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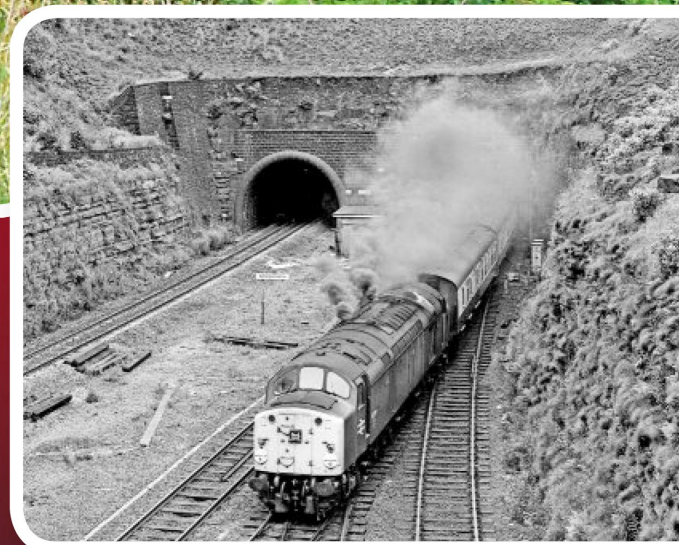


40 PAGES OF MODELLING

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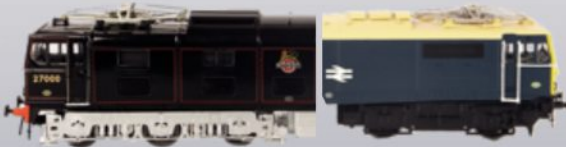
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SECOND IR LOCO GETS RETRO LIVERY: 071 Class GM No. 073 has been released back into traffic sporting a retro livery to celebrate 30 years of Iarnrod Eireann/Irish Rail. The so-called 'Tippex' livery features white lines separating the orange and black sections, the unlined version having been applied to classmate No. 071 earlier this year. Both locos are seen at Inchicore Works on July 7. For more Irish news, see pages 96/97. Kieran Marshall

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MODELLING

There are lots of new releases to review this month, including Dapol's IDA twin flat wagons (with a profile of the main line version), Hattons' Warwell, Bachmann's Class 450, and Kernow's No. 66709. Plus a taste of what's to come with updates from Bachmann and Hornby.



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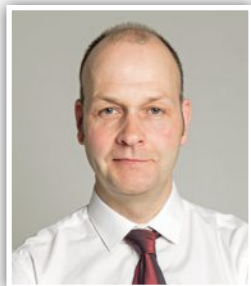
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The Swanage Railway's 40-year dream came true on June 13, when regular public services once again linked the branch to the main line at Wareham. The trains are running on a two-year trial basis, and this year are formed of 'top and tail' loco-hauled stock. On July 9, the 14.23 Swanage to Wareham is pictured at Quarr Farm with locos Nos. 33025 and D6515 (33012). Jamie Squibbs

Editor's Comment



**Paul
Bickerdyke**

Rail Express
Editor

If at first you don't succeed...

THE efforts of the Swanage Railway are a perfect illustration of the proverb in which we are urged to try, try, try again.

Almost as soon as British Rail closed the branch from Wareham to Swanage on January 1, 1972, efforts were made to reopen it in full as an ongoing heritage concern. But, as we list in our Time Traveller page this month (page 30), hopes were dashed in 1977 when red tape and a lack of funds got in the way.

Undeterred, however, the Swanage Railway Society pushed on, reopening in stages from a few lengths of track around Swanage station in 1979 to joining up with the remaining freight-only section of the branch at Furzebrook in 2002. When the oil terminal there closed, the heritage line was able to push on to approach Worgret Junction on the main line, before gaining agreement with Network Rail to run through charter trains in 2009.

Now the dream has gone one step further as regular public services have started running again between Swanage and Wareham on peak season days, with

four return trips on 60 days this summer alone.

It is a magnificent achievement to have overcome all the barriers associated with regularly running onto the main line, and one that deserves our support to succeed. Not only has the heritage railway gained a main line connection, but the trains offer a true branch line service to residents and tourists.

Trains are running initially on a two-year trial basis, which this year features locomotives and stock, but next year should make use of first generation DMUs being specially prepared at Eastleigh Works.

Rail Express offers its congratulations to all involved in making this happen, a fine example that hard work and perseverance do pay off in the end.

Paul Bickerdyke

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Bidders announced for West Coast and South Eastern franchises

West Coast bidders must partner with an established high-speed operator to oversee the first HS2 services, while those for South Eastern are asked to consider new routes.

THE Department for Transport has announced the list of qualified bidders for the next two franchise competitions.

The West Coast Partnership is the franchise that will run inter-city trains on the West Coast Main Line as well as the first trains on HS2. It will take over the current West Coast contract in April 2019, and have the task of organising an integrated timetable that will reflect the use of the new high-speed line from 2026 alongside the services that will continue on the classic route. The contract will run for a period of up to 12 years.

Bidders were required to form a partnership with an existing operator of high-speed services. The incumbent Virgin/Stagecoach joint venture has teamed up with French national operator SNCF, while First Group has opted to bid alongside the Italian operator Trenitalia – which has recently entered the UK rail market with the acquisition of the c2c franchise from

National Express. The third bidder is a consortium made up of Hong Kong-based MTR Corporation and the Guangshen Railway Company, which operates services on the Shenzhen to Guangzhou corridor in China. A number of sub-contractors, including the Trainline to provide ticketing expertise and the civil engineers WSP Parsons Brinckerhoff, are also included.

ROUTE BOUNDARIES

For South Eastern, the current operator Govia will be bidding against Stagecoach, Trenitalia, and Abellio in partnership with the East Japan Railway and Mitsui & Co.

The new contract will start in December 2018 after a 12-year period with Govia in control. It is one of the largest franchises, with 182 million passengers carried in 2015-16, but there has been no growth in the past two years. This is attributed to the disruption caused by the rebuilding of London


Bridge station, which has caused the number of timetabled services to be reduced.

The consultation process for South Eastern appears to reflect the impasse that has been reached on the adjacent Southern network, as bidders are required to identify how they will encourage greater staff involvement to improve levels of customer service.

The Mayor of London has proposed that many inner suburban routes should be transferred to Transport for London and added to the London Overground network, which would bring new rolling stock designed for metro services, simpler ticketing and improved station staffing. This has not been included in the franchise specification, however, as there are concerns that the capacity available for running longer-distance services from the coastal towns in Kent could be reduced.

Bidders are also asked to disregard

the current franchise boundaries and propose new services that improve connectivity. Ideas are that services using HS1 could be expanded, and that a new orbital route could be created by linking Ashford to Tonbridge services to operations between Redhill and Reading. New routes might also connect to Thameslink and Crossrail infrastructure. The necessary track and signalling changes to permit any change to the pattern of services would be funded by the franchise bidder.

■ It has been DfT policy to widen the number of companies that can bid for franchises under what is called the passport scheme, where the credentials of potential bidders are approved in advance on individual competitions. These are companies where operational, technical and financial skills, and experience are deemed to meet Government requirements. Arney Rail has recently been added to the list. 



NEW LOOK FOR ROG TYPE 4: The Rail Operations Group's Class 47 No. 47813 has been given a repaint at Loram in Derby. The mainly blue livery features the company's name on the sides and a graphic suggesting 'connectivity'. It is pictured at Loram on July 7 awaiting transfer to ROG's base at the UKRL depot in Leicester. Thomas Nicklin

FIRST PASSENGER RUNS FOR 'D-TRAIN': Vivarail's first Class 230 'D-Train', which has been converted into a DMU from redundant London Underground 'D' Stock, carried its first passengers on the main line on June 21/22. No. 230001 was used to provide a shuttle service from Honeybourne, on the Cotswold Line, to Long Marston for the Rail Live industry event. This followed successful main line tests a week earlier on June 14, when the unit ran empty between Evesham and Moreton-in-Marsh throughout the day – its first main line test runs since catching fire near Kenilworth at the end of December 2016. Further main line tests followed on July 6, when it was pictured at Honeybourne working a 5230/09.40 Long Marston to Moreton-in-Marsh. Chris Gibson



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'CROMPTON' RETURNS TO WATERLOO

WEST Coast Railways' No. 33207 made a rare appearance for the class at Waterloo on July 8, a station where they were in daily use until the early 1990s. No. 33207 was tasked with taking the empty stock of a steam special back to Southall for servicing, and is pictured awaiting departure from the London terminus. Jamie Squibbs



No. D6515 (33012) leaves Swanage on June 13 with the 10.23 to Wareham, the first public passenger train to do so for more than 45 years. Andrew PM Wright



A flashback to the final day of British Rail service - January 1, 1972 - as Class 205 DEMU No. 1110 leaves the main line at Worgret Junction and heads to Swanage. Barry Thirlwall/Andrew PM Wright

Swanage reconnects to the main line

After more than 45 years since British Rail closed the branch, the Swanage Railway has achieved its long-term goal of a regular public service over the main line to Wareham.

JUNE 13 was a momentous day for railways in Dorset and the Swanage Railway in particular when at 10.23 a through passenger service left Swanage for Wareham for the first time since January 1, 1972. The train was formed of four West Coast Railways' coaches 'top and tailed' by 'Crompton' No. 33012 and 'Syphon' No. 37518.

The dream of re-opening the branch in full has been a goal of the Swanage Railway for more than 40 years (see also Time Traveller on page 30 this month). Although its initial attempt to acquire the full line in the late 1970s failed, the route was instead re-opened in stages. Diesel trips began around the Swanage station area in summer 1979, followed by extensions to Herston Halt in 1984, New Barn in 1987, Harman's Cross in 1989, and Corfe Castle in 1995.

Swanage Railway tracks were extended to meet the national railway at Motala in January 2002, where the branch from the main line at Worgret Junction was still open to serve the Furzebrook oil terminal. A signalled connection with the freight line at Motala followed in 2006, allowing the first through charter trains to run in April 2009.

TRIAL PERIOD

The new public service will run as a two-year trial on weekends and Tuesdays-Thursdays for 60 days this summer and 90 days in 2018. It is a rare situation that combines the use of a heritage operation on the main line - like the North Yorkshire Moors does to Whitby - with a valuable main line interchange, like the Severn Valley Railway at Kidderminster or the Bluebell Railway at East Grinstead.

Four return trips will run on each operating day, departing Swanage at 10.23, 12.23, 14.23 and 16.23, returning from Wareham after a five-minute turnround at 11.15, 13.15, 15.15 and 17.15.

This year's services will be formed of 'top and tail' locomotives, with Nos. 33012, 33025 and 37518



On June 13, the first day since January 1972 that public passenger services ran along the full Swanage branch, West Coast Railways' Type 3 No. 37518 'top and tails' a rake of four West Coast coaches with Swanage-based 'Crompton' No. D6515 (33012) at Wareham to form the 17.15 to Swanage. Mike Haddon



The temporary Swanage Railway ticket office at Wareham on June 14, which is only open on through-running days. Jamie Squibbs

being involved so far, and London Underground's reliveried 4-TC set replacing the short rake of West Coast Railways coaches from July 1.

Next year's services should be formed of the Swanage's Class 117 and 121 DMU vehicles currently being overhauled to main line standards at Eastleigh Works.

Support for the trial service has been given by the Purbeck Community Rail Partnership, the Government's Coastal Communities Fund, Purbeck District Council, Dorset County Council,

Network Rail, South West Trains and the Department for Transport. Purbeck District Council in particular supplied £3.2 million for re-signalling improvements and other work between Wareham, Worgret Junction and Swanage Railway's existing signalling system at Corfe Castle.

Tickets are £15 for an adult day-return between Swanage and Wareham or £9 adult single. They can be purchased in advance through the railway's website, or on the day at a temporary booking office at Wareham.

IN BRIEF

LOCOS GET NEW COUPLINGS

EUROPHOENIX Type 3 No. 37884, which is on long-term hire to the Rail Operations Group, has been fitted with a Tightlock coupler for use in its role moving EMUs and other stock around the country. The Tightlock means the loco can be coupled directly to a unit rather than using a translator vehicle, saving time at depots and avoiding the need to shunt a translator into position. The coupler was fitted at UKRL's depot in Leicester, and features a hidden winch in the loco's nose to wind it up into position. Its first job was on July 8, taking ex-Thameslink units Nos. 319423 and 319430 to Long Marston for storage.

Meanwhile, GBRf's No. 73971, the first to be fitted with a Dellner coupling for use with the new Caledonian Sleeper stock currently being built by CAF in Spain, headed north light engine to Craigentinny (Edinburgh) on July 9. Its one-piece snowploughs have been split in two to make room for the new coupling.

AIRPORT LINK FOR LUTON

LONDON Luton Airport is to get a 1.4-mile (2.2km) rail link from the terminal building to Luton Airport Parkway station, replacing the current bus shuttle service. The £200 million plans have been approved by Luton Borough Council and the station is due to open by the end of 2020. The link will run 24 hours a day and feature automated vehicles.

It is hoped that passengers will be able to travel between the airport and London in under half an hour. Current journeys from London to Parkway station take at least 20 minutes, with passengers then having to wait for a shuttle bus, which takes at least a further ten minutes.

OBAN SLEEPER BUS

CALEDONIAN Sleeper has introduced a bus connection from Crianlarich, on the West Highland Line, to Oban. Partnering with West Coast Motors and funded by Transport Scotland, the non-stop bus link will run for a 14-week trial period to allow passengers to take a direct route to Oban without having to wait at Crianlarich for connecting rail services.

The bus service will operate Monday to Saturday mornings from Crianlarich to Oban, connecting with the sleeper from Euston, and will return from Oban at 19.40 on Sundays and at 20.30 Monday to Friday.

EDINBURGH TRAMS IN PROFIT

EDINBURGH Trams has made a profit two years ahead of schedule after passenger numbers grew by 10% in a year. Results announced in July showed a pre-tax profit of £252,000 for 2016. The city council's original business model had predicted the trams would become profitable in 2018, and forecast a pre-tax loss of £170,000 for the year ending December 2016. Construction of the £776 million tram system was hit by lengthy delays before it finally opened in 2014.

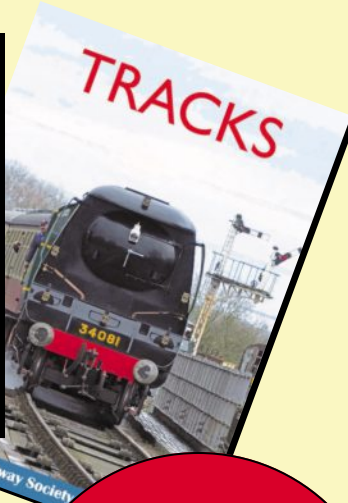


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Report highlights Southern woes

Too many trains and too few depots are just some of the reasons behind the problems faced by Southern.

By 'Industry Witness'

PASSENGER fury on the Southern part of the Thameslink Southern and Great Northern (TSGN) franchise prompted the Department for Transport to commission a report into service reliability from Chris Gibb, a non-executive director at Network Rail with extensive experience running train operating companies.

His report might be summarised by saying that everything that could go wrong has gone wrong, including a breakdown of relationships with the staff that has resulted in ongoing protests about the implementation of driver only operation.

The remit for the report did not cover any analysis of the staffing dispute, but on other factors contributing to the fact that only 72% of Southern services arrived with five minutes of booked time last year.

Remedies include a view that too many services operate during the off-peak period, so there is no 'firebreak' to allow for repositioning of traincrew and rolling stock following disruptions in the morning peak. The report also says that stops at lightly used stations should be reduced to allow more recovery time.

The amount of empty train movements is also an impediment to efficient operation, and it is recommended that a series of smaller stabling points should be established with traincrew dispersed to these locations. Examples are at Newhaven, Littlehampton and Crowborough.

The report also identified that the intensity of services has denied Network Rail access for infrastructure maintenance and, as a result, repairs often take place only when there is an equipment failure. To counter this, some temporary route closures –

such as between Horsham and Three Bridges – are proposed to allow deferred maintenance to be undertaken. It is also proposed that the number of night services should be reduced so that Network Rail has more time to do repairs and upgrades.

TOO MUCH SCOPE

The TSGN franchise is considered too big to be managed effectively, therefore it is recommended that the Great Northern metro services from Moorgate to Welwyn Garden City and Hertford North/Stevenage should become part of London Overground, as should operations between East Croydon and Milton Keynes. A further proposal is to transfer the route between Hastings and Ashford to South Eastern.

Rolling stock reliability, and the expertise required to maintain different vehicle types, is another area of

deficiency. The main recommendation here is that the 17-mile Uckfield branch should be electrified to eliminate the need for DMUs – although the report says this should be done with overhead wiring rather than third-rail, which would still leave the problem of non-standard trains.

Increased station dwell time is another factor that has caused poor performance – especially during poor weather conditions, when passengers remain in available shelters until the train has arrived. Longer station shelters and platform awnings are proposed to encourage waiting passengers to spread out along the platform.

Despite all this, it was not recommended that Govia be removed from managing the franchise because it would be too disruptive while the major Thameslink upgrade project is ongoing and the driver-only dispute unresolved.

South Western Trains orders new Bombardier 'Aventra' fleet

THE winning bidder for the next South Western rail franchise, First MTR, has ordered 750 'Aventra' EMU vehicles from Bombardier, which will effectively replace the Siemens-built Class 707s

that have yet to enter service with outgoing franchisee South West Trains.

The units, which will be similar to the Class 345 fleet being built for Crossrail but with 2+2 seating

throughout, will be constructed in Derby and supplied in five and ten-car formations for use on the routes out of Waterloo to Windsor and Reading. The £895 million deal is said to be the

largest ever single contract for 'Aventra' trains anywhere in the world.

First MTR takes over the franchise on August 20, and the new trains are due to enter service from mid-2019.

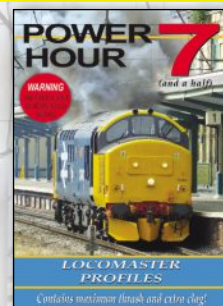


An impression of how an 'Aventra' will look at Waterloo from mid-2019. Bombardier



FIRST LOOK AT NEW NORTHERN DMUs: The first of the new Northern Class 195 DMUs is taking shape at the CAF factory in Zaragoza, Spain. A total of 25 two-car and 30 three-car units are due to enter service from 2018 to replace Class 142 and 144 'Pacers'. CAF is also building 31 three-car and 12 four-car Class 331 EMUs for Northern to replace its Class 321, 322 and 323 fleets from 2018. Northern

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IN BRIEF

MK.1 TOILET FLOOR MISSING

THE Rail Accident Investigation Branch is looking into a potentially dangerous occurrence on the South Devon Railway on June 22, when the toilet floor of a passenger vehicle was not replaced before it re-entered service following repairs.

A train from Totnes Riverside to Buckfastleigh was running around 20mph when a passenger and her small child attempted to enter a lavatory compartment in the fourth carriage. On opening the door, they found that the floor of the compartment was missing, exposing the carriage wheels below. The mother was able to catch hold of the child and prevent him from falling. The child reportedly suffered minor bruising and both were shocked.

The Mk.1 Open Second had been put back into service after repairs to its braking system, which had required the dismantling of the lavatory floor. The floor had not been replaced and so staff had placed a notice on the compartment door and attempted to secure it to prevent it being opened, but this had not been effective.

EUROSTAR POWER CARS SAVED

TWO Class 373 power cars that were due to be scrapped have instead been donated to the National College for High Speed Rail at its Doncaster and Birmingham campuses. The identities of the cars have yet to be confirmed, but Alstom is to refurbish them before they are delivered to the training centres. The power cars will be used to help train the engineering students.

Eurostar is to scrap all but eight of its Class 373s, which were built in the early to mid-1990s, as it is replacing most of its fleet with new Siemens-built Class 374s. One Class 373 power car, No. 3308, has already been saved and is on display at the National Railway Museum in York.

BREICH TO CLOSE?

NETWORK Rail is running a public consultation into the future of the little-used Breich station on the Edinburgh to Glasgow via Shotts line. NR is writing to local elected representatives and other stakeholders and interest groups, and will encourage local residents to share their views through letters, posters and at a local drop-in event.

The consultation period started in July and will last for 12 weeks. On completion, a final report will be produced by NR. The ORR will then confirm whether the consultation complies with its guidance before a final decision on closure is made by Transport Scotland.

LAST MINUTE FARES

SEVEN rail companies have announced they are to offer advance tickets up to ten minutes before their journey begins. This replaces the previous cut-off of midnight the night before.

CrossCountry has been offering such tickets since January 2015, but now Grand Central, Greater Anglia, Northern, TransPennine Express, Virgin Trains East Coast, Virgin Trains West Coast and Caledonian Sleeper are to do the same.



'GRID' FIRST AS HIGHLAND FUEL RETURNS: The operation of fuel tanks from Grangemouth (Falkirk) to both Fort William (West Highland Line) and Lairg (Far North Line) has resumed on a trial basis, but this time operated by Colas rather than DB Cargo. The trial is reportedly due to local concerns over the additional use of road tankers on Highland roads. First to return was the Fort William trip, which ran out on July 2 and returned the following day powered by 'Grid' No. 56302 - thought to be the first ever Class 56 to reach Fort William. This was followed on July 5 when the same loco worked to Lairg (pictured at Moy on the run down from Sloch summit to Inverness), again returning the following day. The trial is set to last at least three months. Graeme Elgar

Alliance Rail drops Blackpool 'Pendolino' plan for Class 91s

The proposed West Coast open access operation goes back to the drawing board.

By 'Industry Witness'

ALLIANCE Rail has abandoned its plan to use six-car 'Pendolino' trains for its open access West Coast Main Line services between Blackpool and London from 2019. This means agreement to operate the services has lapsed, and a new application will now have to be made.

