over 50 years since its passenger service ended in 1959. On April 2, 2015 70804 eased off the branch with the last of more than 80 loaded timber trains that had run in a period of almost 3½ years. This means that the line is currently in its third period without any regular traffic, and there must be serious doubts as to whether it has a future.

Background

The line is actually a truncated section of the Moretonhampstead branch, opened in 1866 by an independent company as a 12½ mile-long broad gauge railway that ran from Newton Abbot and climbed for about 530ft from almost sea-level to a terminus at the

market town of Moretonhampstead on the edge of Dartmoor. The line was run from the outset by the South Devon Railway and initially had intermediate stations at Bovey and Lustleigh; another station was opened to serve the small village of Teigngrace in 1867. The railway was absorbed by the South Devon Railway in 1872 and the new owners began looking for ways to increase traffic. Chudleigh Road station was opened in July 1874 as the railhead for the southern end of the Teign Valley; it was adjacent to the Exeter-Plymouth turnpike road, on which lay the small town of Chudleigh, some three miles away.

The new station was renamed Heathfield in October 1882 to avoid confusion with Chudleigh Station on the soon-to-be-opened Teign Valley Railway, which ran from Heathfield to Christow. At that time there was no such place as Heathfield and

the name referred to the surrounding heathland. A further railway from Christow to Exeter opened in 1903 and completed what became known as the Teign Valley Line, which ran for eight miles out of the valley and through the Haldon Hills, and was worked by the Great Western Railway that had previously absorbed the SDR.

Improvements were made over the years to both routes, and at Heathfield the layout was revised in 1916 when a larger signal box was provided and a direct running connection made with the TVR. This facilitated occasional diversionary workings in the event of problems on the main line, particularly when there was damage to the Dawlish sea wall section. Subsequent changes at Heathfield also included the provision of a down platform and passing loop in 1927.

RIGHT: Departmental 50046 *Ajax* shunts the Newton Abbot clay siding while working the 6C58 1030 Heathfield to St Blazey Speedlink trip on September 25, 1990. It has brought a loaded PBA hopper from Heathfield and is in the process of exchanging an empty TTA tank for one loaded with ball clay slurry.

FAR RIGHT: St Blazey's 37674 has arrived from Tavistock Junction yard on June 25, 1998 and is shunting the Heathfield clay works, a month after service had resumed there.

BELOW: 60029 *Ben Nevis* has propelled empty tanks from the oil depot into the loop at Heathfield on April 29, 1994 and is running round before leaving with the 6B20 1210 departure for Waterston. The old banana warehouse can be seen on the right.



Downs and ups

It has to be doubtful whether either route was ever financially viable, particularly for passenger traffic, and both were relatively early casualties. The Teign Valley passenger service was withdrawn in June 1958, with the line between Christow and Exeter closing completely. The section between Heathfield and Christow was retained for freight, but was further truncated at Trusham when the formation between there and Christow was damaged by flooding in October 1960. The line continued to survive with coal and oil traffic to Chudleigh, and stone from a quarry near Trusham. The former ended in 1967, and although the latter could have continued, pressure to release the trackbed for the Chudleigh bypass brought about closure of the final section in July 1968.

The Moretonhampstead branch passenger service ran for the last time on February

28, 1959, though the line north of Bovey continued to be served by a thrice-weekly goods train until April 1964. The section from Heathfield to Bovey then survived until 1970 when the inbound grain flow was transferred to road.

However, other freight traffic has since ensured the survival of the line as far as Heathfield. Today's four-mile-long branch runs over the predominantly flat, broad alluvial floodplain of the River Teign and its major tributary the Bovey. This is the 'Bovey Basin', an area that contains one of the world's most important deposits of ball clays; ceramic clays that are both finer and much rarer than the china clays, with which they are often confused. The carriage of these clays was for a long time a mainstay of the line's business. Their presence also led to the building of Candy & Co's 'Great Western Pottery, Brick and Tile Works' at Heathfield, which was provided with a private siding in 1888.

Heathfield's position adjacent to the A38 trunk road led to further developments after the passenger service ended, firstly with Geest Industries building a banana distribution warehouse in 1961. Trains arrived from Avonmouth Docks, with the warehouse accessed via a surviving stub of the Teign Valley line. Gulf Oil established a terminal to the north of the station that was reached by a trailing connection from the Moretonhampstead route, and block trains started to arrive in January 1966. There is photographic evidence of a 1974 DMU railtour, which suggests stone traffic was being handled at that time, but no other details have ever been discovered. The oil terminal was later run by Heltor Ltd, which dealt with other traffic, including animal feed, fertiliser and sugar beet. It was not all good news, however, with the Candy siding closing after a period of disuse in 1967 and the banana traffic ceasing in 1975.

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Traction

The passenger service over both routes had remained steam hauled to the end, and afterwards the residual goods traffic was mainly handled by ex-GWR pannier tanks. Dieselisation by 1962 found North British Type 2s (later Class 22) rostered for these duties. By the 1970s the oil trains were usually worked through to Heathfield by a Class 47, while a Class 08 would handle the ball clay trips and also haul the empty oil tanks back to Newton Abbot. Locomotive servicing continued at Newton Abbot Depot until its closure in October 1981, at which time its allocation of Class 08 shunters was transferred away. From this date the clay traffic was serviced by a trip from Exeter Riverside that was usually rostered for a Class 31. By then two companies were providing traffic: Watts, Blake, Bearn & Co had sidings at Newton Abbot and Teignbridge, while ECC Ball Clays had a works at Heathfield. However, Teignbridge was to close within a year or two.

With the advent of sectorisation, from 1988 the clay trips were worked out and back from

either St Blazey or Tavistock Junction yards. This couldn't have helped the economics of the operation and it was perhaps not too much of a surprise that the ball clay traffic was lost when BR's 'Speedlink' network closed down in 1991.

This just left the oil traffic, with a weekly train scheduled from Waterston; by now usually worked by either a single loco or pair of Class 37s. In 1993, trials with heavyweight 37705 and 60027 cleared both types for the branch and by the end of the year a Class 60 was often rostered. However, a subsequent review of transport arrangements meant that the last oil train arrived on December 20, 1995 behind 37896, and the traffic was subsequently sent by sea from Milford Haven to Plymouth. Interestingly, on three occasions in November 1995 the trains had Class 56 power when it was extremely rare for this type to work anything west of Exeter.

Recent activity

The branch was devoid of traffic for more than two years, but following privatisation and EWS's drive for new business, a weekly

service was revived from Heathfield's ball clay works in May 1998. For several years this mostly comprised two to five ferry vans for bagged clay, but subsequently covered hoppers were used for bulk clay. Loadings were never very heavy, though, and the traffic eventually ceased at the end of 2006. The clay works is still active under the ownership of Imerys Minerals, but much of the output is now taken by lorry to Teignmouth Docks.

Another period without any traffic followed, and when the branch was officially 'mothballed' in 2010, many thought that closure was inevitable. However, the line was to gain yet another life when it was announced that timber traffic would be loaded by Euroforest at Teignbridge. The logs were to be collected from various locations in Devon and Cornwall and then hauled to Kronospan's Chirk plant by Colas Rail. The first train of empties arrived behind 66847 on December 5, 2011. It should be noted that the location of the timber loading point has always been known as Teignbridge on the railway, but these trains were wrongly entered on TOPS as running from Teigngrace.