The company's Great North Western Railway subsidiary received authority from the Office of Rail and Road (ORR) in August 2015 to operate six return services per day from Blackpool - with firm rights as far as Queens Park (North London) and contingent rights from there to Euston due to uncertainty over any effects of HS2 building works.

The plan was to acquire four 'Pendolinos' to run the services, given the need to have similar point to point timings as other West Coast services. However, Alliance has been unable to source the rolling stock, in all likelihood because the number of vehicles required did not justify reopening the Alstom production line.

The use of alternative rolling stock is now proposed given the availability of Class 91+Mk.4 vehicles that will be displaced from East Coast operations by the arrival of new Hitachi-built IEP trainsets.


Although these trains have a design speed of 140mph, they do not have tilt capability and can only be operated at a maximum speed of 110mph on the West Coast route. This will make pathing more difficult, and will therefore require slow lines to be used on some sections.

To maintain a competitive timing of three hours, the original stopping pattern will be changed by omitting stops at Tamworth and Litchfield Trent Valley, weakening the regulatory justification that was based on improved services at these stations.

SOUTHAMPTON MORE HOPEFUL

Network Rail has identified paths to run seven return services on weekdays

between Southampton and Waterloo, which could enable open access train services operated by the Grand Southern Railway to commence operations in 2018 if regulatory approval is given.

The rolling stock would be made up of the original Class 442 'Wessex Electric' sets, which are also due to return to service as part of the First MTR plan for operating the South Western franchise. 



FIRST IEP TO PENZANCE:

June 22 saw Great Western Railway run a demonstration 10-car Class 800 to Penzance, the first of the class to do so. Nos. 800003 and 800004 left Paddington at 05.33 and arrived at Penzance at 11.01 (pictured), although it was not in public service. The visit coincided with an expo event with Cornwall Council showcasing improved rail services for the South West. IEPs are due to enter GWR service between London, Bristol and South Wales later this year, reaching Exeter, Plymouth and Penzance in 2018. SWNS

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Photo: Stephen Hughes

East Coast operator again faces revenue shortfall

Delays to infrastructure improvements and the delivery of new trains have led to lower than expected growth on inter-city services from King's Cross.

By 'Industry Witness'

STAGECOACH Group has predicted it will incur a loss of £84 million on the Virgin Trains East Coast rail franchise in the period to 2019 as the group reported an overall 15.3% drop in full-year pre-tax profits.

Stagecoach owns 90% of the East Coast franchise with Virgin the other 10%, the strategy being that the Virgin branding provides a higher market profile to attract a greater number of passengers. This has not worked out

in practice, however, and the predicted passenger growth of close to 10% annually is not being achieved.

Network Rail has curtailed its planned capacity enhancement programme on the East Coast Main Line, improvements that are required to allow VTEC to run additional and faster services from 2019.

There has also been slippage in the planned delivery of the Hitachi-built InterCity Express Programme trainsets, which are needed to provide additional rolling stock capacity and allow a range

of additional destinations to be served.

As a result of both these factors, VTEC anticipates being unable to run the promised timetable using IEP vehicles, and thus will need to renegotiate the franchise terms under the direct award procedure.

The impact on the Department for Transport's rail budget will be substantial, as instead of receiving £3.3 billion in premium payments during the period of the contract to 2023, analysts consider that the premium that can be afforded will now be little more than £1 billion. [B](#)



SEVERN BEACH 'TURBO'S'

Cascaded Class 166 units started work on the Bristol Temple Meads to Severn Beach branch on July 3, with the first day seeing ex-Thames Valley Nos. 166205 and 166212 in action - the latter pictured at Clifton Down heading towards Bristol. The first week of operation was not without incident, however, with passengers complaining of late running and services turning back short of Severn Beach, which has little in the way of alternative public transport. GWR said these incidents were just a blip while the units settled into their new role. Darren Ford

'GRONKS' TOUR

DAWSON TERMINAL: An unusual railtour on June 25 saw Class 08s Nos. 08598 and 08600 'top and tail' former ferry van No. DB786968 around the AV Dawson's terminal on Teeside. The 'Dawson's Duo' trip was organised by the Branch Line Society and featured the first use of its newly-acquired ferry van, which is to be kept at Barrow Hill when not required. More than 200 passengers were carried on one-hour trips, raising nearly £7,000 for local charities. David Russell



Coventry Electric Railway Museum forced to close

THE Trustees of the Electric Railway Museum in Coventry have announced that it is to close from autumn this year. The site is to be redeveloped for industrial use by property firm Roxhill.

The museum is home to many

types of EMU and small locomotives - many of which represent the only surviving vehicle of their type. The collection includes vehicles from AC classes 307, 308, 309, 312, 370; DC classes 405, 414, 416, 457, 501 and 503; plus locos Spondon Power Station

No. 1, Kearsley Power Station No. 1, and Heysham Power Station No. 1.

New homes are currently being sought for all the stock, but open days will still go ahead on August 13, September 9/10 and the last one of all on October 8.

IN BRIEF

UNDERGROUND POLLUTION LEVELS UNDER REVIEW

THE Mayor of London Sadiq Khan has instigated a review of air pollution levels on the Underground, introducing a series of measures to minimise dust levels to ensure staff and passengers breathe the cleanest air possible. The work is part of a wide-ranging review the Mayor is undertaking across planning, housing, construction, transport and river services to tackle London's filthy air and to protect Londoners from the damaging health impacts of air pollution.

The Mayor and Transport for London say they have more than doubled investment in tackling air quality to £875 million over the next five years.

TRAM-TRAIN DELAY

THE experimental tram-train link between Sheffield and Rotherham, which is currently still being constructed, has cost more than five times the agreed budget and is running almost three years late - with the Government forced to compensate tram operator Stagecoach for the delays with a £2.5 million payment.

A report from the National Audit Office found that the scheme is now expected to cost at least £75.1 million instead of the £15 million budget initially agreed after Network Rail's costs soared. The Department for Transport twice considered scrapping the tram-train service, which is now due to begin in summer 2018.

NEW BRAKING SYSTEM

A NEW train braking system - like ABS in cars - is being fitted to Greater Anglia's rural trains to improve reliability. Greater Anglia's engineering department is fitting the new system to Class 156 DMUs that operate services in Norfolk, Suffolk and Essex, in partnership with the train owners Porterbrook and the system's designers SNC-Lavalin, KBRS and Loram UK.

This is the first time such a system - known as 'Wheel Slide Protection' - has been designed for Class 156s, and has been a two-year process from the initial concept and design stage to building and installing a prototype on a Greater Anglia unit.

ARLEY PHOTO SHOOT

DMU Group West Midlands and 30742 Charters have announced a second night photography shoot at Arley Station on the Severn Valley Railway. The September 29 shoot will use the three-car Class 108 unit (Nos. 52064+59250+51941) owned by the DMU Group West Midlands and based at Bewdley on the SVR.

Participants will join the unit at Bewdley and travel to Arley station and back. Floodlights will be set up for the evening shoot on arrival at Arley. Full details are still being finalised but the shoot is expected to commence after the day's regular services. on the SVR.



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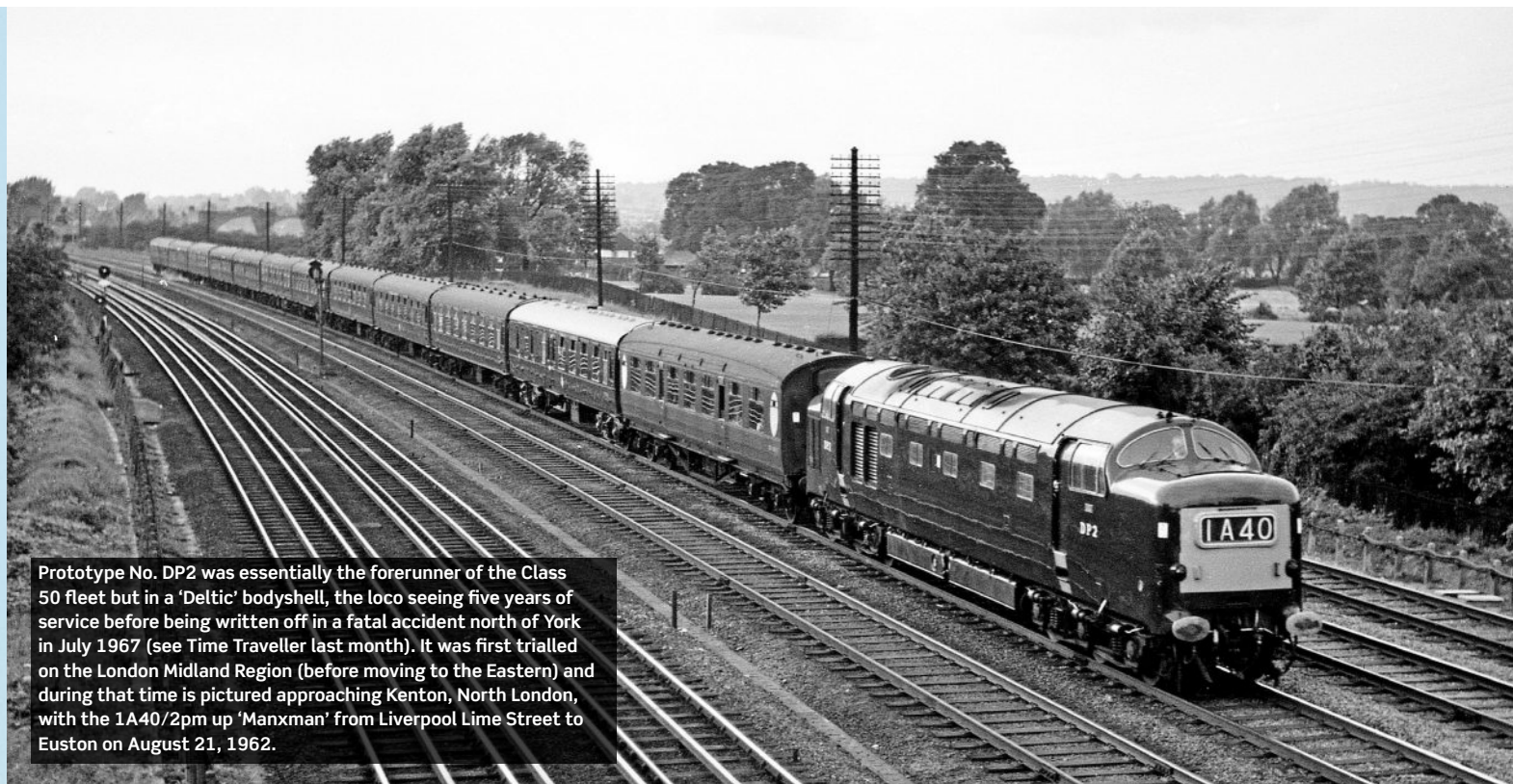
FROM THE ARCHIVE

The London Midland Region

Following our look at the Western Region last year, this month we delve into the *Rail Express* archives again to dig out some rare and unseen images taken on the London Midland Region in the 1950s and 60s. Many of them have never been published before, and include classes and locations long since gone.

The mid-to-late 1960s was a period of massive change for the railways - lines were closing, the last steam locos were being withdrawn, most diesels carried green livery, but the new corporate livery was being introduced - as witnessed by the blue/grey carried by the mixture of Mk.1 and early Mk.2 coaches in this shot. EE Type 4 Nos. D305+D215 (later Class 40s 40105+40015) depart Chester on March 4, 1967 with the 1D56/10.35 Euston-Holyhead, which they would have worked from Crewe.





Prototype No. DP2 was essentially the forerunner of the Class 50 fleet but in a 'Deltic' bodysell, the loco seeing five years of service before being written off in a fatal accident north of York in July 1967 (see Time Traveller last month). It was first trialled on the London Midland Region (before moving to the Eastern) and during that time is pictured approaching Kenton, North London, with the 1A40/2pm up 'Manxman' from Liverpool Lime Street to Euston on August 21, 1962.



The LMS-designed Nos. 10000 and 10001 were Britain's first main line diesels, No. 10000 entering service in December 1947 - just days before the creation of the nationalised British Railways on January 1, 1948 - and No. 10001 following in July 1948. The two machines were often seen paired up on passenger and freight duties, but also worked individually - such as this shot of No. 10000 at Camden (London) in the late 1950s with a mixed freight. No. 10000 was withdrawn in 1963 and scrapped five years later - an offer for it to be preserved at the Clapham Railway Museum (a forerunner of today's NRM) being declined. No. 10001 lasted a little longer until 1966 but was also scrapped in 1968. The Ivatt Diesel Recreation Society aims to recreate one of these locos using a combination of new and contemporary parts.



Funnily enough, the photographers here were not waiting for any diesel, but for a steam special from Paddington to Nottingham headed by No. 7029 *Clun Castle*. The location is the Lickey incline in Worcestershire, as an unidentified Brush Type 4 (Class 47) grinds up the 1-in-37. Despite more than 2500hp being available for a relatively short mixed freight, a Class 37 banker has also been added at the rear.



Above: The first Sulzer Type 2s (Class 24) were delivered to the London Midland Region, with a batch at the London end of the Midland Main Line finding use on empty stock workings to and from St Pancras. This is such a scene at the London terminus sometime in 1962, as an unidentified member of the class gets some casual attention from the many 'spotters' who were no doubt waiting for something bigger and probably steamier! Strange to think this grimy station is now the gleaming home of Eurostar and Britain's international railway hub.



Left: Prototype No. HS4000 Kestrel was built by Brush in 1966/67 with a 4000hp Sulzer engine. The mighty machine was trialled on freight and passenger workings, including out-performing 'Deltics' on the East Coast Main Line. However, fleet orders were not forthcoming and the loco was withdrawn in March 1971 - later being sold to the Soviet Union and was believed to be scrapped there in 1993. The loco is pictured here at Cricklewood depot open day (North London) on July 12, 1969, alongside Class 86 No. E3156 (later 86220) and an unidentified Class 40 and 45.

Right: English Electric Type 4s led the way dieselising the West Coast Main Line from the late 1950s until electrification in the mid-1960s. On July 23, 1960 No. D216, which would become *Campania* when it was named in May 1962, speeds north through Atherstone with an unknown working from Euston. No. D216 would later become Class 40 No. 40016, surviving in traffic until May 1981.

Below: Metropolitan-Vickers' entry in the pilot scheme's Type 2 power band was another largely unsuccessful experiment. The 1200hp Crossley-powered Co-Bo locos were introduced in 1958, but had all gone by the end of 1967 (except No. D5705, which had a spell as a departmental loco at Derby RTC and hence why it survived long enough to enter preservation). The fleet of 20 locos spent their entire careers on the London Midland region, their latter years in the North West - where, on April 7, 1964, No. D5709 is entrusted with a lengthy passenger working from Barrow to Euston at Broughton, just north of Preston. The loco would be relieved at Preston.



When diesels first replaced steam locos, one of the drawbacks was reduced brake force due to having fewer wheels, which could be a problem when working goods trains not fully fitted with brakes. As a result, brake tenders were created from withdrawn steam tenders purely to provide additional brake force, and they could be marshalled ahead or behind the loco. This view at Bedford St Johns in the early 1960s shows Sulzer Type 2 No. D7551 (later Class 25 No. 25201) heading west with a freight as a Derby Lightweight DMU waits at the eastbound platform - passenger services from here to Cambridge lasting until 1967.



Brush Type 2 No. D5520 (later Class 31/1 No. 31102) was the first of the fleet orders following the 20 such locos built under British Railways' dieselisation pilot scheme. The loco is pictured at Brush just before it was sent to Stratford, East London, where it entered traffic on February 26, 1959. Like the rest of the fleet, it was originally fitted with a 1250hp Mirrlees engine, but this was replaced in the mid-1960s with a 1470hp English Electric engine. The loco survived until April 2007 when it was scrapped at EMR Kingsbury.



This is Carnforth on April 8, 1965, when the station still had platforms on the West Coast Main Line (as featured in the film *Brief Encounter*). Passing through are two EE Type 1s (later Class 20s), No. D8118 and one other running in unusual nose-to-cab formation at the head of a London bound car ferry train.



EE Type 4s (Class 40s) feature three times in this selection because they were a LMR workhorse on both passenger and freight throughout their near 30-year career. No. D299 (later No. 40099) is pictured near Stoke heading a lengthy train of fitted vans in 1963.



While most lines in Wales fell under Western Region control, the North Wales line and its branches were under LMR control, such as that from Rhyl to Denbigh, which opened in December 1860 but closed to passengers in April 1962 and completely in May 1964. October 22, 1961, saw the SLS visit with its 'Farewell to Corwen' railtour - the six-car DMU pictured at the station's single through-platform.



The Midland Railway was a pioneer in electric traction, such as on its route in the North West between Lancaster and Morecambe, which ran alongside the River Lune. In BR days, a fleet of four three-car EMUs (set Nos. 19-22) was created by converting former fourth-rail stock from the London area to overhead supply instead, and these were classified AM1. They survived in traffic until April 16, 1966 when the line was closed and all services to Morecambe concentrated on the former LNWR route via Bare Lane, which is still open today. Pictured on that final day is set No. 21 (with Driver Trailer Standard Open No. M29023M leading), arriving at Lancaster Green Ayre from Lancaster Castle.



Clayton Type 1s (later Class 17) were another unsuccessful early diesel, the first of the 117 locos entering traffic in late 1962 but all had gone by the end of 1971. Only a few were ever allocated to the London Midland Region, hence this very rare shot of No. D8510 on railtour duties in Cumbria on March 2, 1968. The Stephenson Locomotive Society/Manchester Locomotive Society's 'West Cumberland Rail Tour' ran from Carlisle to cover the network of various freight lines then still existing around the Workington area. The tour was formed of brake vans throughout, and is pictured during a stop at the entrance gates to the vast Royal Naval Armament Depot at Broughton Moor, a few miles north-west of Workington.

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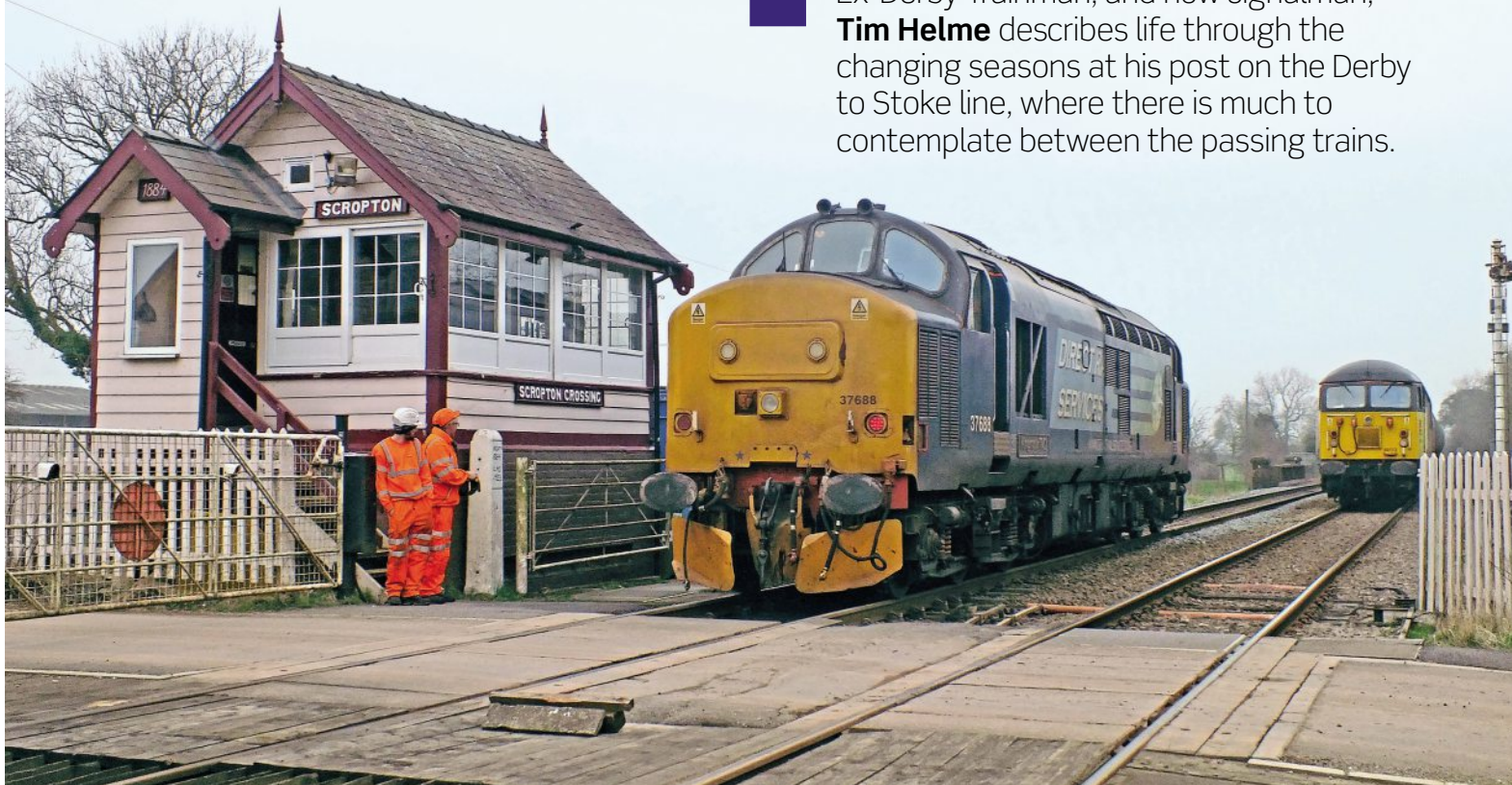
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Virgin 'Azuma' No. 800101 at King's Cross on March 18, 2016. Paul Bickerdyke

A year at Scropton

Ex-Derby Trainman, and now signalman, **Tim Helme** describes life through the changing seasons at his post on the Derby to Stoke line, where there is much to contemplate between the passing trains.