ABOVE: 70804 approaches Teignbridge crossing with the final train of timber empties (6V54 0535 from Kronospan in Chirk) on April 1, 2015. It went through to Heathfield to run round, before returning for loading to commence.

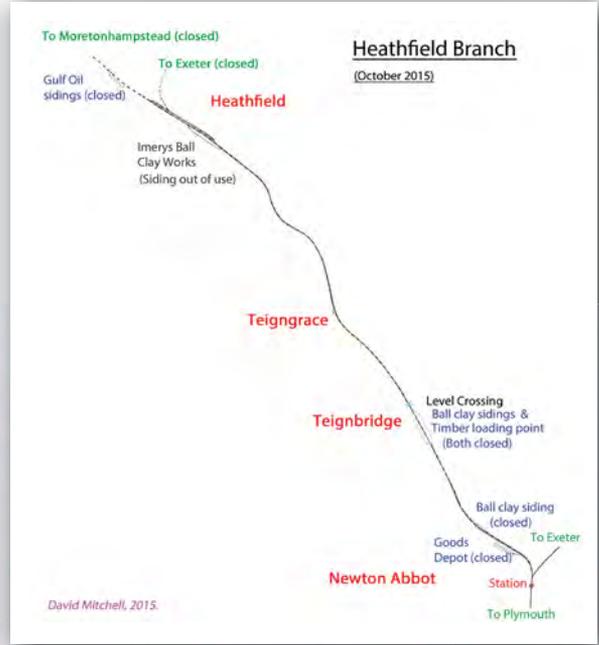
BELOW: During one of its dormant periods the branch still received visits from the weed control train. Here 20901 is hauling the Chipman's train over Teignbridge crossing on August 26, 1996. It is passing the old crossing keeper's cottage, which is Grade II listed and was restored in about 2000.



RIGHT: 'The First Devon & Exeter Explorer' charity railtour leaves Heathfield for Paddington on October 10, 2015 with GWR green 43188 and 43187 providing the power. Will this be the last ever departure from here?



FAR RIGHT: Map of the Heathfield branch (as of October 2015).



BELOW: Colas' 56094 is waiting to leave the branch with the 6Z53 1441 Teigngrace (sic) to Carlisle timber train on September 27, 2012. A fault was subsequently discovered on the loco and its departure was delayed until the following day.

Operations proved to be somewhat inconsistent, but generally settled into a fortnightly pattern until a great storm opened up the infamous Dawlish 'hole' in February 2014 and led to a two-month closure of the main line. Situated on a flood plain, the branch has also been susceptible to flooding and was indeed damaged at the same time. During this period three log trains were loaded at Exeter Riverside, but service reverted to Teignbridge after the main line was restored. However, from November 2014 trains were usually divided in Riverside yard, thus serving both locations. Unfortunately, the branch was flooded again in the following January, stranding eight wagons at Teignbridge for a fortnight.

For many years the branch was used to stable the Royal Train overnight, the earliest recorded occasion being in 1937. This practice has ceased in recent times with other places being used, including Riverside and Newton Abbot's Hackney Yard. However, the Queen 'griced' the line again on March

20, 2015 prior to visiting Plymouth. Just three days later a new class made its debut on the branch when 70804 worked a ballast train – one would have thought that if ballasting was required, it might have been prudent to have done it before the royal visit! With Colas suffering reliability problems with its Class 56 locos, 70804 re-appeared and worked the last two timber trains.

At this time, it is not totally clear why the service has stopped, but the branch's flooding problems have probably not helped. 'Operational difficulties' have also been mentioned. To access or leave the Heathfield branch, trains have to run round in Newton Abbot's main up platform. Newton Abbot's track circuiting only allows a maximum of 17 wagons, whereas trains from Exeter have run with up to 21 wagons. It has also been suggested that running round requires a 26-minute period, and with only three such 'windows' in the timetable each day, it has been difficult to obtain satisfactory paths.

Over the years there have been calls to re-open the Teign Valley line to act as a diversionsary route should the main line be

closed, and such calls have increased since the 2014 closure. The proponents seem to have been encouraged both by the GWR using the Teign Valley line for diversions, and the existence of about half a mile of track at the Exeter end of the route. Plus, of course, the presence of the Heathfield branch. However, such thoughts are rather fanciful, and would appear to have come from those with little knowledge of the route. It was only ever built as a meandering rural branch line and was never suited for main line traffic, so there were always restrictions on the stock that could be used. Even if all the trackbed were currently intact, the line would still have to be totally re-engineered to be suitable for modern running and stock. If anyone could justify such an expense, it would be much better to seek a different route altogether. As it is, the formation is far from intact, and the fact that a couple of miles of its length are now buried beneath major roads and other developments seems to have escaped the notice of those proposing its reinstatement!

The Heathfield branch has had several lives already, whether it is now a 'Lost Line' or it has a future remains to be seen. **RI**

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5**

**PUBLISHED
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FROM GRIDIRON TO GRASSLAND THE RISE AND FALL OF BRITAIN'S RAILWAY MARSHALLING YARDS

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THE RISE AND FALL OF
BRITAIN'S RAILWAY
MARSHALLING YARDS



by Michael Rhodes



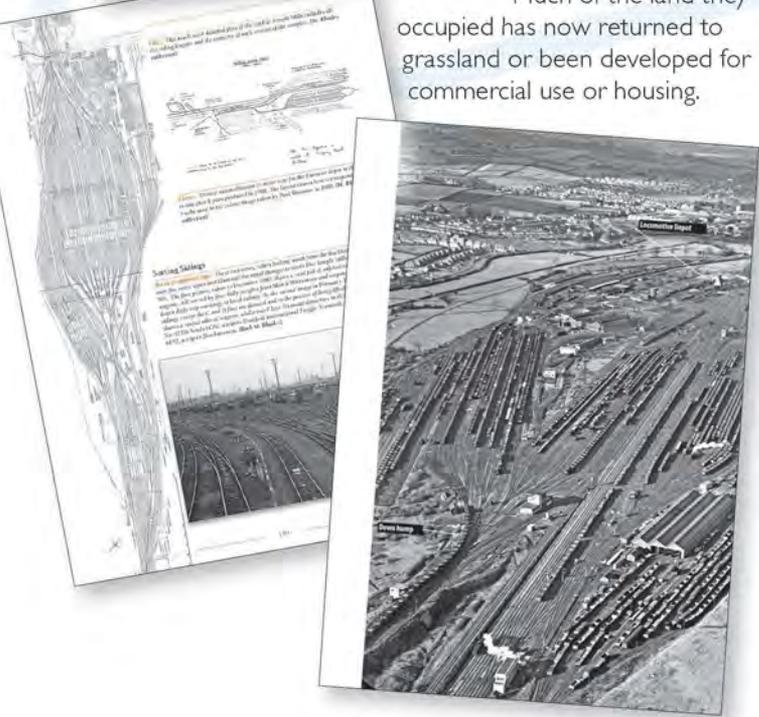
HARDBACK. £34.95

This book traces the development of the marshalling yard and examines British Railways' policy towards marshalling yards in light of the 1955 Modernisation Plan and afterwards. It then goes on to look at individual yards in detail; from the earliest yards to the first mechanised hump yards, the Modernisation Plan yards and finally Britain's last, fully automated, hump yards.

It is the result of over three decades of research by well-known railway author, Michael Rhodes. In the 28 years since his earlier work "The Illustrated History of British Marshalling Yards" was published, numerous crucial documents have been released allowing a much more detailed understanding of the rise and fall of Britain's marshalling yards.

In 288 pages with 500 photographs, 50 plans and 80,000 words, the author has put together a definitive history of Britain's marshalling yards to serve as an important and invaluable reference work. Essential reading for anyone with an interest in Britain's railways.

The 1955 Modernisation Plan envisaged a huge expansion in wagonload freight and set in motion a massive programme of investment in new and refurbished yards. Over 50 of these vast hump yards were built in Britain, 20 of them automated, but in reality traffic began to decline steadily and few of the new and refurbished yards saw traffic anywhere near predicted levels. Much of the land they occupied has now returned to grassland or been developed for commercial use or housing.



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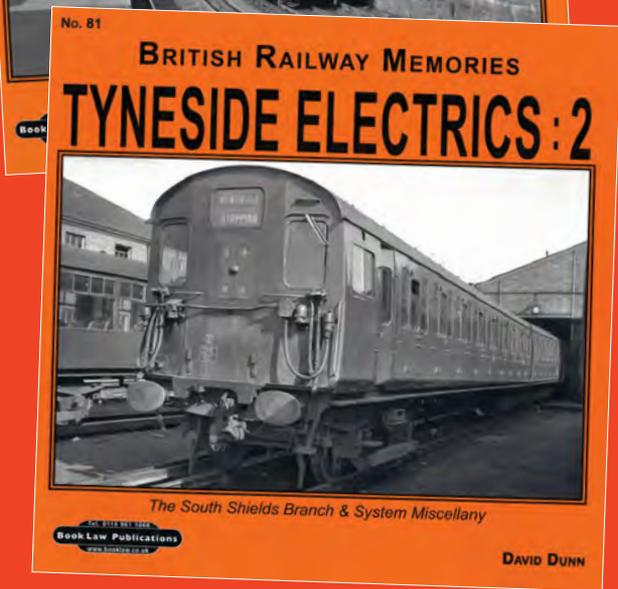
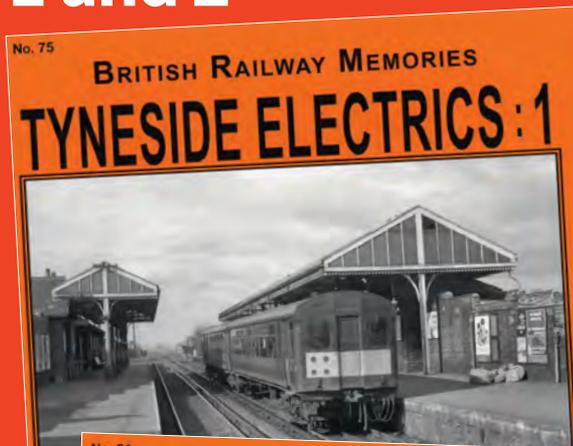
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PRODUCT OF THE MONTH

Tyneside Electrics 1 and 2



AUTHOR: David Dunn
PUBLISHER: Book Law Publications
ISBN: 978 1 9096 2552 5 and 978 1 9096 2558 7
PRICE: £9.99 each
WEB: www.booklaw.co.uk

THIRD RAIL DC electric traction is usually associated with the Southern Region. However, way back in LNER days a system also ran on Tyneside, starting in 1904. The author tells the fascinating story of this isolated third rail system in two small volumes; part 1 focusses on the northern part of the network while volume 2 looks at the South Shields branch and the system in general.

The various North Eastern Railway stock is described in the historical introduction and although the book depicts largely the stock used from 1938 onwards, older vehicles are illustrated. And this is where the book excels. There are some truly superb images of the stock

employed, including detailed close-ups of components such as bogies, as well as carriage interiors. The captions offer a wealth of detail, especially about the various locations depicted. Ticket images add to the nostalgia, as does the varied station architecture and shots of bridges, junctions and other infrastructure. Also included in volume 2 are photos of the two ES1 electric locos and an incredibly rare image of a single electric parcels van (E29467E) being towed by a Class 17 Clayton Type 1.

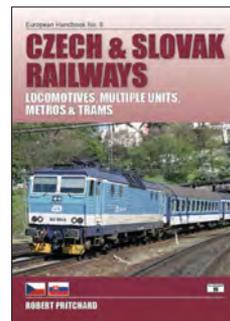
The only 2-EPBs to run outside of the South East of England also feature (before they were transferred to the Southern in the late 1960s), as does Parcels/Luggage Van E68000, similar in design to the Southern Region's MLVs. Very informative and superbly illustrated, no railway enthusiast's bookshelf should be without them – highly recommended. **(MN)**

Czech & Slovak Railways

AUTHOR: Robert Pritchard
PUBLISHER: Platform 5
ISBN: 978 1 902336 71 8
PRICE: £24.95
WEB: www.platform5.com

THE POPULARITY of European railways, be it for photography, spotting or haulage bashing, has been growing for more than a couple of decades now, and as more borders have come down and travel further afield has become easier, then it is inevitable that more people have found an enhanced interest in rail networks and fleets away from the UK.

This book, number 8 and the most recent in Platform 5's European handbooks (it has also covered Germany, France, Benelux, Ireland, Italy, Switzerland, Austria), details both parts of the former Czechoslovakia: the Czech Republic and Slovakia. Both countries, but especially the former, are now very popular with British enthusiasts because of a variety of loco-hauled trains,



some by very loud and charismatic diesels.

Across 256 pages, this A5 perfect bound softback book details, – for both countries, the complete loco, multiple unit, metro and tram fleets. Preserved stock and where it is based are also detailed. For the first-time or occasional traveller, there are six pages of route maps,

plus information on how to get to the countries and what rover tickets to buy when you are there.

Vehicles are listed by number, with any previous identities also detailed, along with their livery, operating division, any relevant detail differences, and depot allocation. There are many excellent,

bright and sunny colour pictures of the rolling stock throughout the book.

Overall this is an excellent and timely publication. It provides a wealth of valuable information that will make any trip to either of these countries – be it a first or a 50th – more enjoyable from a railway point of view. Excellent. **(PD)**

Morpeth to Bellingham and the Rothbury Branch

AUTHOR: Roger Darsley and Dennis Lovett
PUBLISHER: Middleton Press
ISBN: 978 1 908174 87 1
PRICE: £18.95
WEB: www.middletonpress.co.uk

ANOTHER IN the fascinating Country Railway Routes series from Middleton Press, this time looking at the former Wansbeck Railway and the Rothbury Branch.

Heading west from Morpeth, the line to Bellingham, running via Scotsgap, Woodburn and Reedsmouth to Bellingham, passed through remote moorlands and climbed as high as 820ft above sea level. This could make it challenging in winter as heavy snowfalls

were common; indeed the line was blocked by snow for a time during the harsh winter of 1947.

As far as Reedsmouth it was known as the Wanney Line and was originally used for the movement of coal and iron ore as well as the pig iron they produced at Ridsdale. The military training camp at Otterburn opened in 1911 and the line found considerable use transporting men

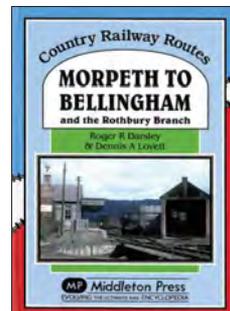
and equipment to and from it, via Woodburn Station, particularly during World War Two. This continued until September 29, 1966, long after passenger services had been withdrawn. All traffic on the line ceased four days later.