A moment of excitement to spoil the peace occurred on March 19, 2015, when Colas 'Grid' No. 56113 failed near Scropton 'box' while heading the 6M65 Grangemouth to Sinfen tanks. Rescue came in the form of DRS No. 37688 from Derby, which had to use the Down to Up line crossover, which had not been used in the previous five years. The '37' finally dragged the errant freight away after about three hours. Jim Scott

If you want to conjure up an image of a classic mechanical signalbox, Scropton Crossing may well be it, with cable pull semaphores in both directions, a crossover, and manually-operated crossing gates. As signalman, if you are not swinging on its levers, you are swinging on its gates!

The 1884-built 'box' controls an absolute block in both directions on the North Staffordshire (Derby-Stoke) Line, east of Uttoxeter between Tutbury and Sudbury. It is situated in semi-rural surroundings, adjacent to the village's St Paul's Church and its very distinctive bell tower.

Scropton's frame consists of a distant, home and section lever for each direction, plus three levers for the co-acting crossover and corresponding ground signals. There are also two wicket gate levers, the gate release lever and four spares.

All the signals are cable pulls, with the Up Distant 1400 yards and the Down Distant 998 yards away from their home signals. Two good tugs by any stretch of the imagination – or stretch of a cable in this case! The 'box' also supervises two user worked crossings: namely Mill Lane and Archers, although the latter is rarely used.

THE YEAR BEGINS

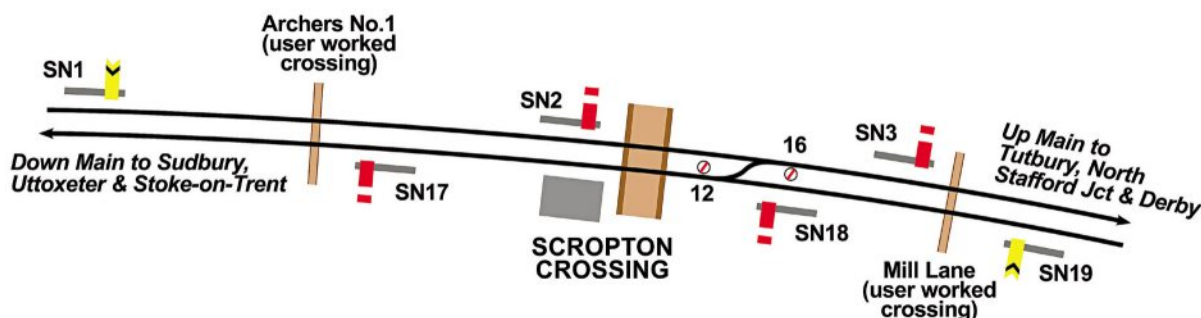
As I start this article, I cannot believe I am writing January 1 in the train register book again – another new year! The passenger service runs as normal, but the shift itself is generally quiet as the local populace recovers from the night before. There is still that easy Christmas holiday feeling and spirit of goodwill in the air, but a return to the real world is imminent.

In an average year (if there is such a thing), 10,784 trains may pass Scropton, which equates to 32,352 signal lever pulls. The pull for the furthest distant signal alone equates to 70kg (for the metre that the lever is pulled) – which over the year

adds up to roughly 755 tonnes pulled just for that one signal. To paraphrase Archimedes: 'Give me a lever big enough and I will move the world'. It is no surprise that signallers who regularly work here have reasonable upper body development. It is just the rest of the body that leaves a lot to be desired.

During 'box' hours there will be around 4,642 authorised crossings at the Mill Lane user worked crossing – plus a few that are not authorised. There's not much to be done about the latter, as some motorists seem to enjoy the Russian roulette aspect of crossing without contacting the signaller – or they simply do not care, but one day their luck will run out. I often wonder if my shift will end prematurely with a loud bang and a plume of smoke rising from that direction, especially as the permissible line speed is 70mph. These selfish motorists are particularly noticeable on dark winter mornings when I go down for the gates. Looking up the tracks towards Mill Lane, I occasionally see the silhouette of a vehicle cross over and it is most unnerving.

Scropton will also arrange about 115





Scropton Crossing 'box' was built by the North Staffordshire Railway and dates back to 1884. Tim Helme



The lever frame and equipment inside the 'box'. Tim Helme



Not all drivers wave back to signalmen – but this one should! The driver of No. 153379, forming a Crewe-Derby working on February 12, 2013, is one P. Helme, acknowledging signalman T. Helme. Bryn Davies

line blockages and be a controlling 'box' eight times and intermediate 'box' 20 times during engineering possessions. Someone will score a direct hit on Scropton Crossing with an on-train toilet about seven times (should this be classed as obstruction of the line or merely laying a new sleeper?), and at least five pigeons will disappear in a puff of feathers – due to being struck by trains and not because of the toilet effluent I hasten to add. I know the signalbox dates back to 1884, but do I really have to suffer the even older practice of human excrement being dumped outside?

STRONG-ARM TACTICS

No one has ever bothered to count, but since a vehicle always seems to appear at the 'box crossing just as the gates have been closed to road traffic, it is reasonable to conclude that there will be a minimum of 10,784 vehicle crossings here. Trebling this figure, however, will provide a more realistic number.

Quite a busy road crossing for an unremarkable and largely backwoods farm track, particularly as the population of Scropton stands at 354 (2011 census). I

would further add that perhaps only about 25 of those 354 live on the 'wrong' side of the tracks, so the frequency of crossings is really quite remarkable – or profoundly irritating if you happen to be the resident signalman (i.e. me!).

Taking into account my shift pattern and time off, I probably signal about 4,688 trains a year, but before any 'Rail Operating Centre' signaller gives a derisive snort, this equates to 14,064 signal lever pulls and a potential 9,376 times up and down the steps for the gates. This is equivalent to going up and down Mount Everest 42 times every year, with a pull of 328 tonnes for the first half of the first ascent.

Unfortunately, even with all this physical activity, the signalman's waistline does not seem to diminish, but inexplicably increases. Speaking of which, 4,688 trains also means 4,688 friendly waves to passing drivers, but I doubt I get the same amount in return. Some would rather chop their hands off than wave to a signalman. Nevertheless, I was always

"I was always told to wave to drivers, just to make sure they were still alive"

told to wave to drivers, just to make sure they were still alive, apparently. However, I like to think I am waving at the train rather than the driver anyway.

BIRDS AND THE BEES

Spring is new life and unspoken promise, but is also tinged with sorrow; an indefinable yearning for times past – for every beginning there must first be an ending. At the 'box, just before each sunrise there is a hush, an expectation,

a single pulse of excitement, then the horizon is ablaze and all sins are forgiven – a new day begins.

Lambs prance and dance in the fields and birds are busy nest building. One bird tugs furiously at a woollen strand hanging from a sheep, as the sheep itself looks on disinterestedly. A cloud of juvenile starlings periodically descend upon the bird feeder outside, but instead of sharing the bounty like the well-mannered sparrows, they constantly squabble amongst themselves for pole position. Even so, a full feeder will

somehow disappear within the hour.

A woodpecker occasionally intervenes and, like a belligerent yob, will head-butt any briefly victorious youngster off the feeder to gain sole occupancy. The woodpecker has a crazed look in its eye, but I suppose I would if I spent all my time head-butting things. A smartly attired rook will sometimes alight on the track 20 metres away and stride importantly along the rail head to investigate the commotion. If ever there was an avian cast for Dad's Army, the rook would be Captain Mainwaring. In quieter moments, a single robin picks up the pieces. It does not seem long however, before the short spring afternoons are merging into long summer evenings.

Summer is freedom and light. Its welcome warmth and light make the shifts easier and the days seem carefree. It is freedom to arrive for work in the daylight and to return home at 22.00 still in the daylight. It is freedom to be in short sleeves and have the windows and door open. But summer is also dust, flies and stifling heat. Short sleeves mean the subsequent development of the farmers' ➤

tan (face, neck and forearms only), which is never a good look, particularly when everywhere else remains bone white.

Opening windows and the door, in a vain attempt to create a through draught, just means noise, dust and flies. The ordinary houseflies are frustrating enough, but Scropton seems to get plagued with tiny black ones about half a millimetre wide and a millimetre long, which are maddeningly itchy. They too enjoy short sleeves and crawling all over exposed skin. It is a stark choice of whether to close the windows and slowly bake in the oppressive atmosphere of the 'box, or suffer the deafening roar of shuttling tractors, maddening black flies and sneeze-inducing dust.

With the sun blazing, it quickly becomes uncomfortable in the east corner of the box on the early shift, then completely intolerable in the west corner on the late shift. The rise in temperature also causes the distant signal cables to expand and stretch to such an extent that upon pulling the lever there is little resistance and the repeater inevitably shows 'WRONG'. Several turns of the adjuster will correct this, but now it becomes more important than ever to ensure the repeaters are showing 'ON' when the lever is put back. This is the time of year when they seem to misbehave the most, sometimes flicking to 'WRONG' several minutes after the train has passed and the signalman has returned to a more reclined position.

LOOK OUT FOR THE WEEDKILLER!

The trackside vegetation also threatens to take over and it becomes difficult to see the Up and Down section signals because of it. You realise the vegetation has become really bad when the Down Home starts to disappear too, especially since this signal is only about 50 metres from the 'box.

The weed-killing train may put in an appearance around this time, making its slow progress over the line and taking nearly 20 minutes to pass through the sections, so woe is the signaller who operates their gates or barriers too early.

Sometimes the person operating the on-train spraying system forgets to moderate the jet, or simply does not bother, and the gates, 'box, crossing and steps are liberally doused with a noxious chemical, which is then inhaled, makes contact with the skin and is ultimately tracked back up into the 'box by the signaller.

I am not sure which is worse, this or a direct hit from an on-train toilet. It might as well be spraying fertiliser anyway, for all the good it seems to do.

I should be more familiar with the fickle ways of weed-killing trains because it is by no means my first encounter with

them. In my previous railway career in the early 1990s, I was once second-manning a ballast train and we were held in a loop. Our guard, who was riding up front with us, decided that this was an opportune moment to relieve himself and dived off into some bushes just ahead. Presently we observed his head poking above the greenery, and with his back to the track and a cigarette dangling between his lips, he had not a care in the world.

Unfortunately it was not to last, because approaching in the opposite direction was a train of unusual

configuration. The powerful jet of liquid shooting from it initially mesmerised my driver and me, particularly since it was easily reaching across to the cess side of the adjacent track. It took a few moments to register, but we eventually

realised it was the weed-killing train in spraying mode – and our guard was in the firing line!

We whistled a warning, but the guard, thinking we were making a joke just casually flicked two-fingers in our direction. That was his last discernable action before being blatted by the jet and promptly disappearing from view. He emerged a few moments later looking rather dazed and bedraggled with a bent cigarette between his lips. I do not know

what the liquid consisted of, but he ended up with a two-tone uniform; the front was standard BR blue, whilst the back was bleached white. He looked like Pepé Le Pew the cartoon skunk. Unfortunately, he smelt like it too and so was banished to the back cab for the remainder of our journey.

AUTUMN LEAVES – REALLY?

The longest day comes and goes and then the schools break for the summer holiday. A couple of weeks after that, a subtle but perceptible change can be felt. It is still the height of the summer holidays, but there is a brief autumnal feel to the mornings and evenings now; a distinct crispness as the sun becomes increasingly sluggish at awakening, whilst the moon gently rises in a black sky once more. The vegetation is not as verdant as it was; yellows and browns are beginning to creep in now, dulling the once lush greenery. The wind has picked up too, from the still, stifling oppression of summer, to a fresh but constant harrying breeze.

With what must be a collective sigh of relief from all parents, the children return to school. From this point onwards you are forever walking into spider webs invisibly suspended across doorways and pathways and constantly brushing yourself down – then the thing that strikes terror into the heart of the modern railway... the first leaves begin to fall.

For some reason autumn has been rebranded 'leaf fall season', just in case people have forgotten what actually

“This is equivalent to going up and down Mount Everest 42 times every year, with a pull of 328 tonnes for the first half of the first ascent”



Looking towards Scropton Crossing from Mill Lane as Nos. 153313+153385 approach with a Crewe-Derby working on February 4, 2012. Note the distinctive pyramid roof of St Paul's bell tower. Bryn Davies

happens in autumn. There are now 10 weeks of wearisome 05.30 starts as the Rail Head Treatment Train blasts a path for other trains to follow.

Actually, there are only five weeks for a resident signaller on alternating shifts, but that does not excuse the sheer insanity of rolling out of a nice warm bed at 04.15, somehow making it downstairs then heading out into the cold, dark and wet. You do not remember anything about the journey to work, or even how you arrived at the 'box. You have some vague recollection of the RHTT going past, but no memory of actually signalling it. Someone must have done it though, as there is an entry in the train register book.

The RHTT, consisting of two Class 66 locos 'top and tailing' five tank wagons and a generator in between, always begins its tour of duty in spotless condition, but by the end is absolutely filthy. So much so, that the driver has only the extent of the windscreen wiper sweep to see through: essentially just a slit, which I imagine is a bit like driving an armoured personnel carrier.

SPIDERS GALORE

Autumn is golden melancholy, but each sunset is a daily work of art – a fiery masterpiece. Autumn is also spider season and the 'box becomes inundated with them, especially on the late shift – the perils of living in a wooden shed. Fortunately, the majority stay outside above the crossing spotlight, and there are usually about 60 of them residing in this tiny triangle area of opportunity between window top and roof eave, where the spotlight is fixed.

They constantly jostle and fight for space on a silken carpet of web that covers the entire window. I do not know how they establish which web is which, and it looks intolerably crowded, but food is plentiful as a multitude of gnats and moths swarm around and make continuous suicidal runs towards the spotlight. The webs are laden and sagging with bounty, and the spiders cannot keep up against the onslaught.

The relief signallers always want to brush them down and get rid of them, but I think they are best left alone. If their outdoor community is disturbed, they have a tendency to relocate indoors and much of a late shift can be spent evicting them. They are fascinating creatures, but any with a leg span bigger than a 50 pence piece make me nervous. (Most were larger than this, with one gaining the 'box record of three inches one year).

I think it is the way they sneak up on you and the way they lurk. One minute the train register book is clear, you turn to check your indications, then back again after a second and a big black thing is now sat there. Where it appears from in such a short time I do not know.

Sometimes you hear them tip-tapping across the laminated notices on the wall, but they are never where you expect them to be. They are sneaky and resourceful and I always feel like I am being watched. If I spot one indoors, I cannot really relax until it is evicted.

I have found a feather duster to be the best tool for this purpose, but a mug and a bit of paper work just as well. When



Looking in the Down direction and showing off the layout around the 'box, Freightliner's No. 66739 passes Scropton on November 15, 2012. Bryn Davies

I do spot one, I steer it into the mug or position it adequately on the feather duster, ready for departure – then, with a triumphant flourish at the door or window, it is gone.

I sit down again feeling quite pleased with myself until, in my periphery, I sense a black epaulette on my shoulder. I turn to look, and there it is again, horribly magnified at this range. This time there is no calm, methodical approach. I leap up, frantically brushing my upper torso, whilst trying to remove my high visibility vest. The vest drops to the floor and the eight-legged creature disappears under the lockers. It will no doubt reappear at a similar time tomorrow, but I remain uneasy until a successful eviction is accomplished.

My 'oppo' would just squash them. But as the 'enlightened one' himself (probably) said 'When a man has pity on all living creatures then only is he noble.' Besides, when alone in a signal box, you had to make companionship with what was around you.

THE YEAR ENDS

It is Halloween evening and small black clouds scud across the night sky, their outline briefly silvered by a high crescent moon. The weak watery moonlight bathes the top of the rails, making them glint ominously. St Paul's bell tower is stark against this backdrop, and a lonely owl hoots in the cemetery. As you go down for the gates, a bat flutters and swoops making several random passes then, once back in the box, all is quiet again.

But what is that noise? Footsteps on the ballast! The scrunching becomes louder as something approaches the 'box. Could this be the headless trainman coming to wreak his revenge? No, it is just one of the local cats. They are usually quite clever and tiptoe along the top of the rail, but this one scatters ballast as it clumsily picks its way along the cess, glaring angrily at me.

A week later and it is bonfire night – the ideal night since all the leaves are off



The glow from the 'box lights the winter's snow at Scropton on December 29, 2014. Bryn Davies

and the heaters and topcoats are back on. It is dark at 16.30, and a freezing fog hangs over the 'box like a wet blanket. It always feels two degrees colder here away from the warmer embrace of the city, and it is back to chipping ice off the car windscreen and manhandling frozen crossing gates again.

Winter is contemplative and measured, full of bittersweet reflection and curious contentment. The bare trees are the only company now, but it is possible to see Sudbury's Down Distant and Home/Section signals from the west window and follow the tail lamps of a train as it describes a route around the large 'S' bend and disappears into Staffordshire.

Immediately after its passage, Sudbury's bright green signals blink back to an intense red and, shortly after, bell code 2-1 is received and acknowledged – another train safely out of section.

Christmas comes to the box again – just one of many it has known. What was Christmas 1884 like here? I try to look back along the line of signalmen that have gone before. I am the last of that line, but who was the first? Did he sit here trying to look into the future, just as I sit here now trying to look into the past? Did he interpret his surroundings

any differently from me? Have things changed so much?

Only the ratio of trains to cars has altered, very little else. The method of moving trains from A to B has remained largely unchanged. We could exchange places and both operate the box successfully, irrespective of the century. We also have Christmas in common too – he saw Scropton 'box's first, and I will (probably) see its last.

The shortest day comes and goes, but eight hours is still eight hours. The ghosts of Christmas past recede as New Year's Eve approaches. Locking up the 'box at 22.00 one New Year's Eve, I bumped into a chap out walking his dog. He wished me a 'Happy New Year' and asked if that was it. "Yes," I replied, "until tomorrow."

He seemed a little surprised that anything would be happening tomorrow. After personally overseeing the safe passage of over 4000 trains, innumerable safe road crossings and line blockages, it was a job well done and there was a deep fulfilment and satisfaction of the kind you just do not get from an enormous pot of money. "I'll be back on New Year's Day to move some more trains around," I assured him – which, of course, was exactly where we started. **B**

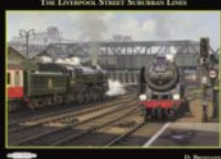
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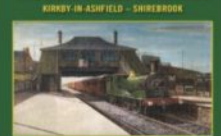


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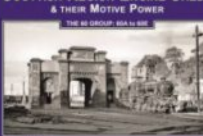
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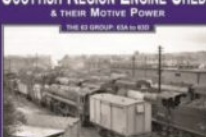


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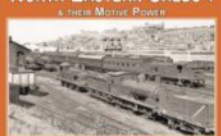
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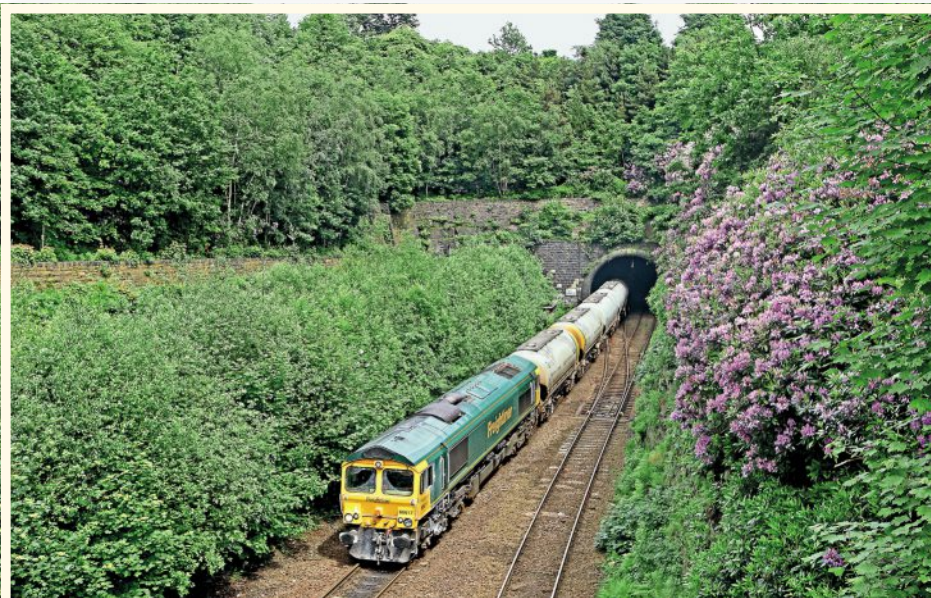


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Then & Now: Huddersfield



SPRINGWOOD Junction is just to the west of Huddersfield, where the lines to Penistone and Sheffield diverge from the main trans-Pennine route to Stalybridge and Manchester. In the above shot, taken on June 27, 1981, Class 40 No. 40124 erupts from the double-track south tunnel with the Saturdays-only 09.35 Newcastle-Manchester Victoria. There is still a double-track junction to the Penistone line, while the eastbound route through the north tunnel (upper) is single track. Note how the hillsides and cutting walls are fairly bare of vegetation. (Photo: Gavin Morrison)

Left: Step forward 35 years to June 13, 2016 and the most obvious difference is the amazing number of trees that have been allowed to grow – which must be a problem during the autumn leaf-fall season. The north tunnel is now completely obscured from this viewpoint (although this is now a double-track route into the station), as are the cutting walls and surrounding hillsides. Freightliner's No. 66617 emerges from the south tunnel heading west on the main line to Manchester with an empty cement train from Hunslet (Leeds) to Peak Forest. The adjacent line is now bi-directional, leading straight off the single-track Penistone line through the tunnel into a bay platform in the station. (Photo: David Rodgers) [E](#)

0 to 60!

Just how nimble are today's locos and units, and what's the quickest off the mark?



GBRf's No. 92014 pauses at Preston for a driver change in the early hours of April 1 while working the previous evening's 1S25/21.16 London Euston to Inverness Caledonian Sleeper service. Four days later in our test on the down Lowlander, this loco took its load 16 to 60mph in 116 seconds in a smooth departure from Watford. Alexander Cromarty

WATFORD JCT TO LEDBURN JCT (PASS)

Loco	92014
Load	16/665/677/803
Train	23.50 (4th) Euston-Glasgow C
Date	April 5, 2017
Recorder/Position	Neville Hill

Miles	Timing Point	Sch	M S	MPH
0.00	Watford Jct d	0	0 00	7½L
0.05			0 22	10
0.11			0 34	20
0.25			0 54	30
0.40			1 08	40
0.65			1 28	50
1.10			1 56	60
2.06	Watford SL TNP		2 58	70
5.67	Apsley		5 53	76
7.07	Hemel Hempstead		6 57	80
10.49	Berkhamsted	9(2½)	9 31	80
14.28	Tring	15½	12 20	83
18.69	Cheddington	[2]	15 29	87
20.08	Ledburn Jct p	22½	16 26	88

Notes: Timed to 1/100th of a second and rounded to nearest full second; * = Vehicles/tare tonnes/gross including loco; (2½) = 2½min pathing time; [2] = 2min recovery time; SL = slow line

0-60 time	116 seconds
RE FACTOR**	10331
COMMENT	A giant among electric locos

Note: **The RE (Rail Express) Factor provides a weighted comparison of performance, taking into account time, load and rated horsepower. A higher score is better.

Neville Hill goes up the wooden sleepers to Bedfordshire (and beyond) with an overnight run to Scotland behind a GBRf Class 92.

A NIGHT on the sleeper train, an unexpected stop, and the inconvenient position of a tunnel are all excuses for this sub-standard train recording – but the relative rarity of logging a 6,700hp Class 92 loco was too good to ignore.

Finding level, uninterrupted starts is a genuine difficulty though. The table shows how No. 92014 accelerated its train of 655 tonnes tare, some 677 tonnes gross and 803 tonnes including the locomotive, from the Watford Junction stop.

The gradient rises at 1-in-393 and the train did not quite get to 60mph before the GPS blanked out in Watford Tunnel, so the 60mph in 116 seconds is an estimate. On top of these factors, GB Railfreight drivers like to give a smooth ride, so the acceleration was probably sub-optimal. However, the RE factor still manages to reach five figures, and would conceivably have been 11,000 on level track.

There were two other opportunities on the journey to test these figures. There had been a signal stop at Queen's Park (North London), the start on clear signals allowing uninterrupted acceleration on the initial 1-in-587, then level, gradient. Comfort probably came into the equation again, and the 0-60 figure was 13 seconds longer than from Watford Junction.

The other example was from Motherwell, with just half the trailing load after detaching the Edinburgh portion at Carstairs, on falling gradients of about 1-in-146. Here, No. 92014 reached 60mph in just 80 seconds, but the RE factor was lower than from Watford, the improvement in time failing to match the reduction in load. [B](#)

TIMES AND SCORES SUMMARY

Rank	No.	0 to 60 time (secs)	RE Factor**	Location
1.	395xxx	38	16302	Fastest AC EMU
2.	380022	39	12939	
3.	700111	46	13470	
4.	357017+357033	50	15673	
5.	323224	51	14658	
6.	220xxx	53	12264	Fastest DMU
7.	350403	54	12294	
8.	365529	56	17515	
9.	387111	56	14137	
10.	317651+317672	59	17959	
11.	222020	59	11181	
12.	334021+334029	60	14687	
13.	333013	63	15755	
14.	314214	66	18116	Highest RE Factor
15.	185113	68	11088	
16.	319376	70	15145	
17.	375606	70	12715	Fastest third-rail
18.	3900xx	70	10089	
19.	57603	76	11078	Fastest diesel loco
20.	68007	79	9999	
21.	172103	83	11000	
22.	180110	83	8514	
23.	315822+315845	84	17276	
24.	90002	87	10376	Fastest electric loco
25.	450126+450019	91	7043	
26.	43285+43321	96	9050	HST
27.	158860	98	11630	
28.	166205	102	11391	
29.	175104	103	11297	
30.	168003	103	10640	
31.	91125	108	7806	
32.	170114	114	9878	
33.	144010	115	10412	
34.	142030+142048	115	9855	
35.	92014	116	10331	
36.	143603	117	9895	
37.	66184	148	10122	
38.	153369	156	10144	
39.	D1015	174	10110	
40.	67006	179	8030	
41.	40145	325	9430	

Express Mailbag



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WEST MIDLANDS 'GRONK' TRIPS

REGARDING the article 'A Trip Down Memory Lane' (May issue), which looked back at some of the Class 08/09-powered local shunting trips in the 1980s and 1990s, it reminded me of similar such workings around the West Midlands at this time, when 'Gronks' were often let loose on the main line.

During the Speedlink era, the Wednesbury Class 08 pilot was used for short-haul workings to Bilston (scrap) and Great Bridge (steel and imported sawn timber). Although the Bilston duty did not actually entail main line running as such, it did involve using the fragmented remains of the former Great Western Railway main line from Birmingham Snow Hill to Wolverhampton Low Level, which closed in March 1972. The trips to and from Great Bridge required traversal of the Dudley

freight-only route for about a mile each way.

Two examples of greater main line running, and thus careful pathing between local passenger services, utilised the Bescot Up Yard and Bescot Down Yard Class 08 pilots. The former worked an out-and-back engineers duty to Walsall Tasker Street, while the latter was used for tripping high-capacity ferry vans to the zinc works at Bloxwich, about four miles from Bescot. Due to the climb from Walsall to Bloxwich, the '08' was restricted to just four IWA/IWB type Continental bogie vans loaded with zinc, which at this time was imported from Europe using the Dover train-ferry operation.

One other example I would like to mention was the post-Speedlink out-and-back trip from Washwood Heath Yard,

handling 'Connectrail' and 'Enterprise' wagonload flows to and from Birmingham Distribution Centre, which was next to Lawley Street Freightliner Terminal.

The accompanying image, taken in July 1999, shows No. 08905 trundling past Washwood Heath Yard with the return 8G24 Enterprise International trip from BDC, and is formed of just two IWB type high-capacity vans. The BDC railhead was handling a good variety of traffics back then, which included domestic movements of mineral water from Inverness (for Tesco) and lighting products from Bodmin. There were also



imports of Italian automotive glass and, later, German car parts for Volkswagen.

David J. Hayes
Wednesbury, West Midlands

BOX TUNNEL SUNRISE

YOUR brief mention (page 11, June issue) of whether the sun will shine through Box Tunnel at sunrise on April 9, Isambard Kingdom Brunel's birthday, belies the complexity of the matter.

Whether this event will happen or not depends on the sun's celestial coordinates, which in turn depend on the time that has elapsed between the vernal (spring) equinox and

sunrise on April 9. Unfortunately the length of the year is not an integral number of days, so the instant at which the vernal equinox happens varies from year to year – and so the sun's celestial coordinates at sunrise on April 9 also vary from year to year.

To put it at its simplest, it depends whereabouts in the leap year cycle one is. Thus if Network Rail's engineers were disappointed

not to find the rising sun illuminating the whole length of Box Tunnel this year, they need to try again on April 9 in each of the next three years, and will find that the portion of tunnel illuminated by the rising sun will vary from year to year.

If we want a higher degree of explanation, we need to realise the length of the year is not exactly 365 and $\frac{1}{4}$ days but more like 365 and

97/400ths – so the leap year cycle is not four years but actually 400 years, in which time there are 97 leap years not 100.

Therefore NR engineers would have to check the sunrise every year for 400 years to get a definitive answer.

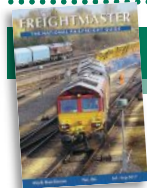
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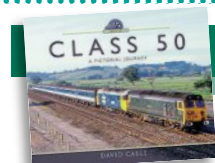
NOW out is the latest quarterly edition of Freightmaster. This essential guide to freight train movements includes the usual tables of workings and timings, with this one also featuring a pictorial guide to the Oxford area.



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Class 50: A Pictorial Journey

By David Cable
Published by Pen & Sword Books
www.pen-and-sword.co.uk
198 pages, colour, 195x225mm, hardback. £25

IT is a big year for Class 50s this year, as it marks 50 years since their entry into service, so expect this book to be one of many celebrating the popular locos.

It is laid out in picture-and-caption format, one per page and all in colour, starting with their role in

the North West and Scotland on the pre-electrified West Coast Main Line, then moving on to their careers on the Western and Southern Regions – with the majority taken by the author himself in the 1980s and 90s.

Without doubt there are some interesting shots in the mix, and is

fairly comprehensive of the duties the class typically undertook, but the reproduction quality is patchy and probably not where it should be for this 'coffee table' type browsing book. However, there should still be plenty of interest here for 'Hoover' fans.



Signalling and signal boxes along the LB&SCR, LSWR, SE&CR routes

All by Allen Jackson
Published by Amberley
www.amberley-books.com
96 pages, colour, 235x165mm, softback. £14.99 each

Despite the apparently historical pretext, the books cover the situation today and are packed with details about the 'boxes and their operations – all backed up with an excellent

selection of colour images.

Well researched and informative, they are highly recommended for anyone interested in this essential part of railway operation.



WEYMOUTH TRANSITION: Steam had just finished on the Southern Region a month before this picture was taken, when – on July 9, 1967 – Merchant Navy No. 35030 left Weymouth with the 14.07 to Waterloo, the last steam-hauled passenger train on the South Western Main Line. So on August 13 that year, it was all diesels at the Dorset resort – as illustrated by this six-car DMU leaving for Bristol Temple Meads, with Class 120 Nos. 50658+59261+50711 in blue/grey livery leading Class 116 Nos. 51148+59445+51135 in green. Note the vast number of four-wheeled wagons in the background sidings, the site of which today is occupied by car parks and retail outlets.

YEARS AGO... 50 AUGUST 1967

■ HOVER TRAIN HOPES FOR GRANT:

The National Research Development Corporation set up a subsidiary company called Tracked Hovercraft, which it hoped would receive a Government grant to enable it to carry out full-size hover train tests. Permission had already been given for an 18-mile long concrete track, raised six feet from the ground, from Earith (east of Huntingdon in Cambridgeshire) to Denver Sluice (near Downham Market in Norfolk). A short length of track and a test vehicle were built, the latter preserved today at Railworld in Peterborough, but ultimately the project was defeated by the development of high-speed conventional trains.

YEARS AGO... 30 AUGUST 1987

■ CLASS 87/2s BECOME '90s':

Though their specifications were based on Class 87 electrics (introduced in 1973), such had been the design developments on the '87/2' fleet under construction at BREL Crewe Works, that BR decided to reclassify them as Class 90. Trials with the first class 90 began at the end of 1987, with the first passenger working for the class in July 1988.

YEARS AGO... 20 AUGUST 1997

■ SOLO 'DELTAIC' BREAKS MAIN LINE

BARRIER: The first ever revenue-earning train to be powered by a privately-owned diesel working on its own, occurred on August 11 when Class 55 No. D9000 (55022) *Royal Scots Grey* powered Virgin CrossCountry's 1V96/10.30 Glasgow-Reading from Birmingham alone due to the unavailability of a Class 47.

It had earlier piloted a '47' to

Birmingham on the 1M20/09.06 Paddington-Manchester, but Virgin said it viewed the hire of the Class 55 as being no different to the hire of an EWS '47'.

The 'Deltaic' had previously (on July 23) piloted No. 47807 on 1M20 and No. 47807 on 1V96 as test runs. These were the first time since January 1982 that a Class 55 had been used on a main line passenger service.

YEARS AGO... 40 AUGUST 1977

■ **SWANAGE SET BACK:** Plans by the Swanage Railway Society to restore the branch from Wareham were hit by a decision of Dorset County Council not to consider granting a licence until the SRS had agreed terms with British Railways on which the society could run a scheduled railway passenger service of not less than four trains each way on weekdays. The council also required the society to submit a financial appraisal of its operations by independent consultants. Forty years later, the Swanage Railway has finally achieved its goal of running through to Wareham (see Headline News).

YEARS AGO... 10 AUGUST 2007

■ **BIOFUEL FIRST:** EWS' newest locomotive No. 67030 became the first British loco to haul a train while running on pure bio-diesel fuel. The exercise surprised its builder, Canada-based EMD, which had thought the power unit would need modification. A Virgin Trains Class 220 'Voyager' DMU had run on bio-diesel earlier in the year, but that was only a 20% mixture.

■ **'JAVELIN' LANDS:** After an 11,000 mile journey from Japan, the first of 29 Class 395 'Javelin' EMUs was unloaded at Southampton Docks on August 23. Six-car No. 395001 was built by Hitachi at its plant in Kasado to work domestic services between Kent and St Pancras via HS1. Each vehicle was unloaded onto the dock's railway system before being coupled together and moved overnight to the purpose-built depot at Ashford (Kent) on August 30. Main line trials began at the end of 2007, the full fleet was delivered by August 2009, and preview services began in November 2009.

One of the driving cars of the first 'Javelin' No. 395001 stands at Southampton Docks on August 23, 2007. Chris Milner



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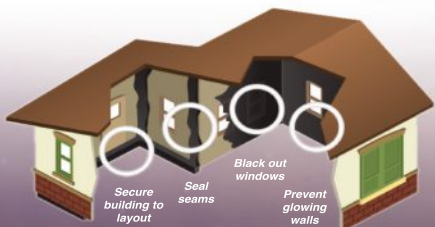
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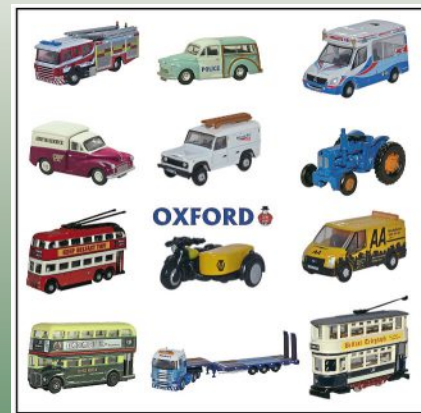
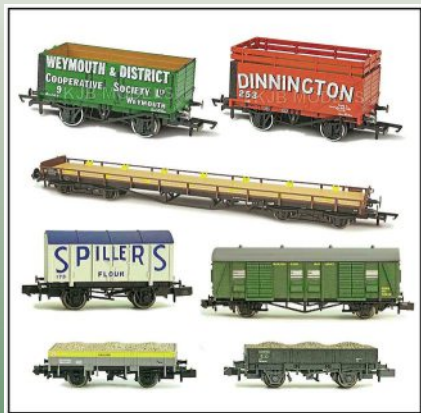
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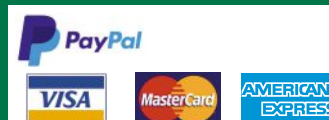


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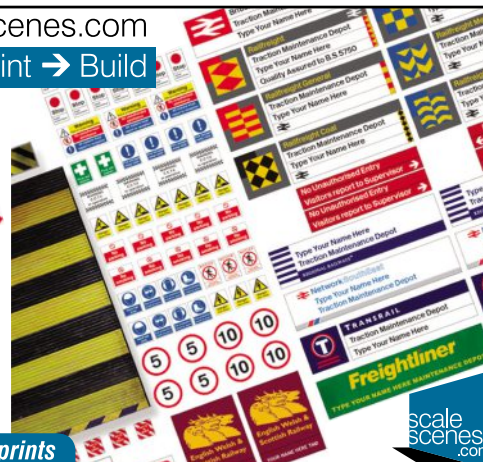
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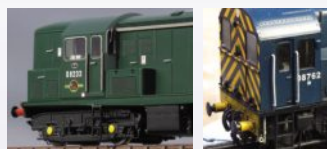
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Left: An unidentified Class 31 heads a lengthy rake of Carflats, both in bauxite and Motorail-branded blue, through Doncaster on July 21, 1983, these carrying new Renaults imported through Goole Docks. The large number of cars can likely be attributed to the start of the new registration year less than two weeks later, when the 'A' prefix was introduced. The train would ultimately be destined for Scotland, there being regular Renault deliveries to Bathgate, Leith, Perth and Stranraer. 53A Models of Hull Collection/David R Vickers

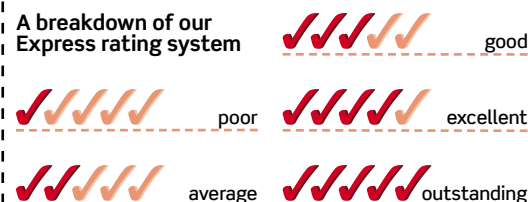
Editor's comment



Simon Bendall
Rail Express
Modeller
editor

JUNE proved to be another very busy month for new 'OO' gauge releases, headlined by Hattons delivering its much-anticipated deluge of exclusive Warwell wagons, while Oxford Rail also released its first Carflat. Both have created much interest as to their operations and loads, along with options for conversions in the case of the Warwell. These companies continue to provide a large proportion of the news as well, with Hattons showing off further progress with its Beilhack snowploughs and ICI limestone hoppers. Meanwhile, the Oxford Rail-produced 'Janus' shunter is also on the way and will be reviewed next month along with Oxford's take on the Warwells, while this issue affords a look at a decorated Mk.3 sample in InterCity colours.

EXPRESS RATING



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7 Newsdesk: Latest developments

In a busy month for news, Bachmann has provided an update on its forthcoming models while there is a round-up of product news from the Great Central exhibition and a whole host of images of new models.

16 Reviews: Dapol IDA twin flat

Developed to accompany the Class 68, Dapol has now released its 4mm scale model of the WH Davis-built IDA 'Super Low' intermodal twins, these being exclusively used by Direct Rail Services.

17 D&E Files: IDA 'Super Lows'

To accompany the new model, Gareth Bayer profiles the IDAs, which were designed with a low height to enable 9ft 6in containers to be carried within the standard loading gauge, including on Stobart workings.

22 Reviews: Hattons Warwell

Originally scheduled for an autumn release, Hattons has accelerated the production of its 'OO' gauge Warwells, enabling all 20 models to be released in mid-June. All four tooling versions are examined here.

24 Reviews: Oxford Rail Carflat

Oxford Rail has released its first 4mm scale D&E era model in the form of a Carflat, this being based on a batch built on LMS underframes. Accompanying it is a series of new car packs to provide a load.

28 Reviews: Bachmann 'Desiro'

The highlight of Bachmann's new releases for this month is the appearance of the long-awaited Class 450 'Desiro' in South West Trains colours, the 4mm EMU featuring new tooling for this third rail version.

31 Reviews: Kernow Class 66

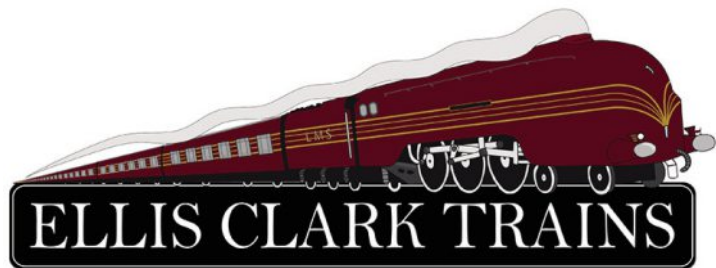
Kernow Model Rail Centre has unveiled a further Bachmann limited edition, depicting GB Railfreight's No. 66709 *Sorrento* in its current MSC container ship livery. The blue 'clay tiger' hopper has also arrived.

33 Reviews: Kernow SPA wagons

Also new from Kernow this month is a further batch of the 'OO' gauge SPA open wagons, four different models having been produced in EWS maroon and gold to satisfy long-standing demand.



Left: The model railway event at the Great Central Railway between June 16-18 was an enjoyable if rather warm affair, with plenty of quality exhibits on show. As usual, a regular shuttle service was laid on to transport visitors between the line's stations, this featuring 'top and tail' diesel power. On the final day of the event, the superbly finished No. 37714 *Cardiff Canton* was provided, this being captured at Quorn & Woodhouse station in baking temperatures. Simon Bendall



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Oxford Rail Mk.3s move forward

The company has now received factory samples of the InterCity livery with the other schemes on their way.



EARLY June saw Oxford Rail receive the first fully factory-decorated samples of its new 'OO' gauge Mk.3a coaches, these all being finished in InterCity colours. The batch consisted of several Tourist Standard Open (TSO), First Open (FO) and Restaurant First Modular (RFM), enabling the company to kindly loan one of the FOs to *Rail Express Modeller*, as illustrated here.

As usual, these samples are produced to check the accuracy of the livery artwork, both in terms of colours and printing as well as the actual application methods. The models were subsequently closely examined and a list of corrections passed to the factory



in China. These should hopefully include minor adjustments to the proportions of the InterCity stripes, there being a small discrepancy when compared against the real thing.

The coaches are now fitted with the tinted glazing, although Oxford has yet to confirm what decision has been taken over the provision of internal lighting. This

month was due to bring livery samples of the BR blue/grey releases along with the solitary Stobart Pullman FO. The Virgin Trains batch is further behind in the process due to the train operator currently revising its process for granting licensing agreements. An autumn release is currently expected for most of the liveries. www.oxfordrail.com



Decorated '07s' make debut

HELJAN has unveiled the first images of its forthcoming 'OO' gauge Class 07 shunter in painted form. Due for release in late 2017, the Ruston & Hornsby-built machines will appear in as-built condition as Nos. D2985 and D2990 in BR(S) green and Nos. D2992 and 07010 in BR blue.

There will also be a second version of the model featuring the

modifications made when air brakes were fitted, principally the compressor cabinet on one side and the high level brake pipes. This will appear in BR blue as Nos. 2993 and 07005 while industrial versions comprise No. 07001 in Peakstone yellow, No. 07003 in British Industrial Sand white/yellow and, exclusive to Hattons, HNRC orange/grey No. 07001. www.heljan.dk



C=Rail releases new 4mm high cube containers

C=RAIL Intermodal has added two further 4mm scale containers to its range, these both portraying the 40ft long high-cube design with a height of 9ft 6in. Priced £7.50 each, they are finished in Yang Ming white and UASC green.