The approximately ten-mile long Rothbury branch opened in 1870 and was originally intended to reach Ford, but this plan was abandoned and the line terminated at Rothbury.

The Bellingham and Rothbury lines parted at Scotgap Junction, with the latter heading north and passing Fontburn Reservoir, which it was instrumental in the construction of. Small quarries were also served along the route, which also attracted race day specials for people attending horse

racing events at Rothbury.

In keeping with earlier books in the series, a wide range of historical photos, maps, gradient profiles, tickets and timetable information is provided, helping the reader to understand the workings of the remote Northumberland lines. Whether or not you are collecting the entire series, this volume is recommended. **(MN)**



EMUs: A History

THE EMU has been around for a remarkably long time, dating back to the 'big four' era, since when it has progressively found its way to more and more of the national network, a process that continues today.

This book is a pictorial account of the EMU in post-1948 British Railways days. Every class of unit is covered, beginning with the first generation designs such as the AM2, AM3, AM4 and Class 405 4-SUB and progressing through to the Class 380, 387 and the Class 390 Pendolino. No mention is made of the Siemens Class 700/707, despite the book being a recent publication, which is rather an oversight considering the Class



AUTHOR: Hugh Llewelyn
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 4982 5
PRICE: £19.99
WEB: www.amberley-books.com

700 entered service in June. However, as an illustrative round up of dozens of EMU types the work does a good job, with plenty of colour images depicting all other classes in a variety of liveries.

Twelve chapters chart the EMU timeline and each class has a short piece of text giving brief but relevant details, with the photo captions clear and detailed. While it is a shame the Class 700 wasn't mentioned, and the older pre-nationalisation units were omitted, the book is nonetheless an interesting look at the train type that is rapidly taking over much of the UK network. **(MN)**

British Railway Wagons 1980-2015

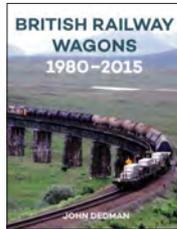
AUTHOR: John Dedman
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 6182 7
PRICE: £14.99
WEB: www.amberley-books.com

WAGON BOOKS tend to be few and far between compared with those about locomotives, for example. This splendid reference work seeks to rectify the situation somewhat and is particularly aimed at the keen railway modeller. The author falls into that category and many of the photos are from his own collection, which he has amassed over the years to assist in his modelling passion.

Although the book covers the years from 1980, it includes many wagons of a much older vintage that were still running on the main line, and

it spans every conceivable type – of which there are many more than you'd realise. The impressive range of types is arranged in TOPS order and includes everything from steel carriers to coal wagons, ballast wagons and brake vans, plus everything in between. Some fascinating details about liveries and the particular flows the wagons were used on are included in the in-depth captions accompanying each image.

While aimed at the modeller, this is a worthy reference book for any rail enthusiast and I have no hesitation in recommending it. **(MN)**



Full Steam Ahead – Victorian Railways DVD

RECENTLY AIRED on BBC Two, this six-part series, presented in a two-disk DVD format, is fronted by historians Peter Ginn, Alex

and creating a whole host of new businesses and opportunities.

There is plenty of actual railway content to keep everyone happy, with lots of footplate footage and informative sections on the development of railway technologies. I particularly enjoyed the piece about the Travelling Post Office, which includes practical demonstration on the Great Central Railway, and riding 'side-saddle' aboard



a loaded slate train down the Ffestiniog Railway without the aid of a loco and just using the wagon brakes – what would 'health and safety' say..?

All-in-all a very educational series and one that would make a nice stocking filler for the younger generation. **(MN)**

PRODUCER: RLJ Entertainment
DURATION: 360 minutes
PRICE: £19.99
WEB: www.rljentertainment.com

Class 43 Locomotives

AUTHOR: Andrew Cole
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 5901 5
PRICE: £14.99
WEB: www.amberley-books.com

ANOTHER BOOK in the fast-growing series from Amberley examining different loco types from the UK's national rail fleet. After dealing with the likes of the 20s, 31s, 37s, 47s and 60s,

wore them for a short period, it is perhaps understandable. Sadly, the book seems to have gone to press before the striking livery on 43172 *Harry Patch* was unveiled, 43002 *Sir Kenneth Grange* 'went retro', or the GWR green appeared on the scene. Likewise, other FGW advertising and artwork liveries have not been included for this reason. But let's be fair, no book publisher can keep up with the sheer volume of change affecting the HST fleet!

Amberley's attention now turns to the Class 43 HST power cars.

The format is exactly the same as in previous books – 96 pages in a perfect bound softcover book, with two pictures on each page. In this case, the images are all colour. The book runs in numerical order starting at 41001, then 43002 and finishing with 43484, but not all of the 197 (199 if you include the prototypes) power cars are depicted, though some more than once but only if they are in different liveries or have different owners.

Nearly all the major colour schemes are featured, with the only notable omissions being the Cotswold Silver 43070 and Hornby Red 43087, but as these rarely worked in these colours, and only

Captions are brief for the majority of images, most taken at stations. The geographic spread is adequate but a few lineside pictures in the stunning Highlands or Cornwall could have elevated this book from a publication of record into a 'must

have' title. It's not a bad product at all, but given the wide geographical coverage the HST fleet has enjoyed the scope is almost limitless. Sadly, however, budgets for producing books often preclude authors from being able to go that extra mile to cover all bases, and that seems to be the case here. More lineside pictures, especially scenic shots, would have been a real plus. **(PD)**

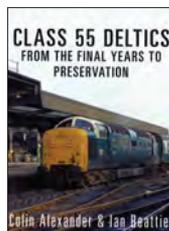
Class 55 Deltics from the Final Years to Preservation

AUTHOR: Colin Alexander and Ian Beattie
PUBLISHER: Amberley Publishing
ISBN: 978 1 4456 5695 3
PRICE: £14.99
WEB: www.amberley-books.com

ALTHOUGH SOME might view this as 'just another Deltic book', it is certainly an addition worth considering for your bookshelf. Why? Any book with previously unpublished photos is always welcome, and this example, with four photos per spread, offers a personal insight into the final three years of Deltic action in BR service, as well as several images of the Type 5s in preservation. Both authors were young Deltic fans and have continued to support the locos in preservation. Much of the action focusses around their home turf in the Tyneside area, but with plenty

of shots taken elsewhere. Some unusual Deltic workings are also captured and add to the splendid variety on offer.

What really makes this book stand out are the detailed and well-written captions. Home knowledge certainly helps, with plenty of supplementary detail included regarding the surroundings and structures, particularly in the Newcastle area. Accurate information of the workings featured, as well as technical details for the loco in question, are present throughout, and although the book is a collection of photographs it reads more like a potted history of the Deltics' final years in service. No Deltic fan should be without one. **(MN)**



King Rules

GREAT CENTRAL Railwayana Auctions held its latest event on September 3 at The Royal Show Ground, Stoneleigh Park, Warwickshire. Modern traction works plates proved especially popular, with some unexpected prices being achieved including £1,550 for one from early withdrawal D6983. At the other end of the scale there was a struggle to reach the relative bargain reserve price of £6,000 for an *Iford Manor* nameplate. The nameplate from GWR 6012 *King Edward VI* went for an impressive £25,000.

Steam Nameplates: *King Edward VI* (6012) £25,000, *Loch Eil* (61782) £13,500, *Auld Reekie* (60160) £12,600, *Canada* (45553) £11,800, *River Plym* (3300) £11,600, *Crynant Grange* (6861) £10,500, *Hotspur* (70011) £9,500, *Lady Margaret Hall* (6959) £8,800, *Kimbolton Castle* (61633) £8,500, *Shamrock* (LNWR 1309/LMS 5302) £8,000, *Tockenham*

Court (2954) £7,000, *Iford Manor* (7824) £6,000 and *Tangley Hall* (5939) £5,000.

Diesel Nameplates: *Super Voyager - Amerigo Vespucci* (221141) £980 and *Solent Voyager* (220003) £620.

GWR Cabside Number plates: **(Brass unless shown):** 7824 (*Iford Manor*) £2,500, 2935 (*Caynham Court*) £1,900, 2072 £1,800, 3214 £1,600, 5563 (CI) £1,200, 9405 £1,200, 4993 (*Dalton Hall*) £1,150, 1660 £700, 9777 (CI) £660, 7734 £620, 3829 (CI) £560, 6376 (CI) £480, 7318 (CI) £450, 5633 (CI) £380 and 9603 (CI) £270.

Diesel and Electric Works plates: Gorton no 1035 1951 (76028) £1,700, English Electric Vulcan no 3543/D972 1965 (D6983) £1,550, BR Derby 1961 (460xx) £920, BRCW Smethwick no DEL 181 1961 (33058) £700, English Electric Vulcan no 2772/D467 1959 (40050) £640,

Beyer Peacock no 7977 1963 Hymek (D7073) £620, Drewry Car Co/RSH no 2709/8187 1961 (D2328) £580, BR Swindon 1964 (D9522) £580 and BR AEI Derby 1963 (25086) £380.

Diesel Depot Plaque: Eastleigh (Spitfire) £400, Crewe Electric (Eagle) £360 and Crewe Diesel (Leaping Cat) £350.

LMS Hawkseyes: Ettington £1,050 and Helpston £460.

SR Targets: Hampton £500 and Sidcup £460.

Totems:

BR (E) Blue: Grimsby Town £2,900, Spalding Town £2,100, New Holland Town £1,650, Kirton £1,600, Darfield £1,150, Heeley £1,000, Firsby £640, Peterborough East £540 and Elsenham £440.

BR (M) Maroon: Sawley Junction £1,950, Threlkeld £1,750, Derby Midland £1,400, Longtown £1,300,



Andrew Watts
News Writer

Widnes Central £1,150, Bury Bolton Street £1,100, Luffenham £900, St. Albans City £740, Donnington £700, Vauxhall & Duddeston £640, Crumpsall £400, West Allerton £390 and Radcliffe Central £380.

BR (NE) Tangerine: Flamborough £3,800, Armley Moor £2,300, Featherstone £650 and Stanningley £520.

BR (S) Green: Selsdon £720, Sheerness-on-Sea £660, Sittingbourne & Milton Regis £600, Erith £530, Eltham Well Hall £480, Motttingham £480, Swale Halt £440, Kingston £350 and Marden £260.

BR (Sc) Light Blue: Newton Stewart £2,200, Haymarket £1,900, Helensburgh Upper £1,800, Riddings Junction £1,750, Canonbie £1,600, Spean Bridge £1,450, Tain £1,000, Carstairs £680 and Irvine £480.

BR (W) Chocolate & Cream: Wellington Salop £2,600, Warwick £2,000, Ashley Hill £1,550, Ferndale £1,550, Barmouth £880 and Codsall £620.

Future Events



EWS/DB Schenker 59202 *Vale of White Horse* passes Great Cheverell with the 7C77 Acton to Merehead stone empties on November 7, 2007. (Rail Photoprints/John Chalcraft)

DAVID LEWIS will hold his next auction at Crewe Heritage Centre on October 15. The usual free Routemaster bus will be in use between Crewe station and the Heritage Centre.

Steam Nameplates: *Cherwell Hall* and cabside (4989), *The*

Lifeguardsman (46150) and *The Territorial Army 1908-1958* (70048).

To be sold on behalf of DB Cargo: *Gwendreath* (08994), *Cwmbran* (37430), *British Steel Workington* (37505), *Meldon Quarry Centenary* (37667), *Gartcosh* (37884), *Dollands Moor International* (47063), *The Institute of Export* (47245), *Warrington Yard* (47338), *Cambridge Traction and Rolling Stock Depot* (47736), *Resurgent* (47737), *The Bobby*

(47746), *Resounding* (47764), *The Statesman* (47786), *Shotton Paper Mill* (56033), *Sir Morgannwg Ganol/County of Mid Glamorgan* (56053), *Castle Donnington Power Station* (56091), *Stora* (56103), *Vale of White Horse* (59202), *ABP Connect* (60031), *Nordic Terminal* (60053), *Thomas Barnardo* (60055), *Buachaille Etive Mor* (60088), *Post Haste* (67004), *Kent and East Sussex Railway* (73126), *The Rail Charter Partnership* (86261) and *Colonel Bill Cockburn CBE TD* (90020).

Diesel and Electric Nameplate Badges sold on behalf of DB

Cargo: *British Coal*, *Ford, County of Suffolk* (47180/702), *Institute of Export* (47245) and *North Eastern* (47401).

GWR Cabside Number plates: 3849, 3862, 4292, 5673 and 7242.

Diesel and Electric Works plates:

BR Swindon 1954, GM London Canada (66xxx), GM Valencia no 968742-7 (67007) and Gorton no 1051 1952 (76044),

Diesel Depot Plaque: Crewe Diesel (Leaping Cat).

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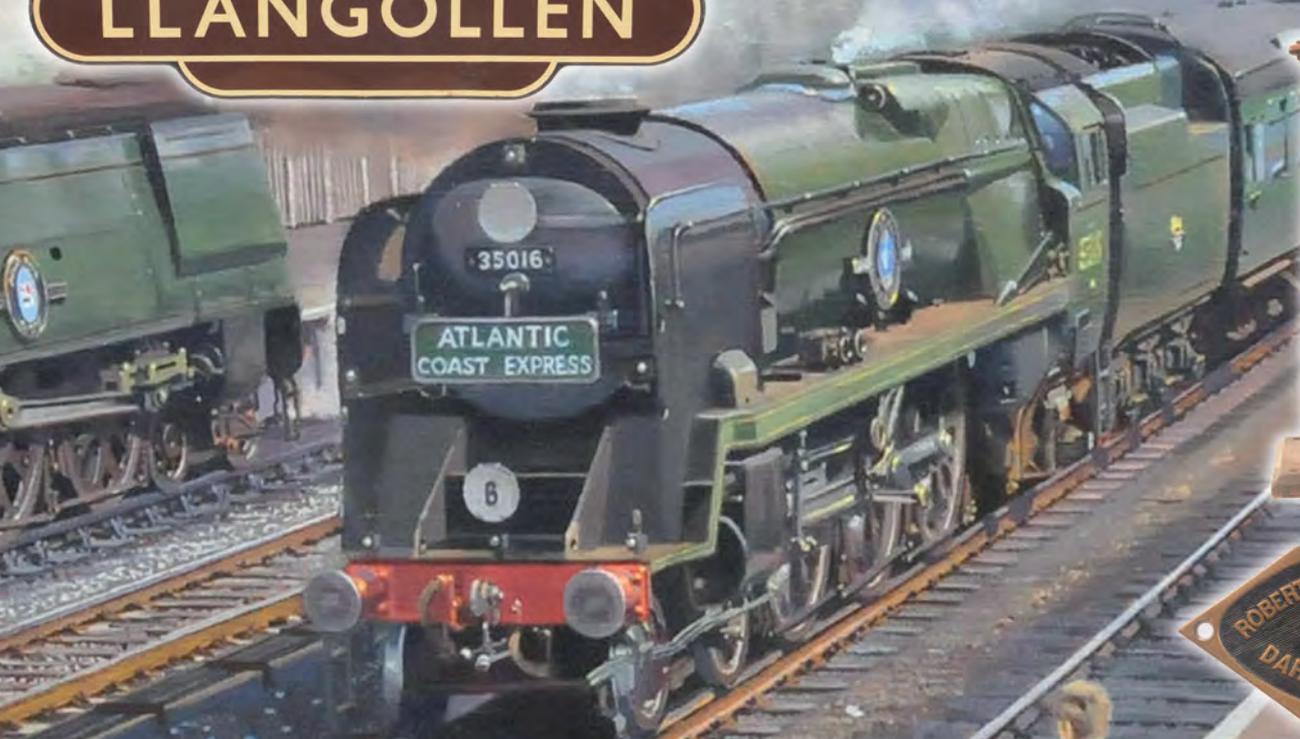
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The Return of 41001