Livery samples of the 2mm version of this container type have also been received and are currently undergoing checking. These are being produced in conjunction with Revolution Trains and will initially feature the colours of Maersk, Mediterranean Shipping Company, Hamburg Sud, Evergreen, Hanjin and UASC. www.c-rail-intermodal.co.uk



Peco acquires Parkside Dundas range

THE start of July saw Peco announce that it has acquired the Parkside range of kits, with the transfer due to take place at the end of this month. The range had been up for sale for some time due to the impending retirement of co-owner Richard Hollingworth and should ensure its continued availability. The acquisition includes the 'N', 'OO' and 'O' gauge ranges along with all existing

stock and the tooling but not the Dundas range of narrow gauge items, which will be split away and remain under the ownership of Andrew Hastie. Manufacture of the Parkside range will be transferred to the Ratio factory in Devon over the summer with a new look set to be officially launched at the Warley show in November. www.park-sidedundas.co.uk

Hattons announces exclusive 'Choppers'

IN a further tie-up with Heljan, Hattons has commissioned a pair of Class 20s in 'O' gauge. The limited editions will employ the previously-seen disc headcode tooling rather than the new headcode box variant that is due to appear in the autumn. Commissioned to mark the 60th

anniversary of the English Electric Type 1s, both are limited to 100 examples and are priced £599. Due for release towards the end of the year, one will be finished in BR blue with the other in Railfreight Red Stripe and, as usual, un-numbered to allow customisation. www.hattons.co.uk



Half-year update from Bachmann

The first appearance of the long-awaited Mk.2f coaches is the highlight of the manufacturer's summer briefing.



After a long wait, the first tooling samples of the Mk.2f coaches have arrived, all five versions being shown here – from left, the TSO, RFB, BSO, FO and DBSO.

AS is now traditional, Bachmann provided an update on the state of play with its ranges at the start of July, this being a sort of mid-year report where the latest samples are shown to the model railway press and progress on models under development is detailed.

Notably, the manufacturer reported that sales of its model railway items increased by 8% in the past year, suggesting that its policy of continuing to focus on high-quality models is working. Inevitably, prices continue to be a point of discussion, with Bachmann correctly pointing out that its position at the top of the marketplace means it has far more overheads than the increasing number of small-scale companies, costs that can only be met by selling models at a price that will cover them.

Indications are that most modellers are now accepting the new pricing structure, recognising that Bachmann is maintaining the standards of quality that justify the prices. However, innovations have been promised on future models, such as the Class 90 detailed on the facing page, to deliver extra value.

Last year's intention of scaling back on exclusive commissions for third party companies has been reversed, with Bachmann announcing that it is currently working on no less than five new tooling projects with three more under discussion. These are with a variety of retailers and companies, including at least one newcomer to the

process, and, while no clues were given as to the model subjects, some of these projects will take until 2019 to appear.

Air-con debut

Turning to the present, the big news as far as D&E modellers were concerned was the long-awaited debut of the 'OO' gauge Mk.2f air-conditioned coaches. The specification and detail incorporated on the models helps explain the lengthy delay in their appearance, with Bachmann working with a supplier to develop bespoke electronics in order to deliver the desired lighting functions.

Pictured here are all five of the coach types, the Driving Brake Standard Open (DBSO) being the highlight.

Although the initial releases will portray the ScotRail variant with cab front gangway connection, the tooling has been designed to allow for the later flush front appearance, meaning that the likes of Intercity, DRS and Network Rail liveries can be produced in the future. Also set to be released are the First Open (FO), Tourist Standard Open (TSO), Brake Standard Open (BSO) and Restaurant First Buffet (RFB).

The latter four types will all appear in both BR blue/grey and InterCity, there being standard models without lights (RRP £49.95) and DCC fitted versions with lights (RRP £74.95) of all of them. It is with the latter vehicles where much of the innovation has taken place, with each coach due to be



Some corrections are needed to add missing door seams on the coaches, as evidenced by the end view of the FO. However, the character of the coaches looks to have been well captured.



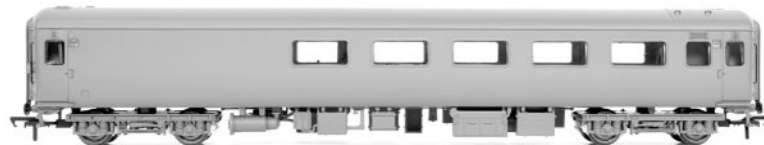
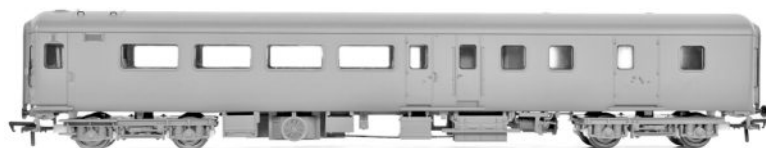
supplied with a DCC decoder pre-fitted. These will all have the same default address, allowing a set of coaches to be controlled as one, although the chip will be programmable to some degree so the address of the set or individual coaches can be changed (up to four digits) if desired.

Coach lights

Lighting functions on the Mk.2f models include saloon lights, independent guard's compartment lights in both the BSO and DBSO and cab lights in the DBSO. The latter also has directional head and tail-lights, meaning the BR blue/grey and ScotRail models will both retail at £74.95 and are only available in DCC fitted form. All of the light-fitted

coaches will work on DC but the internal lighting will be on constantly in this case.

Additional lighting options include working central door locking indicators, the orange lights by the doors illuminating on one side or the other depending on which function key is pressed. Naturally, these lights will only be present on the appropriate liveries. The coaches also sport a working tail-light feature, with each model including both a moulded oil lamp and battery lamp. One of these can be plugged into a hole in the coach end, to which is fed a red LED. A switch beneath the coach then allows a steady or flashing light as appropriate to the lamp type. For intermediate coaches in a set, a



A side-on view of the four 'standard' Mk.2f coaches gives a good flavour of the detail that has been incorporated. Tinted glazing will be fitted to the models, which will appear later in the development process. Shown on the top row are the BSO and FO with the TSO and RFB below.

blanking plug with just the lamp bracket is provided to fill the hole. Bachmann has provided a video of the Mk.2f lights in action on its website – see it at www.bachmann.co.uk.

The Mk.2f samples are now being checked over with a number of corrections already noted as being required. Once these have been signed off, work is then set to start on the 'N' gauge versions of the air-cons with the CAD work being scaled down and adjusted as required.

The Farish versions are unlikely to feature any of the complex lighting, with just pick-ups provided on the bogies to allow modellers to fit their own. Provisionally, the 2mm versions are due for release in autumn 2018.

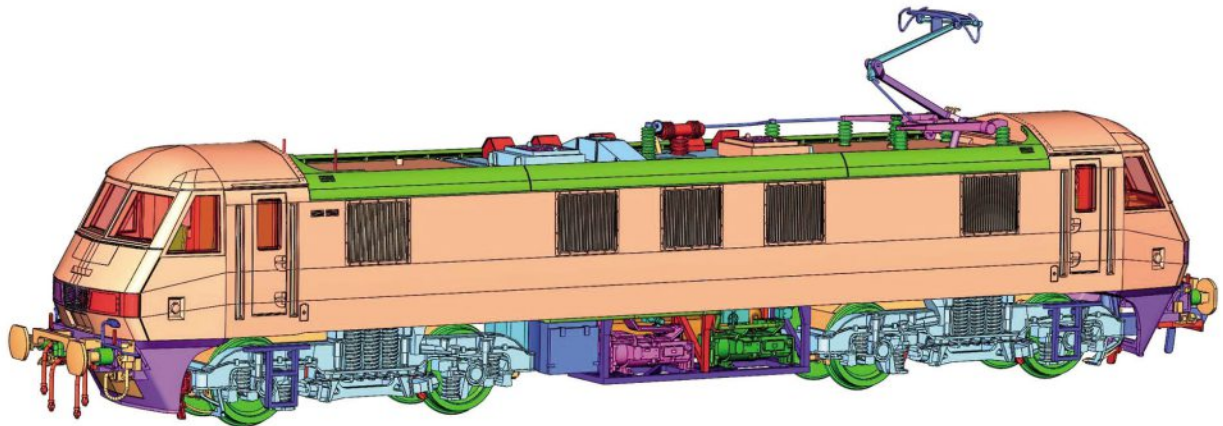
Electric progress

Also highly noteworthy was the first showing of completed CAD images of the Class 90 in 4mm scale, this being another model where developments have been long awaited. It was also confirmed that the model will feature a DCC-operated Brecknell Willis pantograph, a servo being fitted inside the body to raise and lower it. The fine details of the electronics are still being worked out, such as whether one or several height settings will be available for the 'pan'. For DC users, the servo linkage will be able to be unclipped, allowing the pantograph to spring normally.

The decoder socket will be located beneath a removable roof section, largely avoiding the need to take the body off, while switches for the lights under DC operation will be sited beneath one of the square vents on the roof. The detail planned for the AC electric is impressive, including oval or 'clipped' round buffers, the latter being rotatable to vertical for when the buckeye coupling is in use. The original or revised location of the TDM cables is covered as are modifications to the underframe equipment over the years, while full-depth bufferbeam fairings will be plug-in mouldings.

Sprinter starts jogging

The now five-year delay to the revamped 'OO' gauge Class 158 continues to be a bugbear for modellers and Bachmann alike. Now in CAD design, no images were shared during the presentation but details were given as to the specification. A new low-level drive system has been developed for the model, which will also be employed in the forthcoming Class 117s and Class 121s along with the long-overdue DCC chassis upgrade for the 'Turbo' and 'Turbostar'.



Above: Tangible progress has been made on the 4mm Class 90 as evidenced by this completed CAD image. This is the InterCity Swallow-liveried model with 'clipped' buffers and rubbing plate. High levels of detail are promised across the model, particularly on the underframe.



Left and below: Bachmann has now received livery samples of both the Freightliner wagons and the Mk.1 Travelling Post Office Stowage Vans. Both are set to be popular models when released in the autumn, the container flats in particular displaying some excellent detail.



Each car of the Class 158 will be motorised, the mechanism driving one bogie in each, with a new design of power coupling set to be introduced so just one decoder will be required. Dual speakers will also be fitted while Bachmann is examining the options for putting stereo sound in the model. No projected release date has been given but it was stated that the model will be priced in line with other manufacturers' high-specification two-car DMUs.

More forthcoming

Turning to Bachmann's other forthcoming new tooling models in 'OO' gauge, the 4-TC EMUs for Kernow Model Rail Centre are now beginning to ship. These will arrive in batches over the next couple of months with the 1960s BR blue version due in first. The Mk.1 TPO Stowage Van is due in September with the modified Class 70 a month later. The BR 22t plate and double bolster wagons commissioned by TMC are also expected in October with the Freightliner FFA/FGA

wagons by November and the vacuum-braked Warflats before Christmas. The latter have been delayed slightly waiting for the Cromwell tank load to be tooled, Bachmann confirming this will be affixed to the relevant War Department versions by means of magnets.

Newly arrived are the first tooling samples of the Mk.1 Carflat, which is expected to be released in early 2018. Work is also under way on the 1970s car and van packs that will accompany the wagons, these being plastic models. In 4mm, these will be packaged with one each of the Carflats and also be available separately in the Scenecraft range, while Bachmann has also announced they will appear in 2mm as well, being available in packs to go with the N Gauge Society's version of the Carflat, the wagon being due in December. Further away, the hugely complex Ransomes and Rapier 45t breakdown crane is largely complete in CAD where the headcode box Class 24 and bitumen TTA tankers also still

reside, Bachmann again reaffirming its commitment to producing the Sulzer Type 2s.

Still in research and development are the 2-HAP, 4-BEP, Class 20/3, VEA van and the Prestwin wagon.

Noisy 'Whistler'

The retooled Graham Farish Class 40 is now in production and due out in October. The sound-fitted version was demonstrated at the event, this featuring an impressive list of 28 functions, including both cold and warm engine start-ups. As well as sporting internal cab lights for the first time, the model also includes separately controllable tail-lights, which is another much-requested option.

Design work on the all-new 2mm TEA bogie tankers is well under way, which will include etched walkways and ladders, while the modified Class 70 is similarly placed. Further behind are the refurbished Class 31 and Class 319 at the research and development stage. M

Following not long after the 'N' gauge version, this is the first sighting of the 4mm Carflat. This portrays the vehicles built on Mk.1 underframes and should complement the Oxford Rail ex-LMS version to some degree. Illustrated is the Motorail release, complete with side boards.



Great Central brings new models

The three-day exhibition at the Great Central Railway in mid-June saw Bachmann, Dapol and Hornby all in attendance and showing the latest progress on several new models, as illustrated here.

➔ Catching the eye on the Bachmann stand was the first appearance of one of the 4mm scale regional limited edition Class 47s, this being the livery sample of No. 47714 in Anglia Railways colours. Announced at the start of this year, a quartet of Brush Type 4s is being produced, each loco having been selected by four of the manufacturer's sales representatives. These will only be available from retailers in each rep's area with, unsurprisingly, the turquoise loco allocated to shops in East Anglia as well as the East Midlands and South Yorkshire. The model will be available in both DCC ready (£154.95) and DCC sound (£244.95) forms, the latter being limited to 150 examples of the 512 strong production run.



◀ Illustrated last month in artwork form, the Bachmann VDA van in internal user Ministry of Defence green and yellow was also on display in a decorated state, this forming part of the same range of regional limited editions. The '00' gauge model can be ordered from retailers located in the south and west of England and is priced £27.95.

➔➔ Drawing much attention on the Dapol stand was the appearance of the first decorated samples of the long-awaited 'N' gauge Class 142 'Pacers'. Three of the five liveries that will form the first batch were on display, these encompassing No. 142025 in Northern Spirit turquoise, No. 142065 in Northern Rail and Arriva Trains Wales' No. 142085. They will be joined by the Regional Railways and Tyne & Wear PTE schemes, the samples of these being on show at other events that weekend. Still subject to livery corrections, the models were minus wheels, couplings and other internals but give a good idea of how the finished railbuses will look, including the different roof layouts.



↑ Moving up to 'O' gauge, the Dapol stand also featured the first sign of the HAA merry-go-round coal hopper with the appearance of the one-piece injection-moulded body. Sporting some impressive detail both inside and out, the chassis was still awaited but the wagon is expected to be released before the end of the year.



↗➔ The Hornby display featured a number of forthcoming 4mm scale D&E models, including the two newly-tooled Mk.1 coaches in BR blue/grey. Due for release in September, these plug two of the most obvious gaps in the range of ready-to-run Mk.1 coaches, taking in the diagram 73 First Open (FO) along with the Brake Second Open (BSO). Now priced £39.99, both feature Western Region prefixes as Nos. 3123 and 9353 respectively. An accompanying range of other Mk.1 types will also be released in blue/grey at the same time.



↑ Released this month, the Hornby Class 60 in Colas Railfreight colours is expected to be one of the most popular deliveries of the year. Depicting No. 60087 *CLIC Sargent*, the model has a recommended price of £174.99 and will look at home atop a variety of freight, including cement, petroleum and infrastructure formations.



↔↔↔ The Great Central exhibition afforded the first chance to have a good look at Hornby's forthcoming model of the Hitachi Class 800 'Super Express' trainsets. Set to be the new flagship of the manufacturer's D&E range, the 'OO' gauge model will initially be released in five-car form as No. 800004 in Great Western Railway green along with a two-car presentation pack depicting the driving cars of No. 800002 in the Hitachi grey and red/white 'Inspiration delivered' colours. Notably, the expected on sale date has now slipped to February 2018, Hornby having initially targeted a Christmas release.



↗↗↗ Pictured here is the unpowered driving car, the mechanism being housed in one half of the other driving vehicle, along with one of the intermediate coaches. The length of the cars is immediately apparent, the five-car set measuring over 5ft in length, while the level of detail is not dissimilar to Hornby's recreation of the Class 390 'Pendolino'. This means the majority of the separate parts are rendered in plastic while the pantograph is a poseable, non-sprung affair. Directional and internal lighting is a feature though while Hornby has also confirmed that the model has been designed to allow nine-car sets to be produced in the future.



↗ Matching the Colas Class 60 in the colour stakes was the factory decorated sample of the DB Schenker Class 67. Finished as No. 67013, this is another long-awaited delivery and is due to reach retailers in October with a recommended price of £159.99. Will 2018 bring the equally desirable Colas colours on the model of the Spanish-built GMs?

IN BRIEF

■ **R3sprays** has released waterslide transfers for the current Direct Rail Services fade-out 'compass' logos in 2mm, there being two packs covering Class 37s and Class 47s/57s. Priced £8 per pack, the loco number required can also be chosen upon ordering. www.r3sprays.co.uk

■ Now available from **PH Designs** is a new 4mm scale detailing etch for No. ADB975290 Test Car 6. Designed for use with a Bachmann Mk.2, the etch features the generator grilles, a modified window frame and other small details and is suitable for both the BR Research red/blue and Serco liveries (PH4TC6, £5). www.phd-design-etchings.co.uk



■ Recently released by **Golden Valley Hobbies** is a simple back to back gauge for 'OO', which will allow wheelsets to be set at the optimum 14.4mm spacing for the gauge to ensure good running. Made of acrylic, it is priced £4.99 (GVB2B00). www.goldenvalleyhobbies.com

■ The Perth exhibition in late June saw **DJ Models** display the first components of its forthcoming 'N' gauge Class 17. This included the bodyside, most of the running plate, underframe tanks and bogie sideframes. A running sample of the 'Clayton' is now awaited for evaluation and testing. www.djmodels.co.uk

Decorated ICI hoppers unveiled

Hattons has at last received livery samples of the long-lived limestone wagons.

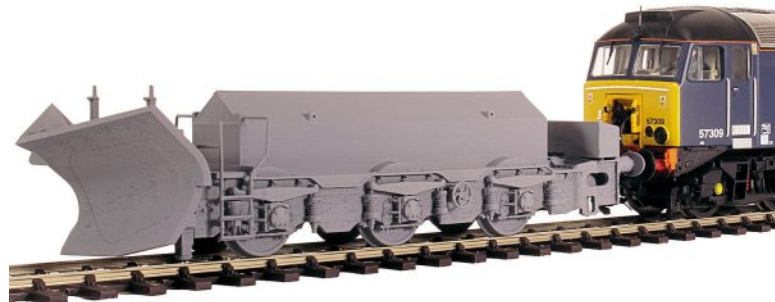
RATHER overshadowed by other Hattons exclusive models in recent weeks, the end of June saw the welcome appearance of the first decorated samples of the 'OO' gauge ICI limestone hoppers. These are being produced for the retailer by Oxford Rail with 20 different versions planned for release. Introduced in 1936, the vacuum-braked wagons worked out of the Peak District carrying limestone, particularly to Northwich, until 1997, thereby seeing use with a wide range of diesel traction.

The Hattons' models will span this entire 62-year period, taking into account the two different bogie types employed and the changes in branding style and numbering, the wagons ending their careers under the ownership of Buxton Lime Industries. This initial batch of livery samples covers the six models that feature pristine battleship grey; the weathered and steam-era mid grey versions still being awaited.

Pictured are No. 3274 in 1950s-early 1970s condition with diamond frame bogies along with No. ICI19090, this displaying the 1973-1992 appearance with PHV TOPS code and plate bogies. All the wagons can be pre-ordered now at £24 for the pristine examples and £25 for the weathered ones. A mid 2018 release is currently expected.

Beilhack mock-up

With Hattons having received completed CAD images of the Beilhack snowploughs during May, the retailer has now unveiled a 3D printed model of the vehicles. This will be used to check the accuracy of the design work ahead of tooling commencing, particularly the shape of the complex blade. Images of the livery artwork have also been released, the two reproduced here showing Network SouthEast-branded yellow and Network Rail black. A total of 12 models will be released in early 2018, all priced £43. www.hattons.co.uk



Kernow D600 'Warships' make progress

AFTER years stuck in development hell, late June brought the first physical sign of the D600 'Warships', the 'OO' gauge models being developed by Kernow Model Rail Centre in conjunction with DJ Models. This came in the form of the first bodyside, these portraying the North British locos in their later form with split headcode boxes. The models are still some way off being released

but it is a welcome development for a project first announced in 2010.

A total of five models are being produced in the first batch, covering a variety of livery, headcode and bodyside grille combinations. Each of the five locos, Nos. D600-4, gets one version each and can currently be pre-ordered at £169.99. www.kernowmodelrailcentre.com



Olivia's Trains commissions British Oxygen TEA tankers from Heljan

THE striking British Oxygen Company TEA tankers are set to appear in 'OO' gauge with the news that Heljan has been commissioned to produce the wagons exclusively for Sheffield-based retailer Olivia's Trains. Few details have been released by either party but CAD work has been completed and approved with tooling now underway. BOC operated a fleet of 27

cryogenic tanks during the 1970s to 1990s, these running from Widnes and Middlesbrough to a wide variety of destinations carrying either nitrogen or oxygen. They were also a familiar sight on the Woodhead route prior to its closure and could be found in block or wagonload formations. Information on prices and a release date has yet to be issued. www.oliviastains.com

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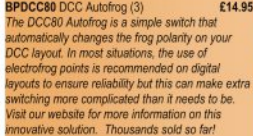
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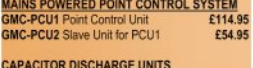
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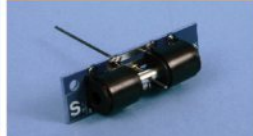
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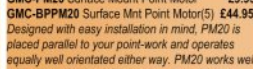
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GMC-PM55 Connection Boxes (3) £3.95

GMC-PM56 Tripled Point Motor Wire 10m £7.95

GMC-PM57 Point Motor Accessory Pack £2.95

GMC-PM58 Harnesses for PM10D (2) £3.95

GMC-PM59 Connection Boxes (3) £3.50

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.75

GMC-PM2 SEEP Motor No Switch £5.25

GMC-PM4 SEEP Motor Latching Mechanism £6.50

POINT MOTORS



GMC-PM10 Solenoid Point Motor £6.95

GMC-BPM10 Solenoid Point Motor (5) £29.95

Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.