Part 2

Andy Flowers concludes the fascinating story of the restoration and return to running order of HST Prototype power car 41001, one of the most significant trains of the last century.

The overhaul of 41001 was split between various sections, with work on restoration and preservation of the rolling stock carried out under the 'Project Miller' banner, together with help from the rail industry. Ongoing maintenance is now handled by the 125 Group, as Project Miller is effectively complete.

Movement

41001 had to be moved by rail as Neville Hill had no facilities for road delivery, so a number of tasks needed to be completed to get it ready. These included running up the brake system and checking for leaks, inspecting and certifying the main reservoir tanks, an ultrasonic axle test (UAT), brake pad change and a fitness-to-run exam (FTR).

The plan was to get the power car ready to move in a few months and so work began in earnest in November 2011. At the same time work was continuing on the power unit S508 with a view to moving it to Neville Hill ready for installation.

DCR Class 31 31601 took the power car from the NRM to Neville Hill on March 29, 2012. The group had given a commitment to return 41001 to York for display at the Railfest between June 2-10, which meant major dismantling



work couldn't proceed straight away. However, work began on some of the ancillary equipment, including the main air tanks, which were dispatched to Brush at Loughborough for refurbishment.

Major work begins

On June 28, 2012 the sectioned Valenta engine was lifted out of 41001 at Neville Hill. The empty space revealed the true condition of much of the wiring. Some of it had been cut following withdrawal and nearly two miles of rewiring was needed. With the power unit out, the team painted the inside in red oxide and then battleship grey to give long-term corrosion protection. At the same time the cab and battery boxes were also painted – the cab in authentic 1970s grey and the battery boxes in rubberised white. The replacement power unit was attached to the main alternator shortly afterwards, and the assembly was lowered into the body at Neville Hill on June 29, 2012.

Overhaul and restoration work on the power car included:

- Cab heaters, with a new design of cover added to shield the hot resistors (in recognition that children and unaware adults could be relatively frequent visitors to the cab at public events).
- The exhaust system.

- The E70 brake controller.
- Cab rewiring.
- Leaking cab roof.
- The rear gangway connection.
- Brakes (with assistance from Becorit).
- High water temperature thermostats.
- Rewiring of the guard's van.
- Removal of redundant three-phase wiring.
- The cubicle.
- Auxiliary and ETS rectifiers.
- A DC Compressor.
- A loco-style automatic Voltage Regulator.

Other work required included:

- Overhauled turbocharger (leaking oil).
- Coolant leak.
- Rewiring and cable tidying.
- Unsticking the rear buffers (these needed to be turned through 90 degrees and retracted to allow coupling to production HST trailers; they had been stuck in place after 30 years and had paint over the collars).
- Bogies.
- Cooler group.
- Electrical and electronic components.
- Replacement engine.

Additionally, the Marston cooler group in the prototype power cars is non-standard and replacement was not thought to be an option initially.

The alternator in 41001 is perhaps the biggest electrical difference to the

production power cars, with a combined auxiliary and ETS alternator as opposed to a single ETS alternator.

The rewiring of the electrical control cubicle was a mammoth task, requiring more than 2km of railway standard-approved cabling, with the final layout being as close to a production power car as possible, to ease troubleshooting. The prototype is slightly larger than that used on the production model and has a different layout. A replacement electronics rack was sourced from a Class 56 and was modified to accept HST production control cards of a type still being used (at the time) by FGW.

41001 was modified in the 1970s to be compatible with production trailers and part of this work included replacing the DC ETH equipment with 3-phase AC. Two options were considered for the ETS supply and auxiliaries. Firstly a system based on the refurbished Class 37s; secondly one based on the Class 57s, together with a new automatic voltage regulator. The 37 system would have meant modifying the governor, often regarded as one of the trickier areas of the Valenta set up. However, there was a spare 57 rack and associated cards available at the nearby Brush Works, so this option was taken. Fitting and modifying the electronics was a far from simple task, ➔

MAIN IMAGE:

Breaking new ground for any HST – 41001 and its three matching Mk 3s at Kinneil on a damp July 22 during the Bo'ness & Kinneil Railway's diesel gala. (Alexander Cromarty)



particularly in acquiring and modifying the required Automatic Voltage Regulator (AVR), but testing soon showed that the new system worked perfectly.

Replacement of the HST train supply by a conventional ETS system was carried out by using a bought-in Class 47 style AVR – designed and manufactured by Noel Craigen, ex-Tinsley tech office. Production HST trailers use a three-phase supply from the auxiliary generator, while loco-hauled Mark 3 coaches use a standard single-phase 1000V AC or DC supply from a loco and convert it using under-floor mounted motor alternator sets to 3-phase 415/240 V 50Hz AC.

There are a number of advantages in using ex-Class 57 auxiliary equipment, including compatibility with other stock, together with production HSTs, and more efficient use of the compressor. A compressor was acquired from the Class 73 re-power project at Brush, for use with the new electrical set up.

Rewiring of the main electrical control cubicle was completed in early 2013, after three months of work on relays and contractors before the wiring work could begin. The cubicle, together with the donated Class 56 electronics rack, was ready to be placed in the power car by the end of March. The wiring was completed as close as possible to accord with a production power car. More work was needed in the cab as cabling and wiring was again found to be in a poor condition and full rewiring was the preferred option.

Moving home

41001's overhaul took a very visible step forward in July 2013 with its full repaint into prototype livery by A1 ProPaints at its specialist facility in Neville Hill Depot. Shortly after this, the management set up at Neville Hill changed and the backlog



ABOVE: 41001 stands at Wansford on a frosty April 10 morning prior to starting up during the Nene Valley's diesel gala. (Colin Pottle)

of maintenance work led to notice being served to the group to find a new home. East Midlands Trains worked flat out to ensure that 41001 was in a fit state for main line transfer, including tyre turning, fixing some fuel leaks and finishing off electrical jobs.

The group decided to take up an offer from the Ruddington-based Great Central Railway – Nottingham (GCR-N). With many of the group's members based in the south of England, a new home at Ruddington was more appealing than Neville Hill (despite the great hospitality given by EMT) and the facilities promised at the GCR-N would enable completion of the restoration project. An agreement for the relocation to Ruddington was duly signed with movement taking place on September 6 via the National Railway Museum at York using Deltic 55002. 41001

was displayed in the NRM's Great Hall during its layover there. The power car was dragged to Ruddington on September 18, hauled by 37350 (D6700) together with 55002 and 37706.

The Ruddington base has proved to be a good one for maintaining 41001, and useful volunteers on site include Ron Whalley, the original designer of the HST braking system, with engineering expert Dave Moore available close by at Brush, Loughborough.

The power car was shown off to the public at the GCR-N's Autumn Diesel Gala held over the weekend of September 28/29, 2013, with the power unit started up for display purposes.

Supporting stock

The group signed an agreement near the end of 2014 to take ownership of three Mk

BELOW: The power car and its Mk 3s head along the Nene Valley Railway on April 9. (Alexander Cromarty)





ABOVE: The flexibility that the nose-end buffers and coupling equipment offers is well illustrated in this view, as 41001 passes Newcastle on July 21 while en route to the Bo'ness & Kinneil Railway. (Anthony Whiteford)

3 coaches from Porterbrook on January 1, 2015. Initial discussions centred on a free loan arrangement for the vehicles, but, following changes at Porterbrook, and a policy change to dispose of all long-stored Mk 3s, the agreement became a sale arrangement.

The stock taken out of storage at Long Marston was:

11074 – Mk 3b AD1H FO previously in Virgin Trains Livery, built at Derby in 1985 and one of the youngest remaining Mk 3s.

10206 – Mk 3a AJ1G RFM previously in Virgin Trains Livery, rebuilt from HST catering vehicle 40507 originally constructed at Derby in 1976 and the first production HST vehicle to be preserved.

12092 – Mk 3a AC2G TSO previously in Revised ONE Livery with NatEx branding, built at Derby in 1976.

The coaches are all Short Suspension Link (SSL) fitted, enabling travel over all the UK rail network cleared for Mk 3s, including third-rail DC Lines. The coaches can travel as hauled stock with 41001 or any other air-braked ETS-capable locomotive.

The three coaches were repainted into Prototype HST Livery by Wabtec at its Rail Scotland Kilmarnock Works between December 2015 and January 2016. Wabtec had agreed to the repaint at a very reasonable price in a lull before the start of a refurbishment programme. The vehicles have a number of detail differences from the original trailers, but in the new matching livery give a good overall impression of the original prototype of the early 1970s.

The stock was hauled from Ruddington to Kilmarnock on December 15, 2015 by the Railway Operations Group (ROG)

using Class 56s that were due to head to Scotland the same day. Wabtec started work the very next day.

Of the three coaches, the TSO 12092 proved to be the most troublesome, particularly with regard to its Motor Alternator set. A spare set was obtained from Wolverton, and after a faulty wiring layout was corrected the coach performed well in service. A number of blown window seals also needed repairing on the coaches, together with a replacement door and new batteries on 10206.

Final hurdles

In November 2014, the 125 Group signed a five-year operating agreement with the NRM to maintain and run 41001, taking its use up to the end of 2019. The power car had another brief visit to Neville Hill for specialist engineering work, arriving on March 30, 2015 and returning to Ruddington on April 17.

The first test run for 41001, and the first time a Paxman Valenta had powered a train since 2010, took place on May 31, 2014. The power car ran from Ruddington Yard to the station, followed by a run with 56097 and two Mk 2s from Fifty Steps to Loughborough. On the long-awaited day of the test run (unannounced to avoid potential embarrassment) the team all got on site early to prepare 41001. With notch 1 selected, the loco was driven slowly in reverse, taking up power before a few movements up and down the platform were carried out. 41001 was then attached to the Mk 2s with 56097 as extra load. The first run produced large amounts of clag, but no real issues were reported other than 30 years of deposits catching fire in the silencer, and the fire dying out after 15 minutes. A few minor issues needed to be addressed, but the run was a huge success. ➔



Its first public runs since restoration, together with the 125 Group's first outing for its restored Mk 3 stock, took place over the weekend of May 24/25, 2015 with seven return trips between Ruddington and Loughborough, working top and tail with 56097.

A further step forward was made at the Etches Park Open Day on September 13, 2014 when 41001's multiple working capability was successfully tested with EMT power car 43048. Attention then turned to a public launch, and agreement was made with EMT's Head of Operations Strategy, Darren Ward, and its then Managing Director, David Horne, to send a shortened HST set through to Ruddington, giving 41001 a public launch on a larger train with catering facilities. This would also be an opportunity to reward the efforts of the many volunteers and contacts within industry for all their help in the restoration project. A final test run before the planned November 15 special took place two weeks in advance on the 1st using a rake of Mk 2s and 47292.

Official launch

EMT agreed to rearrange diagrams to leave a spare set at Etches Park on the Friday night and planned in the special working from Derby on November 15, 2014. Named 'The Screaming Valenta', the historic special also conveyed 125 Group members and provided a fund-raising opportunity for ongoing work on 41001. EMT power cars 43054 and 43045 powered the six-coach set from Derby to Loughborough and on to the GCR-N to Ruddington, where the latter was removed in favour of 41001. Following speeches, the set made a return trip up the preserved line to Loughborough High-Level, with 41001's Valenta living up to the railtour's name. The power car performed faultlessly, working in multiple with 43054. Once back at Ruddington, 41001 was uncoupled

and 43045 put back on the set for the return trip to Derby via Leicester.

The last two years has seen 41001 visit some preserved lines and attend Open Day events. During transfers the power car can be hauled at up to 60mph on the main line. For this purpose the loco has been classified as a Class 43/9 with the number 43000 allocated.

This year has seen 41001 expand the range of its visits, breaking new ground for HSTs. Together with its Mk 3 stock it made a very successful visit to the Mid-Norfolk Railway for its diesel gala held on April 1-3, its first trip away from its home at the GCR-N. Highlights included hauling a rake of six Mk 2s and three Class 50s dead in tow, together with a visit to the current limit of the line at Hoe. The Class 50s delivered and returned the set via Leicester.

Following this, 41001 had a highly successful visit to the Nene Valley Diesel Gala over the weekend of April 9/10, proving very popular with visiting enthusiasts, who had the added bonus of a variety of motive power hauling the stock at the opposite end from the power car. 56098 dragged the set back to Ruddington following the gala on April 12, with 41001 taking over from Rushcliffe Halt back to Ruddington.

Bristol St Philips Marsh Open Day, held on May 2, 2016, featured 41001 and a selection of different operators' HST power cars. To transfer exhibits to the event a multi-coloured convoy of preserved and active power cars was formed, including Virgin East Coast's 43300, NMT 43013, Grand Central 43423, 41001 and East Midlands Trains' 43048.

Latest development

After attending the Bristol event, 41001 and 125 Group's matching coaches completed the journey home via EMT's Etches Park Depot where the power car received some minor attention and the

Mk 3s were tyre-turned. The set was hauled by Rail Operations Group Class 37 37884 back to Ruddington.

The 125 Group made history on June 18 when 41001 powered a number of special services as part of its annual general meeting held in First Class Mk 3 11074. The power car worked the train solo, running round and working with the blunt end leading, thought to be a first for a loaded passenger train.

In July, the power car and coaches ventured north to the Bo'ness & Kinneil Railway to attend its diesel gala. This marked the furthest venture away from home so far by the 125 Group and was very successful, bringing the prototype HST to Scotland and thus giving more enthusiasts the chance to see it at last.