POINT MOTOR ACCESSORIES



GMC-PM50 Connection Boxes (3) £3.95

N SCALE FLEXIBLE TRACK

- GM96 900mm N/Silver Bk Flexi Track (24) £64.95
- GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

- GM46 N Re-Railer £2.95
- GM53 N Scale Buffer Stop £4.95
- BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
- GM57 N Li Buffer Stop on Track £9.25
- GM58 N Buffer Stop Lights (Pack of 2) £9.95
- GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g) £3.75

GM117 OO/HO Granite Ballast (200g) £2.65

GM200 Flexible Ballasted Underlay (5m) £23.95

GM204 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

- GM111 OO/HO Brown Ballast (500g) £3.75
- GM210 Flexible Ballasted Underlay (5m) £23.95
- GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLASTED UNDERLAY SYSTEM

- GM115 N Granite Ballast (500g) £3.75
- GM118 N Granite Ballast (200g) £2.65
- GM201 N Flexible Ballasted Underlay (5m) £23.95
- GM205 N Point & Crossing Ballasting Kit £8.25

N BROWN BALLASTED UNDERLAY SYSTEM

- GM113 N Brown Ballast (500g) £3.75
- GM211 N Flexible Ballasted Underlay (5m) £23.95
- GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM



GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25

GM252 3mm Cork Plates 15 x 50cm (2) £4.75

GM240 For RH Sectional Points (2) £4.50

GM241 For LH Sectional Points (2) £4.50

GM244 For RH Sectional Curved Points (2) £4.50

GM245 For LH Sectional Curved Points (2) £4.50

GM247 For Y Sectional Points (2) £4.50

N SCALE CORK TRACKBED SYSTEM

- GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25
- GM232 2mm Cork Plates 15 x 50cm (2) £4.75
- GM225 For RH Sectional Points (2) £4.25
- GM226 For LH Sectional Points (2) £4.25

SCENICS



GM194 Scenic Starter Pack £24.95

STARTER PACK



GM127 N Scale Tree Assortment (10) £9.95

GM128 OO Scale Spring Trees (10) £11.95

GM129 OO Scale Summer Trees (10) £11.95

BULK TREES

GM120 Deciduous Trees (25) £22.95

GM121 Mixed Trees (25) £22.95

GM122 Fir Trees (25) £22.95

GM123 Small Fir Trees (50) £19.95

GM124 Deciduous Trees (25) £22.95

GM125 Spruce Trees (25) £22.95

MAKE YOUR OWN TREES

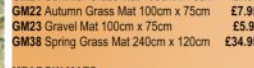
GM195 Seafarm for Tree Making £19.95

GM156 Light Green Scenic Leaves (50g) £4.15

GM157 Mid Green Scenic Leaves (50g) £4.15

GM158 Dark Green Scenic Leaves (50g) £4.15

FLOWERS



GM139 Flowerbeds £11.95

GM175 Garden Flowers £9.95

GM176 Water Plants £9.95

GM177 Garden Plants £9.95

GM178 Wild Flowers £9.95

MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.75

GM141 Meadow Mat - Meadow 6mm Grass £9.75

GM142 Meadow Mat - Spring 12mm Grass £12.75

GM143 Meadow Mat-Meadow 12mm Grass £12.75

GM147 Meadow Mat - Beige 6mm Grass £9.75

GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.95

GM169 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.45

GM171 Summer Grass Flock (30g) £3.4



GAUGEMASTER



STRUCTURES

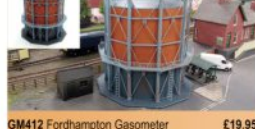
GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95



KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House £4.75
GMKD02 Shop £4.75
GMKD03 Bungalow £4.00
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £5.75
GMKD10 Island Platform with Flat Canopy £9.50
GMKD11 Flat Canopy £6.50
GMKD12 Small Signal Box £7.00
GMKD13B Farm Rail Fencing Brown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Poles £3.50
GMKD15 Windows Doors & Guttering £4.75
GMKD16 Platforms (2) £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £3.50
GMKD24 Water Tower £4.25
GMKD25 Corner Shop £5.00
GMKD26 Corner Pub £5.00
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £8.25
GMKD39 Modern Industrial Unit £6.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £8.50
GMKD1000 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95



LIGHTING

OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with prototypical post extensions and light control PCBs



GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95
GM808 Taper Post Gas Lamp LMS Maroon (3) £13.95
GM809 Taper Post Gas Lamp GWR Stone (3) £13.95
GM810 Taper Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 Taper Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black (2) £13.95
GM821 W/Mounted Swan Neck BR/SR Grn (2) £13.95
GM822 W/Mounted Swan Neck LMS Mm (2) £13.95
GM823 W/Mounted Swan Neck GWR Str (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Grn (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM828 Modern Sgl Head Adjustable Lamp (4) £15.95
GM830 Modern Dbl Head Adjustable Lamp (3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 5 prototype white LEDs for building interiors and all required light control PCBs.

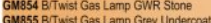


GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp SR/BR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM870 Modern Sgl Head Adjustable Height £32.95
GM880 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS



MODEL RAILWAY MAINTENANCE

GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95

RAZOR SAWS

GM671 4 in 1 Saw Set £19.95
GM672 Razor Saw Superfine £11.95
GM673 Razor Saw Fine £11.95
GM674 Razor Saw Medium £11.95
GM675 Aluminium Mire Box £16.95
GM676 Fine Woodruff Saw £11.95
GM677 Push Cutting Saw £15.95
GM679 Universal Razor Saw £12.95

SOLDERING STATION

GM661 Complete Soldering Station £29.95
GM662 Spare Tip £2.95

TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £5.95
GM611 Sawset 1 w/ Scalpel Handle £10.95
GM613 Trim-away Knife £3.95
GM614 Stainless Steel Scalpel & Blades £5.50
GM615 Plastic Scalpel & Blades £5.95
GM616 Disposable Knife Set (3) £1.95
GM617 Pick-Up Tool £6.95
GM618 Magnifier Tweezers £4.25

SWITCHES

GM501 Slide Switch DPDT £1.70
GM502 Slide Switch DPDT (Coff) £1.70
GM503 Toggle Switch SPST £2.35
GM504 Toggle Switch DPDT £2.65
GM505 Mini-Toggle DPDT (Coff) £3.15
GM506 Mini-Toggle DPDT £2.75
GM507 Mini-Toggle SPST £2.45
GM508 Mini-Toggle SPDT £2.45
GM509 Mini-Toggle SPDT (Coff) £2.45
GM510 Mini-Toggle for Point Motors £2.70
GM511 Mini-Toggle for G Point Motors £3.65
GM512 Push to Break Black (5) £5.95
GM513 Push to Make Black (5) £2.85
GM514 Push to Make Blue (5) £2.85
GM515 Push to Make Green (5) £2.85
GM516 Push to Make Red (5) £2.85
GM517 Push to Make White (5) £2.85
GM518 Push to Make Yellow (5) £2.85
GM519 Rotary Switch 1 Pole 12 Way £2.85
GM520 Rotary Switch 2 Pole 6 Way £3.75
GM521 Rotary Switch 3 Pole 4 Way £3.75
GM522 Rotary Switch 4 Pole 3 Way £3.75
BPGM501 Slide Switch DPDT (25) £12.95
BPGM502 Slide Switch DPDT (Coff) (25) £12.95
BPGM503 Toggle Switch SPST (25) £34.95
BPGM504 Toggle Switch DPDT (25) £42.95
BPGM505 Mini-Toggle DPDT (Coff) (25) £44.95
BPGM506 Mini-Toggle DPDT (25) £42.95
BPGM507 Mini-Toggle SPST (25) £34.95
BPGM508 Mini-Toggle SPDT (25) £34.95
BPGM509 Mini-Toggle SPDT (Coff) (25) £39.95
BPGM510 Mini-Toggle for Point Motors (25) £44.95
BPGM511 Push to Make Black (25) £9.95
BPGM512 Push to Make Green (25) £9.95
BPGM513 Push to Make Red (25) £9.95
BPGM514 Push to Make White (25) £9.95
BPGM515 Push to Make Yellow (25) £9.95

WIRE

GM098B Twinned Wire Red/Black (10m) £5.95
GM100 Wire Red/Black/Green (10m of each) £5.95
GM110B Wire Blue 7 x 0.2mm (10m) £2.15
GM111B Wire Brown 7 x 0.2mm (10m) £2.15
GM112B Wire Green 7 x 0.2mm (10m) £2.15
GM113B Wire Grey 7 x 0.2mm (10m) £2.15
GM114B Wire Orange 7 x 0.2mm (10m) £2.15
GM115B Wire Pink 7 x 0.2mm (10m) £2.15
GM116B Wire Purple 7 x 0.2mm (10m) £2.15
GM117B Wire Red 7 x 0.2mm (10m) £2.15
GM118B Wire White 7 x 0.2mm (10m) £2.15
GM119B Wire Yellow 7 x 0.2mm (10m) £2.15
BPGM110B Black Wire 7 x 0.2mm (100m) £7.95
BPGM111B Blue Wire 7 x 0.2mm (100m) £7.95
BPGM112B Brown Wire 7 x 0.2mm (100m) £7.95
BPGM113B Green Wire 7 x 0.2mm (100m) £7.95
BPGM114B Grey Wire 7 x 0.2mm (100m) £7.95
BPGM115B Orange Wire 7 x 0.2mm (100m) £7.95
BPGM116B Pink Wire 7 x 0.2mm (100m) £7.95
BPGM117B Red Wire 7 x 0.2mm (100m) £7.95
BPGM118B White Wire 7 x 0.2mm (100m) £7.95
BPGM119B Yellow Wire 7 x 0.2mm (100m) £7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire) £4.85
GM15 Ring Terminals (6) £1.95
GM16 Pair Connecting Leads (Pin/Pin) £4.85
GM28 Crocodile Clips Red/Black Pair £1.75
GM29 Knob for Rotary Switches & Pots £4.95
GM40 1.5a Rectifier £3.95
GM41 Thermal Cut-Out 1 Amp £3.95
GM42 Thermal Cut-Out 2.5 Amp £3.95
GM74 1a Diodes for PCU1 & SS1 (20) £2.45
GM75 PS6 6-Way Din Plug/Socket £3.15
GM77 12-Way Poly Terminal Block £1.95
GM79 2.1mm Socket for W/M Transformer £1.95
GM89 Pack of 5 Amp Fuses (5) £2.75

LIGHTING

GM61 Micro LED White (4) £7.95
GM62 Micro LED Red (4) £7.95
GM63 Micro LED Blue (4) £7.95
GM64 Micro LED Orange (4) £7.95
GM69 Grain of Wheat Bulb 12v Yellow (5) £3.95
GM70 Grain of Wheat Bulb 12v Red (5) £3.95
GM71 Grain of Wheat Bulb 12v Clear (5) £3.95
GM72 Grain of Wheat Bulb 12v Green (5) £3.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £16.95
GM681 25W 230V Soldering Iron £17.95
GM682 40W 230V Soldering Iron £19.95
GM683 15W No.6 Tip £3.95
GM684 15W No.8 Tip £3.95
GM685 25W No.7 Tip £3.95
GM686 25W No.8 Tip £3.95
GM687 40W No.6 Tip £3.95
GM688 40W No.8 Tip £3.95
GM689 40W No.6 Tip £3.95
GM690 40W No.8 Tip £3.95
GM691 40W No.7 Tip £3.95
GM692 40W No.8 Tip £3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.45
GM02 Solder 180 degrees (20g) £4.45
GM03 White Metal Flux £6.25
GM04 Brass Flux £6.25
GM05 Non Acid Safety Flux £6.50
GM06 Solder Wire 145 Degrees £4.95
GM69 Desoldering Pump £3.95

MAGNETS

GM86 Small Magnets (10) £5.50
GM87 Medium Magnets (10) £5.75
GM88 Large Magnets (10) £6.00
GM98 3v Bulbs (10) & Capacitors (5) £5.95
GM99 Pack of Reeds & 5 Magnets £13.95

UNIVERSAL RELAY SWITCH

GM500 Universal Relay Switch £5.50
BPGM500 Universal Relay Switch (3) £14.50
GM500D Universal Relay Switch (DCC Friendly) £5.75

ELECTRICS



GM356 2016 NEW ITEMS BROCHURE

Free from your local dealer or direct from us.

RANGES STOCKED

Airfix
Antex
Atlas
Bachmann
Berko
Busch
Capital Transport
Carrera
Cartrix
Classix
Dapol
DCCconcepts
Deluxe Materials
DM Toys
Dornaplas
EFE
Fallar
Fleischmann
FlySlot
Gaugemaster
Graham Farish
Harburn Hamlet
Heljan
HMRS Transfers
Hobbytrain
Hornby
Humbrol
Ian Allen
Jagerndorfer
Kadee
Kato
Kestrel Designs
Kibri
Knightwing
LGB
Lifelike
Lightcraft
Marklin
Mehano
Metcalfe
Middleton Press
MINIs
Minitrains
Modelcraft
Model Scene
MRC
Ninco
Noch
NSR
Oxford Diecast
Oxford Rail
Parkside Dundas
Peco
Piko
Plastruc
Pola
Preiser
Racer
Railmatch
Ratio
Revell
Roco
Rokuhan
Rotacraft
Scalextric
Scenix
Seep
Seuthe
Sideways
Slaters
Slot It
Slowways
Spraycraft
Springside
SRC
Superquick
Tiny Signs
Tracksetta
Train Tech
TrainSave
Trumpeter
Trix
Viessmann
Vollmer
Vulcan Slot
W & T
Walthers
Wiking
Willis
Xuron

GAUGEMASTER Limited Edition News

GM356 2016 NEW ITEMS BROCHURE

Free from your local dealer or direct from us.

GMC-LT Multi Scale Locomotive Tester

Finished in an eye catching stainless steel, this limited edition loco tester is the perfect companion to any model railway.

£299.95 - IN STOCK NOW

N SCALE



IN STOCK

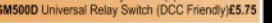
DAGM202 LNER A4 (Valenced) 4488 "Union of South Africa" £149.95 - IN STOCK NOW

DAGM232 First GBRf - £69.95

73 141 Charlotte

DAGM221 GBRf Aggregate Industries 66711 "Sence" £109.95 - Expected April 2017

OO SCALE



£129.95

IN STOCK

DAGM100 The Royal Alex
DAGM101 Brighton Evening Argus
DCC FITTED £149.95
DCC SOUND FITTED £239.95

Dapol delivers a great 'Super Low'

The IDA container 'twins' have been released to accompany the Class 68, these being used on DRS intermodals.



DAPOL has further expanded its range of current day wagons in '00' gauge with the release of the IDA container flat 'twins', as used exclusively by Direct Rail Services on its intermodal services radiating from the rail freight terminal at Daventry, near Rugby. Built by WH Davis and introduced from 2011, the wagons are designed to carry 9ft 6in containers and have seen particular use on Stobart/Tesco workings. However, they have not been the success that was hoped for as the D&E Files opposite details in full, with less than half the fleet currently operational.

When initially selected by Dapol, the IDAs had a bright future ahead of them, being an innovative way of moving high-cube containers around the network without expensive gauge clearance work. They were seen as the perfect accompaniment for the Class 68, offering a current day intermodal train from one manufacturer. As it stands though, the Class 68s have not had a huge amount to do with the IDAs, the wagons' most prominent use between Daventry and Purfleet remaining firmly in the hands of '66s'.

The IDAs have begun to feature in the Daventry-Mossend trains again though, which have enjoyed double-headed Class 68 power in recent months and, since late June, single Class 88s. However, the 'Super Lows' remain in the minority on these workings with IKA Megafreets continuing to dominate.

A choice of four

As usual for Dapol, a selection of four IDA 'twins' are available, these featuring different wagon numbers. Pictured here is No. 39 70 4901 011-9 (4F-054-004) with 39 70 4901 000-2, 004-4 and 005-1 also available. All are finished in pristine DRS blue with company logos adorning the air tanks.

Somewhat disappointingly, the manufacturer has not produced a concurrent new run of either its existing 45ft swap bodies or high-cube containers in liveries appropriate to the DRS services to accompany the IDAs. While there are two new twin packs of swap bodies in Tesco colours, this is the original mid blue scheme rather than the darker blue Tesco and Stobart versions with much larger lettering that the IDAs are paired with. It is much the same story with the high-cubes, the majority of liveries having long since sold out and only the Co-operative release of last year

being reasonably appropriate in small numbers.

The spigots are moulded raised in place for a 45ft container and are designed to work with Dapol's own boxes, those from other manufacturers possibly needing some tweaks to their locating holes to fit in place. All the other spigot positions are portrayed in the stowed position so an alternative fixing would be needed for other container sizes, not that these feature very often on the IDAs.

Mixed materials

It is pretty much the norm nowadays for container flats to have a diecast central spine to give weight and the IDA is no different in this regard, with the bases of the outriggers also being metal. These components are allied to a plastic deck moulding and other details, such as the impressive brake equipment. The bodywork compares very well to photos with all the contours and details being present. The headstocks feature non-sprung buffers, lamp brackets, handbrake wheels and an air pipe although, curiously, there is no representation at all of a coupling hook.

Sprung self-centring NEM pockets are provided at both the outer and

inner ends, these being incorporated into the headstocks in an unobtrusive way. A bar coupling is provided between the two wagons, this including a representation of the air pipe connection. A spare coupling is also welcomingly provided.

The SCT Barber bogies are very nicely rendered as well, complete with separate suspension components, while the wheels measure just 7.6mm in diameter. The decoration is top-drawer stuff, from the picking out of the pipework down the spine in silver to the legible address and maintenance panels. The wheel identification numbers have also been added to the top corners of the bogies, despite the miniscule size.

Surprisingly, the arrival of the IDAs has not generated a huge amount of fanfare thus far, which is a bit of a shame as they are quite probably Dapol's most accomplished modern wagon to date. The model itself is near faultless but, without an accompanying fresh run of swap bodies and high-cube containers in appropriate liveries, the wagon is rather incomplete.

Review by Simon Bendall 

 Dapol Ltd, Gledrid Industrial Park, Chirk, Wrexham, Clwyd, LL14 5DG.
Web: www.dapol.co.uk

 RRP: £43.95



The IDAs are best known for carrying the distinctive Stobart Rail and Tesco 'Less CO2 Rail' 45ft swap body containers, these making use of the 'Super Lows' deck length rather than its low height. The more recent 9ft 6in 'Less CO2 Rail' high-cube container just visible on the wagon to the right, needs both features though. No. 39 70 4901 038-2 is seen at Kingsthorpe on May 3, 2016. Dan Adkins



On April 3 this year, No. 66302 powers the 4L48/12.37 Daventry-Purfleet intermodal service past Soulbury, between Bletchley and Leighton Buzzard. As far as can be seen, the train is solidly formed of IDA 'Super Low' wagons, currently the only DRS service that can claim this. Tesco and Stobart swap bodies dominate the load with a total of 11 high-cube containers making use of the low platform height. Nigel Gibbs

Going low with the IDA flats

After initial optimism, the IDA 'twin' intermodal flats have yet to achieve their full capability for Direct Rail Services due to ride issues over poor track. **Gareth Bayer** describes the rise and fall of the innovative WH Davis 'Super Low 45' and their slow return to service.

JUST a year shy of the design's 10th anniversary, the 'Super Low 45' (SL45) or TOPS code IDA is again a regular sight on intermodal services out of Daventry International Rail Freight Terminal, principally to Purfleet and Mossend.

Launched with great fanfare at WH Davis' Shirebrook workshops in April 2008, the semi-permanently coupled twin-set was designed with two particular issues at the forefront. The major design feature was the 'Super Low' 720mm deck height, which would allow the conveyance of 9ft 6in high-cube containers without restriction on the W8 gauge network, this being particularly useful for diversions and for serving new terminals.

This could not have been achieved without the use of the then new SCT Europe (Wabtec) Barber BLR14.25 'Low Ride' bogie which sports wheels of just 577mm in diameter and a 14.25-tonne axleload. This is also a track friendly design so it qualifies for cheaper track access rates.

Low height

The deck height compares well against its rivals, which broadly fall into the two camps of small bogied wagons and pocket/well wagons. Examples of the former include the Powell Duffryn/Greenbrier FLA 'Lowliner' (700mm) and the classic AAE Megafret (825mm), while the latter include the Thrall/EWS FAA (700mm) and the Rautaruukki KQA/KTA (475mm). By way of comparison, a typical

container flat like an FEA-B has a deck height of 980mm.

Just as important on the IDAs was the 45ft platform length which was tailored to the increasingly popular container size adopted by Stobart Rail and others for their supermarket and swap body-based trains, along with 45ft-long high-cube boxes from ports on short sea routes from mainland Europe.

These containers were too long for the 40ft well/pocket wagon designs and shorter than the popular 50ft Megafret and in the cut-throat supermarket supply chain business, maximising payload can be the difference between winning or losing a contract. WH Davis estimated that the design allowed an additional four containers over a similar length train of Megafrets. As well as 45ft containers, the SL45 can also carry 30ft bulkainers and other ISO box sizes such as 40ft and single/paired 20ft designs, although these are rarely seen in practice.

Originally painted white for its first publicity photographs, the two-unit prototype wagon was initially TOPS coded IFA (design codes FIE938/FIE939) and numbered 32 70 4501 000-3 and 32 70 4501 001-1. This was one of the first new wagons for domestic UK services to be delivered with 12-digit numbers and a UIC designation (Sfggmmss). It was repainted green ahead of its initial month-long testing phase at Derby which began in June 2008, this being somewhat delayed due to the need to meet all the requirements of the new European

Technical Standards for Interoperability.