Modification work continues on 41001, including a pre-heater for the Valenta power unit to avoid cold starting with excessive clag (and even flames) and violent movement of the engine. Equipment has also been installed to shut down one bank of cylinders while idling, to reduce fuel dilution, save fuel and reduce fumes in built-up station areas. Another aim for the group is to enable 60mph running where possible, though funds are unlikely to permit main line operation.

41001 continues to perform faultlessly, with no failures in service so far, a credit to the sound design of the loco and power unit, and the work of the 125 Group itself. Whatever happens next, the excellent work carried out by the skilled technicians and volunteers involved with 41001 will continue, and we look forward to their purchase and preservation of production power cars and trailers in the future. **RI**



125 Group welcomes new members and volunteers who are interested in HSTs and wish to support the preservation cause.

Join up at website www.125group.org.uk which has more information or by post: 125 Group, 54 The Bridleway, Forest Town, Mansfield, Nottinghamshire, NG19 0QJ.

Membership is £17 for 12 months and includes quarterly magazine 'One Two Five' or sign up to regular donations from £5 per month and receive free membership.

BELOW: Returning from the Bo'ness & Kinneil Railway, 41001 and the three Mk 3s pass St Peters, Newcastle, on July 25. Note the excellent sun visor! (Alexander Cromarty)

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A pair of Class 31s (31163 and 31189) propel a Tilcon aggregates train at Skipton on June 18, 1983 prior to running round and entering the Grassington Branch. (John Whiteley)

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Marsden Rail 37

Somerset and Dorset Revisited

1962 to 1967

On the 50th anniversary of the closure of the Somerset and Dorset route, Marsden Rail Volume 37 pays tribute to one of Britain's well-loved and much-lamented railway lines. Filmed over a five year period in the mid-1960s, the previously unseen footage used on this DVD is rich in nostalgia and character. From Bournemouth the programme heads west, taking in the famous Weymouth 'Tramway' with lengthy goods trains running through the town's streets to the harbour. These are just two highlights of No.37 in the best-selling and highly-acclaimed Marsden Rail series.

Between 1959 and 1968, railway enthusiast Michael Marsden filmed the changing face of Britain's railways and, for many years after mainline steam ended, he captivated audiences with his unique film collection. The blending of his film and that of other cameramen has resulted in a fascinating series of railway programmes.

On the 7th March 1966 the Somerset and Dorset Joint Railway's through route linking Bath and Bournemouth closed after operating for over one hundred years. An undulating and switchback route, the Somerset & Dorset was never a high-speed line and was often referred to as the 'Slow and Dirty', but nevertheless it generated a huge affection amongst railway enthusiasts.

In the first half of this programme, film taken by local cameraman Graham Jewiss between 1964 and 1966 features numerous locations on the 37 mile section between Bath and Templecombe. Many of the scenes were recorded at the now-closed Bath Green Park station, with a wide variety of steam locomotives at work. Heading south from Bath Green Park station, film locations include Bath Junction, Midford and Wellow stations, together with several notable engineering features including Devonshire Tunnel and Midford Viaduct. At Templecombe, the depot is shown, together with locomotive movements between the Upper and Lower stations.

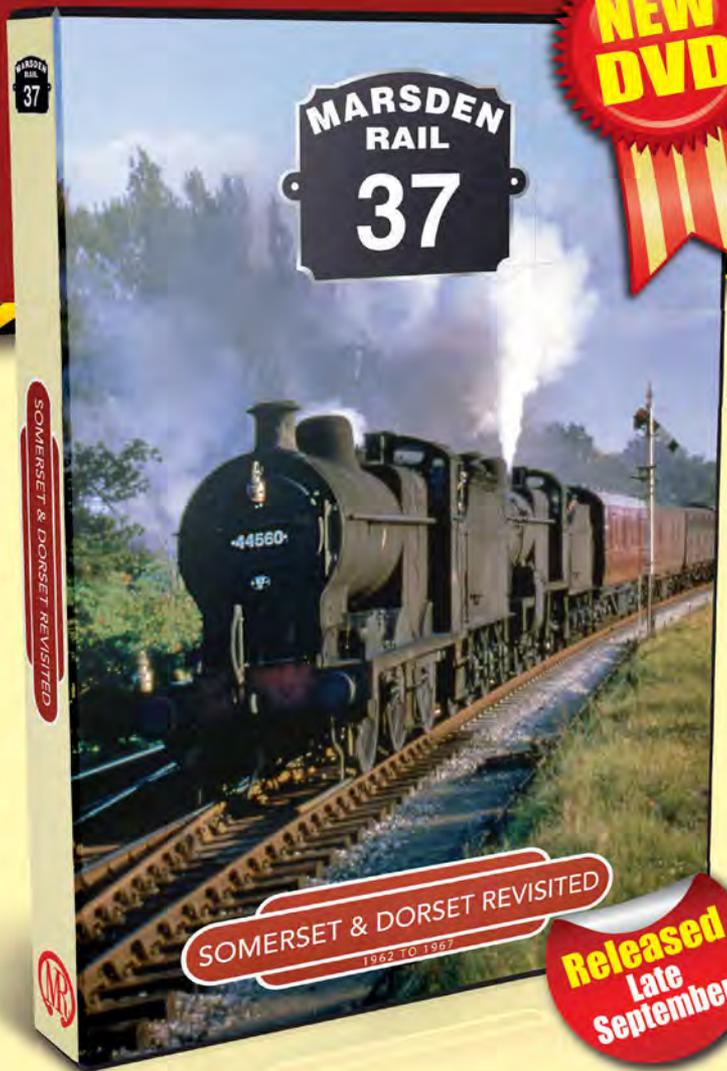
At the southern end was Bournemouth and from here the programme heads west along the coast, pausing at Wareham, the junction station for the 10 mile Swanage branch, filmed in 1967 when the steam-hauled 'Dorset Coast Express' railtour made several trips up and down.

Continuing westwards, Weymouth is the next featured location where until 1987 a regular passenger rail service operated through the town's streets, linking the main railway station and the harbour's quay station. For many years, the Weymouth Harbour Tramway or Harbour Branch was a famous feature of rail operations and fascinating film from the 1960s shows lengthy trains carefully threading their way through the town's busy streets.

Leaving Weymouth behind, the programme heads north to Bristol, where steam traction was still in evidence, despite the opening of Bath Road diesel depot. Continuing northwards, the next major feature starts at Cheltenham, which in 1962 still boasted three passenger stations. From Cheltenham St. James Station a cross-country service operated through Andoversford, Stow-on-the-Wold and Kingham to Chipping Norton. Scenes on this route in 1962 are complemented by film taken on the last day of steam services when a railtour travelled from Cheltenham to Chipping Norton. A return to Cheltenham features film of Jubilee Class 45552 'Silver Jubilee' arriving at Cheltenham's Lansdown Road in October 1963 at the head of The Thames, Avon and Severn railtour, where 'Silver Jubilee' was replaced by Castle Class 7005 'Sir Edward Elgar'.

The programme closes with film of the Wessex Downsman Railtour in 1965, the last full year of services on the route.

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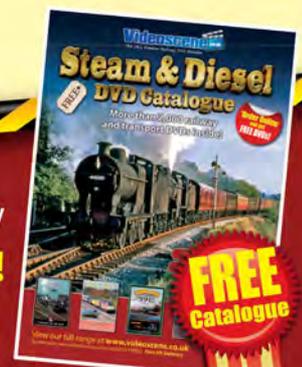
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