From that September, further testing continued on the main line with both DRS and Freightliner under a temporary certificate allowing the accumulation of 30,000 miles of service. Towards the end of 2009, the pair were recoded IDA with new IDE938/IDE939 design codes. They moved to the Great Central Railway for further trials in August 2010 and final type approval came that December.

First customer

The prototype set gained its third livery in early 2011, an all-over coat of DRS dark blue, ready for the Multimodal event at the Birmingham NEC in April. The wagon was the star attraction and formed the backdrop to the news that DRS would become the first customer for the SL45

with an order for 24 two-unit sets. This came hot on the heels of the revelation that the Carlisle-based operator had begun to claw back some of the Stobart traffic from DB Schenker. The prototype then moved to Kingmoor for training.

The first production IDA wagons began to arrive in September with the delivery of Nos. 39 70 4901 000-005. In a change from the prototypes, a single TOPS number now applied to both halves of a set and both were given the same IDE959 design code. The fleet was assigned to the new Pool 1512 specifically established for these wagons and all had been delivered by the end of 2011.

Their first revenue-earning diagram began in late October, connecting the Stobart Rail depot at Ditton (Widnes)



The 'Super Low' prototype set, Nos. 32 70 4501 000-3 and 32 70 4501 001-1, stands at Quorn on the Great Central Railway on September 11, 2010, sandwiched by a pair of GB Railfreight FEA-S flats during a weekend break from testing. The heritage railway is a popular site for vehicle trials because of its 60mph-rated double track main line and proximity to both Derby and Loughborough. Gareth Bayer



Carrying the 45ft high-cube containers for which it was built, No. 39 70 4901 036-6 passes Wilson's Crossing, Kingsthorpe, near Northampton, on April 16, 2016, bound for Purfleet. The immense 9ft 6in boxes are finished in 2XL and Unit45.com colours. Dan Adkins

with Tees Dock (4E46/4M51 services) and usually comprised six IDA 'twins', although more were used on occasions. This was a new working that had been trialled previously using the prototype. In November, they were introduced on another new train for Stobart Rail. Running six days a week between Daventry and Ripple Lane/Tilbury (4L48/4Z77), they were intermixed with IKA Megafrets and were principally loaded with brand new 45ft Tesco 'Less CO2 Rail' swap bodies. Often the train was combined with the 'Sugarliner' tank-tainers to Tilbury towards the head of the train.

Unfortunately, in January 2012, two sets, Nos. 39 70 4901 022/023, were damaged in a shunting accident at Daventry. These would eventually make their way back to WH Davis where they would be stacked minus bogies in the yard with the prototype.

More traffic

A third new train for Stobart Rail commenced in February 2012, which took

the IDAs into South Wales for the first time. The 4V38 Daventry to Wentloog (4M36 return) for Tesco was another mix of IDAs and Megafrets with fluctuating numbers of each.

The end of the Ditton-Tees Dock train in mid-2012 allowed further IDAs to be deployed to the two Tesco trains, which became three after DRS recaptured the Anglo-Scottish Stobart Rail 'Tesco Express' train from DB Schenker towards the end of that year. Initially the bulk of the Daventry-Mossend formation (4S43/4M44) was Megafrets, just four SL45s being tagged on the rear. However, this presence quickly increased over the next few months.

With a growing portfolio of services, DRS placed a further order for 51 IDA twins to be numbered 39 70 4901 025-075, and construction was already well underway early in 2013. Deliveries from WH Davis started that July with the movement of Nos. 39 70 4901 026-042 to the reopened depot at Motherwell, now under DRS control, although ten of

these were stored pending the resolution of a disagreement between Davis and DRS over cosmetic damage to the wagons incurred while leaving Shirebrook. These were fitted with a revised braking system and were given the new TOPS code IDA-Q with a revised IDE972 design code.

By the end of 2013, 16 further sets had been delivered (up to No. 39 70 4901 057). The fleet was now dominant on the Daventry to Tilbury, Wentloog and Mossend trains but still partnered with Megafrets.

Ride problems

October 15, 2013, was an ominous day for the SL45 design after a Wentloog train derailed near Gloucester with one-month-old No. 39 70 4901 017-6 'in the dirt' and seriously damaged. Initially, the track was found to be at fault due to ineffective repairs to dips in the rail. However, a video of IDAs passing Moreton-on-Lugg in March 2014 showed an alarming lateral movement between the wagons in the train. When the location was identified by Network Rail, it was found to have similar problems to the track at Gloucester, which did not affect other wagon types to the same degree.

The video was also instrumental in identifying the probable cause of bogie and brake equipment damage with the fleet that had started to emerge in 2013, and why a Wentloog-Daventry service had lost its tail-lamp near Cheltenham Spa in October 2013. It had been shaken from the back of the train and dropped at the precise location of the defective track!

After an investigation, the IDAs were identified as susceptible to wheel unloading under particular track conditions, particularly when partially laden or when carrying empty containers. This forced DRS to restrict the type to main line routes and it could not marshal these wagons at the rear of a train if only partly laden. It also kicked off a year-long study involving DRS, WH Davis and Wabtec/SCTE to identify a fix for the IDAs

and test a modified wagon.

Between the Gloucester derailment and the Moreton-on-Lugg video, the remaining 18 sets of the second order had been handed over to DRS. This saw them further spread their wings onto the Mossend-Inverness Tesco train from the same month, while later in the year they could also be found infiltrating the Malcolm train from Daventry-Grangemouth and the JG Russell service between Daventry and Coatbridge. Another new service for the SL45s was the Daventry-Purfleet for WH Malcolm (4M71/4L48) which saw them increasingly mixed with the usual Megafrets from June 2014. However, the same period saw them dropped from the Wentloog train.

Into store

By the middle of 2014, the number of SL45 sets stored or awaiting repairs was increasing with around 20% of the fleet out of action at WH Davis and Motherwell TMD. By the end of 2015, the situation had become critical with the majority of the fleet stopped at various locations that also included Aberdeen and Longtown awaiting modification.

Several sets had been at WH Davis to assess this work with No. 39 70 4901 070-5 despatched for four days of testing between Derby and Carlisle via the Cumbrian coast in July 2015, the runs featuring either one or two containers to simulate typical loading situations.

Megafrets were drafted in as replacements on the Anglo-Scottish and other services and the IDAs did not return until April 2016 when they were recorded back in almost solid formations on the relaunched Daventry-Purfleet working. In August of the same year, they started to be reported in small numbers on the Daventry-Mossend working but at the time of writing, they have yet to return to full operation. In the last year, just 34 of the 72-strong fleet (not including the three dumped at Shirebrook) have been recorded in revenue service. 



An empty production IDA, No. 39 70 4901 055-6, rumbles through Northampton on its way from Daventry to Purfleet on August 4, 2016. As is often the case for intermodal wagons, the 'Super Low' is filthy with cleaning limited to the handbrake areas and lettering. Of note is that it has white container spigots while those on its adjacent sister are blue. Dan Adkins

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Hattons rolls out its Warwells

Now available from the Liverpoolian retailer are no less than 20 '00' gauge wagons spanning decades of operation.



The present day look of the Warwells is largely represented by No. MODA95582 (H4-WW-019), this sporting the green and yellow livery introduced around 2000.

ORIGINALLY due to be released towards the end of the year, June saw Hattons spring something of a surprise by announcing the imminent arrival of its exclusive 4mm scale Warwell wagons. Faced with competition from Oxford Rail's version of the military well wagons, the retailer quietly accelerated the production schedule with its Chinese factory in an effort to get its model to the market first.

This was achieved, just, with the Hattons version going on sale around a week before its rival. However, while Oxford Rail has currently only released one livery, which will be reviewed next month, Hattons managed to get its entire production run of no less than 20 different models on sale at the same time, which is impressive by any standard.

This is even more notable given that there are four distinct tooling variants within the batch as well as a host of different liveries, not to mention a smattering of weathered versions. Regardless of the version or livery, the pristine models are all priced £33 with the weathered releases at £37, none featuring a load.

War to peace

Developed during the Second World War, the Warwells were rated at 50 tons and designed to carry tanks and other large vehicles and equipment within the UK loading gauge. Following the end of the conflict, many were retained by the War Department but others were sold off to British Railways, it recognising the usefulness of such heavy duty wagons to carry steel and a variety of other bulky loads. Many were modified with bolsters or, less commonly, flat decks for such purposes, examples of

these and standard wagons finding their way into various engineers' roles when they ceased to be useful for revenue duties.

Meanwhile, the Warwell fleet retained by the Army gradually reduced as tanks grew to be too big for the wagons. However, the Warwells still had a role to play in carrying smaller armoured vehicles, bulky equipment and assorted support vehicles. The late 1970s thus brought the decision to modernise some 84 Warwells for continued use. Completed by the early 1980s, this saw the wagons receive new Gloucester GPS bogies in place of the diamond frame originals while air brakes were also fitted, the previous vacuum brakes being removed to leave the Warwells as vacuum-piped only.

In this guise, the remaining Warwells continue to operate today despite the wagons being over 75 years old. The late 1990s onwards saw the vacuum pipes largely removed while limited bodywork extensions were also fitted to allow Warrior infantry fighting vehicles to be loaded, these travelling atop specially developed cradles under considerable route restrictions to keep them within the loading gauge.

First of the breed

For green and a large chunk of blue era modellers, it is the Warwells with diamond frame bogies that will be of interest. Hattons has released eight models in this form, including wagons in the GWR, LMS and LNER versions of the War Department livery as well as BR variants in grey and Gulf red. Also available is a Warwell in engineers' yellow, this depicting the underpinnings of No. ADRW96501, which was fitted

with a lightweight crane and low sides. However, these extra features are left for the modeller to scratchbuild with just a standard wagon supplied.

Completing the line-up using the original tooling are two Warwells in pristine 1970s Army olive green. These depict wagons following the introduction of TOPS numbering as they both carry the yellow private owner registration plates and are numbered as MODA95534 and MODA95560.

The model does a good job of capturing the distinctive well shape while the rivet detail on the sides and, particularly, the deck is very well executed, as are the lashing rings. The grain effect on the well planks is somewhat overstated though, although only really noticeable when it catches the light. The separate bufferbeam jacks are effectively re-created while the buffers are surprisingly sprung and sport the correct 'clipped' heads to avoid fouling vehicles passing over them. Included in the accessory bag are air and vacuum pipes, whether needed or not, along with dummy screw couplings.

Trouble below

Moving underneath, a one size fits all approach has been taken with the brake equipment, with all the Warwells, irrespective of type or period, featuring both vacuum cylinders and air tanks when it should be one or the other. This is a bit of a shame, especially as the brake linkages are superbly rendered and all connected. The frame and rivet detail under the wagons has also been reproduced to a high standard.

The bogies are another point of contention. On the face of it, the

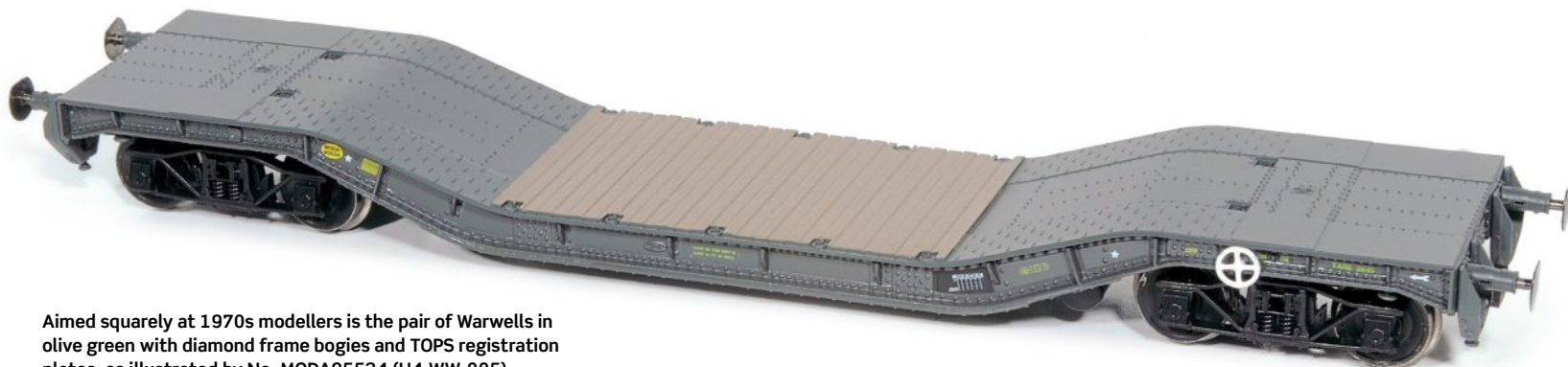
diamond frames are well moulded with correctly slightly-sloping axlebox fronts and bogie-mounted NEM coupling pockets. However, they are resolutely sized only for '00' gauge wheelsets, there being no clearance for anything wider. In addition, 24.5mm long axles have been used, which is standard for 'HO' models, rather than the 26mm type most commonly found on '00' models. This means the bogies are slightly on the narrow side and rather tuck in beneath the bodywork.

The olive green livery is well applied and a good match for the period with the yellow and white lettering reproducing well over the colour. Completing matters are the self-coloured plastic handwheels, which may need attention to small bits of flash in some cases.

BR conversions

Hattons' decision to tool up two of the most common conversions undertaken by BR is very welcome, giving a variety of further uses for the model. The version fitted with six bolsters is particularly interesting, conveying the chunkiness of the real thing. The bolsters are a push fit into a modified deck and could be a little tighter in places while the stanchions are plastic.

Three versions of this model have been produced, all in departmental service, of which the Warwell in engineers' olive green with 'Electrification' branding is notable. Illustrated is another long-lived wagon, No. KDE314159 being finished in black but part of the Signal & Telegraph engineers' fleet with YNV TOPS code. Still active in the mid-1980s, it was recorded carrying signal posts among other loads.



Aimed squarely at 1970s modellers is the pair of Warwells in olive green with diamond frame bogies and TOPS registration plates, as illustrated by No. MODA95534 (H4-WW-005).



The bolster variant is the more impressive of the two BR conversions, No. KDE314159 being finished in black but with S&T brandings (H4-WW-008). Although carrying a Midland (M) allocation, it was noted in use on the Western Region during the 1980s.

More curious is the flat deck conversion displayed by No. DM748316, this being finished in bauxite but with a BR grey version also available. As with the bolster variant, the extra moulding clips into the well with a pretty good fit. Again portraying a Warwell in departmental use, this time on the Southern Region, a typical recorded load was bridge girders. Both of these models correctly lack the bufferbeam jacks as well.

Diamonds aren't forever

Finally, there are seven modern versions of the Warwell fitted with the revised Gloucester GPS bogies. Two of these cover the initial late 1970s and early 1980s period when the newly added TOPS number panels, represented on the models by glued-on separate plates, were initially left empty. No. MODA95511 has a pristine finish while No. MODA95512 has quite a heavy coat of factory weathering, this having a slight reddy-brown tint to it. Covering the 1990s are Nos. MODA95537 and MODA95539 in weathered and pristine shades of

green respectively. Not illustrated here, both carry the post-1990 revised TOPS code of KWB.


Finally, there are three current day Warwells as denoted by their yellow bufferbeams and jacks along with the expanse of yellow lettering on the dark green sides. Nos. MODA95536 and MODA95582 are pristine while No. MODA95524 is weathered. All three do look the part but Hattons has opted not to tool up the bodywork extensions or raised mounts for the Warrior cradles on the grounds of cost, which is understandable if disappointing, given the similar investment in tooling for the BR conversions.

The Gloucester GPS bogies suffer from exactly the same issues as the diamond frame ones while the rendering of the lip around the bogie frame comes across as a touch too

shallow. The separate handbrake wheels bring some relief though while the provision of the printing on the bogie sides also enhances them.

There is much to like about the Warwells and the fact that Hattons has delivered so many in one go means there should be at least one model that appeals to most modellers. Given the online discussions that have been sparked about suitable loads, they are already proving very popular and that is before people get to grips with the conversion potential for cranes and other plant. It would have been nice to see the bogies take into account the needs of all 4mm modellers but it is good to finally have a ready-to-run model of these distinctive vehicles.

Review by Simon Bendall 

 Hattons Model Railways, 17 Montague Road, Widnes, WA8 8FZ.
Web: www.hattons.co.uk



Seemingly less numerous than those with bolsters, the Warwells modified with flat decks are a curious looking wagon, as shown by No. DM748316 (H4-WW-012). Some also received bolsters on top of the deck in departmental service, giving further potential for modification.



Illustrating the initial period with GPS bogies, pristine No. MODA95511 (H4-WW-014) and weathered No. MODA95512 (H4-WW-015) are suitable for the late 1970s and early 1980s.



A comparison of the two bogie types on the Warwell, both of which are decently moulded but on the narrow side. The dual vacuum and air brake equipment can also be seen inboard of the bogies but only one or the other should be present, not both.

DIARY DATES

AUGUST 5

Pennine MRS Model Railway Show, St Philip's Community Centre, Briarlyn Road, Birchcliffe, Huddersfield, W. Yorks. 10am-5pm. Adult £4.50, child free.

AUGUST 5/6

St Andrews Model Railway Exhibition, St Andrews Town Hall, Queen's Gardens, St Andrews, Fife. www.eastneukmrc.co.uk 10am-5.30pm Sat, 10.30am-5pm Sun. Prices TBA.

AUGUST 12/13

Midland Raillex 2017, The Midland Railway - Butterley, Butterley Station, Ripley, Derbys. www.midlandraillex.co.uk 10am-4.30pm. Prices TBA.
Layouts include Buxton TMD (N), New Dalby (N) and Oulton TMD (OO).

AUGUST 12/13

Railwells 2017, Wells Town Hall, Market Place, Wells, Somerset. www.railwells.com 10.30am-5.30pm Sat, 10.30am-4.30pm Sun. Adult £6, unaccompanied child £4, accompanied child (under 14) free.
Layouts include St Ruth (2mm), Longcarse West (P4) and Waterloo Street (P4).



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Oxford Rail releases its Carflat

The manufacturer has unveiled its first D&E era wagon in 4mm, this portraying the ex-LMS vehicle-carrying flats.



ANNOUNCED just over a year ago, Oxford Rail has now released the first version of its much anticipated Carflat wagon. This not only provides a scale rendering of these useful vehicles for the first time in 'OO' gauge, but also marks the company's entry into the diesel & electric market, its previous models having been very much for the steam era.

A large fleet of Carflats were converted by British Rail in the 1960s to cater for the burgeoning demand for motor vehicles, the majority being used

on commercial flows of new vehicles. Others were deployed on the growing network of Motorail services, carrying passengers' cars on long distance journeys, usually to popular holiday regions.

Redundant coaches provided the underframes for the Carflats, these having their bodies removed and a new flat deck with low railings added on top. The donors were drawn from many sources, including Mk.1 types along with ex-GWR, LMS and LNER vehicles. As a result, a variety of Carflat designs

emerged to several different diagrams, these having variations in bodywork style and bogie types along with relatively minor dimensional differences.

Choosing a Carflat

Notably, Oxford Rail eschewed the common and long-lived Mk.1 derived Carflats from the start, instead opting to produce a version built on LMS underframes, this having a 60ft length and 9ft bogies. This proved to be fortuitous as Bachmann announced the Mk.1 Carflats back in January, which are currently scheduled for release

around the end of the year.

The Oxford model specifically represents 10t Carflats constructed to diagram 1/088, this being a substantial batch of 462 wagons built between 1964 and 1968 at the BR workshops at Ashford, Barassie, Cowlaers, Derby, Horwich, St Rollox and Swindon. The donors were a mixed bag of Mk.1, LMS and LNER types, resulting in lengths of between 60ft and 63ft 5in along with bogie wheelbases of either 8ft 6in or 9ft to three designs.

The majority had screw couplings and planked drop down ends but fabricated steel ends could also be found while some ex-LNER Carflats keep their buckeye couplings. Carflats to diagram 1/088 were numbered B745000-056/648-815/872-986 and B748492/673-793. Of these, it is believed that Nos. B745648-815/872-986 and B748673-675/720/722-755/769-793 all utilised LMS underframes.



Photographed at Hartlepool on September 20, 1981, No. B745763 is entirely typical of a Carflat built to diagram 1/088 on a LMS underframe. Recently repainted in freight brown, the bodywork contrasts sharply with the weathered wooden deck while the huge buffers also stand out. Also evident is the method used to retain the scotches when empty, they being tied to the side rails. These metal scotches were spiked in order to grip the wagon floor when in use and prevent movement of the vehicles. If there was insufficient metal ones, wooden scotches could be used but they had to be nailed to the deck with 15cm nails. Trevor Mann

Capturing the look

Comparing the model to photos, the overall look of the Carflats has been well captured with the substantial solebar framing and side rails and supports looking the part. The planked ends feature separate lamp irons and support brackets, although they lack any representation of the strengthening straps on the inside faces. Notably, the edges of the deck planks are exposed which, as the photo (above right) of No. B754922 confirms, did occur. In other cases, there was a metal strip added down the side of the planks to keep them aligned.

The underframe correctly re-creates the unusual handbrake arrangement of these wagons, where the lever was positioned at the same end on each side, leaving one bogie with no manual brake. The bogies themselves are nicely moulded with some fine detail on display, especially for the springs and hangers. Disappointingly though, they are designed solely for 'OO' gauge, there being no room to fit 'EM' or 'P4' wheelsets without substantial surgery. The underframe features vacuum cylinders and the handbrake linkage while the large diameter buffers have metal heads.

Self-centring NEM coupling pockets are mounted beneath the body while the accessory bag contains vacuum pipes to add to the bufferbeams along with



Above: In a condition more typical of a Carflat in the 1980s, No. B745922 is seen at Doncaster on July 20, 1983. Again an ex-LMS vehicle to diagram 1/088, this illustrates the other side of the underframe with the curious reversed handbrake lever. This appears to have been the standard arrangement on this batch of conversions. Carflats allocated to freight traffic were finished in bauxite, only those in Motorail traffic carrying BR blue. By this date, the wagons built on pre-nationalisation underframes were becoming rarer with most, if not all, withdrawn from revenue work by the end of 1984. Trevor Mann

Right: Seen at Goole on April 18, 1982, No. B748748 was one of 20 diagram 1/088 ex LMS Carflats modified to have dual brakes so they could travel in Speedlink services carrying imported Renault cars. The air brake cylinder and distributor can be seen between the vertical members of the underframe trussing while the wagon carries a FVX TOPS code. Other wagons known to have been modified are Nos. B745743/800 and B748674/720/728/730/736/751/755, some of which later lost their vacuum brake equipment, becoming air-braked only. At least two of these conversions were later transferred into departmental service. Trevor Mann



16 scotches moulded in yellow plastic. These can be positioned on the deck as required but will ideally need to be secured in place with a dab of adhesive or varnish. Tweezers are also advisable when placing them next to vehicle wheels!

Adding a load

To accompany the Carflats, Oxford Rail has also released four different packs of diecast cars, one for each decade from the 1960s to the 1990s. Each of these contains four different cars randomly drawn from a pool of suitable models so the contents of each set can vary. Pictured here is the contents of a 1980s pack (OR76CPK003, £14.95), this featuring a Ford Fiesta and Granada,

Morris Marina and Triumph 2500.

The cars are all from the main Oxford Diecast range rather than being specially produced for these Carflat packs. They are also best used to represent a Motorail service as new car deliveries would typically feature vehicles from just one manufacturer. All four cars will fit on the Carflat but, with three of them being saloons, it is a tight squeeze all round and would look better with one removed to ease the spacings.


This first Carflat represents a wagon in as delivered 1960s condition, it carrying pristine BR bauxite and numbered as B748747 (OR76CAR001). Versions in weathered bauxite with FVV TOPS code and BR blue with Motorail boards are due for release in the coming

weeks. Although TOPS codes were largely carried by the early 1980s, there were still some Carflats in traffic without them so this model could be used as late as this without any great issue.

For its first venture into D&E territory, Oxford Rail has done a good job of the Carflats, offering a solid recreation of the vehicles at a competitive price. It would have been nice to see

the design of the bogies take into account the clearances needed for wider wheelsets though, which is hopefully something that will be taken on board for future models. The concurrent release of the car packs is also welcome and demonstrates a bit of joined-up thinking that does not always occur in the world of model railways.

Review by Simon Bendall 

 Oxford Rail, Unit 6 Ystrad Trade Park, Fforestfach, Swansea, SA5 4JB. Web: www.oxfordrail.com

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The Carflat displays some fine moulding detail for the handbrake and brake linkages.



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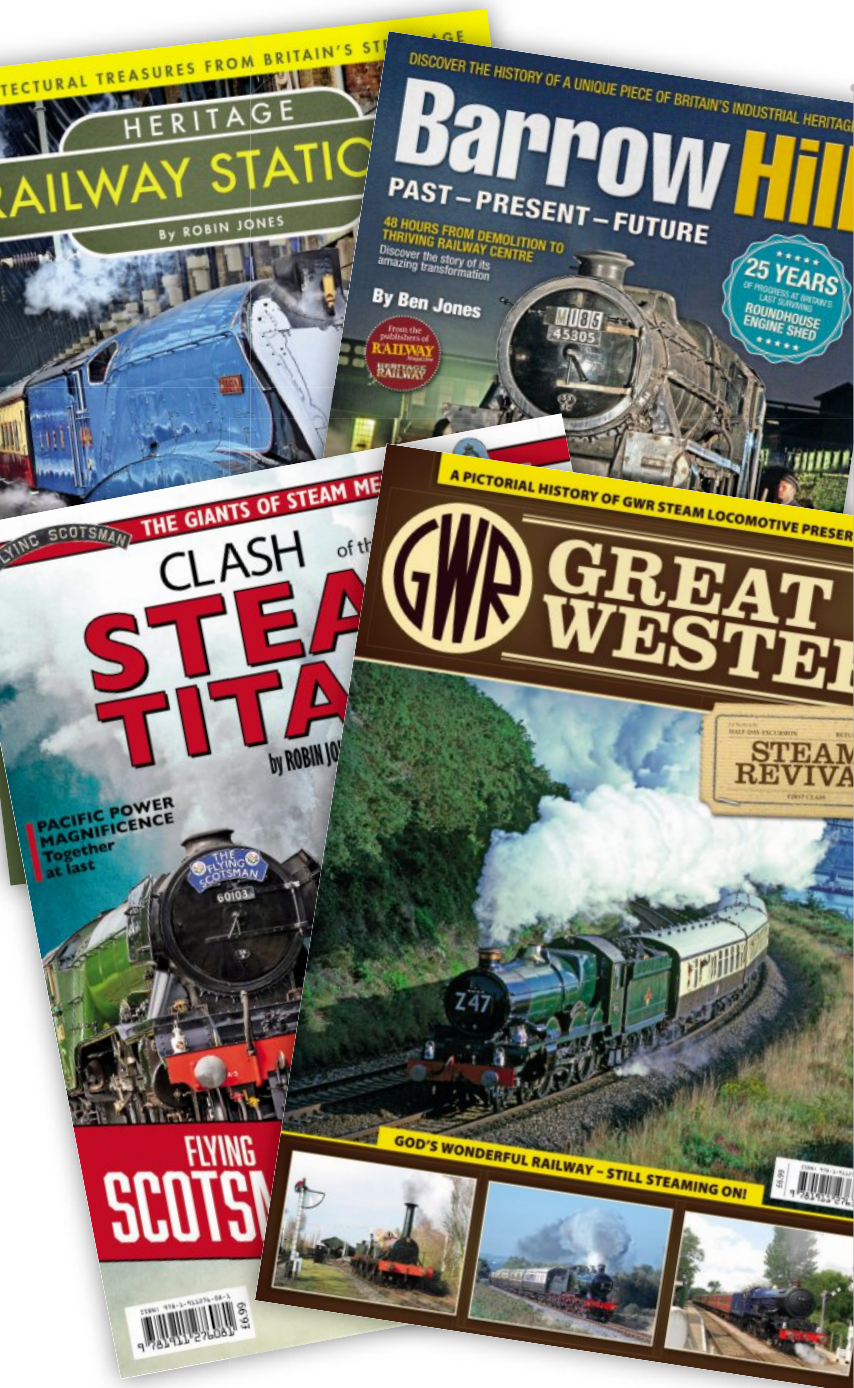
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'Desiro' heads SOUTH WEST

Bachmann's re-creation of the Siemens EMU goes south of the Thames for its new incarnation, additional tooling turning the unit into a South West Trains Class 450 for outer suburban and semi-fast duties.

RELEASED back in February 2012, the 'OO' gauge Class 350 'Desiro' marked Bachmann's entry into the world of modern EMUs, the company delivering a very impressive take on the Siemens-built units. Despite being eminently suitable to work alongside Hornby's 'Pendolino' and other current day stock, it did not sell quite as well as expected, the three releases hanging around for quite a while even after discounting.

This could well have been due to the lack of a fully developed 4mm scale catenary system and the effort needed to install one, or just that there was little interest in modelling the southern end of the present day West Coast Main Line.

Whatever the reason, it has taken until now for Bachmann to return to the

'Desiro', reconfiguring the model into the third rail Class 450 version. Used exclusively by South West Trains, the units were introduced into passenger service from 2003, replacing a large proportion of the slam door EMU fleet in the process and going on to form the backbone of the operator's outer suburban and semi-fast services to this day.

It will certainly be interesting to see how well this variant will sell, given that installing third rail is much easier than catenary and you do not need to model a four-track main line to provide the right setting. After all, there are still a few leafy branches on the SWT network that are visited by the class. On the down side though, there is little in the way of contemporary EMU stock to run with it

beyond the Bratchell Models kit range. Hopefully, it will have the same effect as Bachmann's game changing 2-EPB and provoke an increase in interest that generates demand for other models, but only time will tell.

New tooling

The Class 450 is more than just a new coat of paint on the previous model. While it is true that a large proportion of the two models is the same, the intermediate Trailer Standard car is new tooling, this being required to correctly depict the empty pantograph well and the additional underframe equipment. This is the vehicle that contains the motor at one end, this continuing to drive both axles of one bogie, which is more than sufficient for the model as the mechanism is housed in

a substantial weight block that occupies one third of the interior behind the tinted glazing.

Underneath this vehicle is the 21-pin decoder socket, this being simply accessed by unscrewing the equipment cabinet to reveal the socket. There is also space within this compartment to fit a 23mm diameter speaker, the equipment moulding having holes pre-drilled underneath to allow the sound to escape. The model is supplied with one of Bachmann's new generation of instruction manuals, this giving much more detail as to how to fit these components as well as carry out servicing and couple the cars in the right order.

Bachmann is releasing two versions of the Class 450, the model shown here being the pristine version (31-040), which is finished as No. 450073. This particular



The Class 450 is undoubtedly a colourful model, the attractive SWT livery being well executed. It remains to be seen what First Group and MTR come up with when they take over the franchise next month.



Below: This is the newly tooled car for the Class 450, the Trailer Standard, which also houses the mechanism at one end and the DCC socket in the large underframe equipment cabinet.



set arrived in the UK in March 2004, although the first units reached these shores in 2002 to undergo testing and acceptance procedures.

Also available is No. 450127 in what is described as a weathered state, although, to be more accurate, it has a faded appearance. While the bodysides of the SWT 'Desiros' are vinyled, the roofs are painted, leading to a noticeable colour variation between the two as the paint fades. This effect has been re-created on the model along with the fitting of replacement air conditioning units, these always having a fresher look than the surrounding roof panels. It is a finish that may not be to everyone's taste but it is undoubtedly well executed and certainly a little different.

To the sea

The remaining three cars of the set are much as before and retain the impressively high level of detail. The cabs capture the distinctive 'Desiro' look to a tee, with the colourful SWT livery really making them stand out. No. 450073 has the dot matrix destination

display of Portsmouth & Southsea on both the ends and sides, while the cab air conditioning unit on the roof can be levered out to give access to a switch to turn the interior cab lighting on or off for DC users.

There are options for the bufferbeam areas as well with the bogie-mounted NEM pocket being used either for a tension lock coupling or the underframe valance. Two-part Dellner couplings are included in the accessory bag to fit under the corridor connection if desired. These are a nice moulding but it was found that the hole needed enlarging slightly before the mounting peg would fit, while they also need to be secured in place with glue. An air pipe is additionally provided to fit alongside the coupling at each end.

The accessory bag also contains the intermediate jumper cables, these being three-part mouldings that fit between each pair of coaches on each side. However, as on the Class 350, they are intended solely for use on a static model. Conductive bar couplings connect the four cars together, these transmitting the power to the lighting and meaning

that only one DCC decoder is required. Body-mounted NEM pockets are provided at the inner ends, these being sprung and self-centring.

Quality remains

Wherever you look on the four vehicles, there are touches of quality. These include the likes of the sandboxes with metal feed pipes, the delicate shoebeams and collector shoes, and the plumbed in underframe air tanks. The roof-mounted air conditioning units have nice grille detail while the pantograph well still has lots to look at despite lacking the actual 'pan'.

Besides the aforementioned cab lights, the 'Desiro' sports directional marker, head and tail lights along with destination displays. There is also interior lighting in the saloon areas, although the tinted windows reduce the effect of this somewhat.

The application of the South West Trains livery is Bachmann at its best, the colours being accurate, well applied and with good density, especially given some are applied on top of the blue. The printing of the logos and small details finish

things off nicely, such as the 'Quiet Zone' brandings, no smoking logos on the inside of the glazing and the door push buttons. It would have been nice to see the myriad of yellow warning notices applied to the various underframe components though, given these are generally kept clean and therefore noticeable.

This incarnation of the 'Desiro' is just as impressively done as its predecessor, more so if anything as the South West Trains livery is arguably far more attractive than the predominately grey schemes employed on the Class 350s. There is quality across the model and quite a bit of thought has gone into its design as to how to access the DCC enclosure and hide the light switches. Hopefully, this effort on the Class 450 will be rewarded with stronger sales figures that will justify an expansion of Bachmann's modern EMU range.

Review by Simon Bendall

Bachmann Europe plc, Moat Way, Barwell, Leicestershire, LE9 8EY.
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Left: A look at the pantograph well, showing there is still plenty of detail even if no pantograph is fitted.

Below: The other intermediate car is the Trailer Composite, this including the dot markings that South West Trains uses to denote the first class section.



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Kernow's ship sails in

Following in the wake of the Aggregate Industries Class 66, another of the GBRf celebrities is available in 4mm scale.

It is a good time for fans of Class 66s, and the GB Railfreight fleet in particular, as this month sees the release of another limited edition Bachmann model in '00' gauge. Having featured No. 66711 *Sence* in its Aggregate Industries colours last issue, this has now been joined by No. 66709 *Sorrento* in another customer livery, this time the distinctive Mediterranean Shipping Company scheme. The source of the model is once again Kernow Model Rail Centre, this being the latest commission to be developed in secret and then announced upon delivery.

No. 66709 has carried a Medite livery almost since new, it first receiving the much liked black and orange version in the summer of 2002, soon after arrival in the UK. This was carried for just shy of a decade, April 2012 bringing the unveiling of a new look that saw blue-backed vinyls applied to the bodysides, these displaying a huge picture of one of MSC's vast container ships. The loco was also renamed *Sorrento* after the Italian town where the shipping company is headquartered.

A further change occurred in January 2015 when No. 66709 was fully repainted at Eastleigh Works. Although the vinyls were renewed as part of the work, the loco was first given a full repaint into the Europorte version of the GBRf livery, gaining the blue and red roundels on the cabs



and losing the black roof that it had retained from its first Medite livery. It is this version that Kernow's model represents, although even this has since changed with the removal of the Europorte lettering and roundels from the smaller GBRf logos on the cabs earlier this year.

Fade away

Bachmann has already shown it can reproduce the more complex liveries carried by other GBRf Class 66s with last year's trio of models for this magazine and the London Transport Museum. The same digital printing

techniques have been utilised again to reproduce not only the container ship but also the blue fade-out effect at either end. The result is impressive with crisp printing and good definition while the size of the ship correctly varies between the two bodysides to take account of the extra grille on one side.

The nameplates have also been printed on the model but etched replacements are included in the box to apply over the top if desired. The rest of the otherwise largely standard GBRf livery is up to scratch as well, this including the additional MSC logos and lettering on the secondman's cabsides.

As with No. 66711 last month, the model lacks the correct two-piece cabside windows, a modification that the tooling cannot cater for.

As usual for Kernow, the limited edition is offered in DCC ready form (£169.95) along with DCC fitted (£189.95) and DCC sound (£279.95) versions, the chip being fitted in-house by the retailer. While it may not be quite as visually striking as some of GBRf's other 'celebrity' GMs, it is good to see *Sorrento* added to the fold. **M**

Kernow Model Rail Centre, 98A Trelowarren Street, Camborne, Cornwall, TR14 8AN. Web: www.kernowmodelrailcentre.com

'Clay Tiger' gets international makeover

FEATURED last issue in original white form, Kernow Model Rail Centre has now received samples of its second batch of 'Clay Tiger' hoppers ahead of their release in August. This sees the '00' gauge china clay wagons appear in all-over blue with both ECC International and Tiphook Rail brandings, this recreating their appearance from 1994 or so following overhaul through to withdrawal in 2004.

As before, four differently-numbered wagons will be produced in pristine blue with weathered versions due for release later in the year.

Pictured is No. 33 70 9382 065-8 (SB002J, £44.99), the other three hoppers also carrying international RIV numbers. This reflects the modifications made to most of the 'Clay Tigers' to allow them to work through to the continent with 'white gold' destined for ECC customers in Switzerland and Italy. The wagons, TOPS coded JIA in this form, also continued to operate domestically, carrying china clay from Cornwall to the terminal at Cliffe Vale, Stoke-on-Trent.

Revised tooling

Commendably, Kernow has tooled up a



second version of the wagon body to allow the minor modifications carried out to enable continental operation to be accurately portrayed. The most obvious of these is the addition of ferry lashing rings along the solebars while the external brake pipes down one side of the body have also been reduced from three to two in comparison to the original white version.

The decoration of the model is again very impressive, the myriad of lettering required for international operation all being present and correct. Notably, the

model features the 1998 onwards style of electrification warning symbol along with Channel Tunnel approved logos, so would need altering to be fully accurate for the initial years in blue. Also on this sample, the handbrake wheels were finished in blue rather than the correct white. Despite this, the blue 'Clay Tiger' is as impressive as its predecessor and would go well with Railfreight Distribution, Transrail or EWS traction.

Reviews by Simon Bendall

Kernow Model Rail Centre, 98A Trelowarren Street, Camborne, Cornwall, TR14 8AN. Web: www.kernowmodelrailcentre.com



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Maroon look for Kernow SPA

Another livery is now available on the 4mm scale air-braked open wagon in the form of EWS corporate colours.

NEWLY released is a further much-requested livery on the '00' gauge SPA open wagon, this being EWS maroon and gold. As per last year's Civil Engineers' grey/yellow versions, this new batch of models will only be available from Kernow Model Rail Centre, the retailer having purchased the tooling outright from FTG Models last autumn, although the actual manufacture is still in the hands of DJ Models.

Four differently-numbered EWS wagons are available, these displaying variations in the positioning of lettering and overhead electrification warnings. Pictured here is No. 460023 (SB005E)

with Nos. 460050, 460242 and 460880 (SB005F-H) also now available. This particular quartet are all finished in the 'full' EWS livery with company lettering, gold band around the top of the wagon and gold number panels. As was often the case with EWS repaints undertaken by staff at a local level, it was not uncommon to find branding variations, such as the number rendered in white on a black background.

Steel carriers

Although now much reduced in numbers, it is still possible to find SPA wagons in use with DB, these invariably being in battered condition and sporting a variety of faded liveries, including Railfreight red, the aforementioned Civil Engineers' colours and other less common schemes like Loadhaul or Satlink. Commodities carried have varied over recent years, such as sleepers of different types, but the transportation of rod coil has remained a particular use; a traffic which the SPAs have been associated with since construction back in 1979-81. For those looking for the easiest route to a SPA in 4mm, the ready-

to-run model is the obvious solution. However, its underframe remains a disappointment both in terms of finesse and accuracy. Still, the EWS livery is crisply applied with the gold elements coping well over the top of the maroon, while the representation of the timber baulk framing for carrying rod coil is again included. Given the longevity of the livery, it is good to see the EWS scheme finally produced and it will surely prove popular.

Review by Simon Bendall

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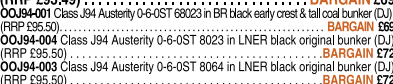
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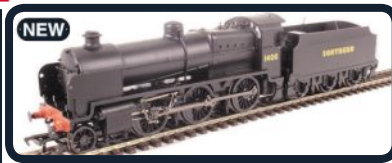
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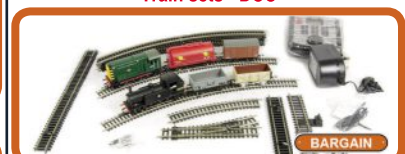


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4F-016-024 4-wheel banana van B881722 in BR red - weathered (Dap) **NEW** £10.50

4F-016-029 4-wheel banana van B882128 in BR bauxite Geest logo (Dap) **NEW** £9.50

4F-016-030 4-wheel banana van B882128 in BR bauxite Geest logo - weathered (Dap) **NEW** £10.50



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14

4F-014-014 GWR 'Fruit D' van 2839 in GWR - weathered (Dap) **NEW** £17



R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) £28

Containers & Loads

R9700 Log Load - Small Logs (3 Pieces) Suitable for OTA wagons (Hor) (RRP £8.99) **BARGAIN** £4.50

Lighting equipment

R8949 2 x double socket for Skale Lighting system (Hor) (RRP £4.99) **BARGAIN** £1.50

R8952 Bulbs for Skale Lighting system (x 4) (Hor) (RRP £6.99) **BARGAIN** £2

R8950 Fuses for Skale Lighting system - Pack of 4 (Hor) (RRP £3.99) **BARGAIN** £1

R8949 Plugs for Skale Lighting system - Pack of 6 (Hor) (RRP £3.99) **BARGAIN** £1

R8947 Power Strip for Skale Lighting system (Hor) (RRP £9.99) **BARGAIN** £3

Spares

SL-100 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

R8212 Spare rollers for rolling road (for use R8211) (Hor) (RRP £17.11) **BARGAIN** £3

Buildings - railways

R8007 Booking Hall (Hor) (RRP £34.99) **BARGAIN** £19

R8002 Goods Shed (Hor) (RRP £22.99) **BARGAIN** £15

R8785 Level Crossing Hut (Hor) (RRP £3.99) **BARGAIN** £6

R8783 Lineside Hut (2 Pack) (Hor) (RRP £3.99) **BARGAIN** £6

R9788 Locomotive Shed Lean To (Hor) (RRP £10.99) **BARGAIN** £7



44-0068 March Station Canopy (Bac) **NEW** £28.01



44-0067 March Station Facilities and Stores (Bac) **NEW** £42.46



44-0066 March Station Ticket Office (Bac) **NEW** £42.46



44-0065 March Station Waiting Room (Bac) **NEW** £42.46

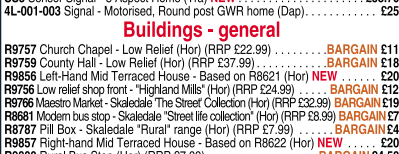
R9786 Small Signal Box (Hor) (RRP £13.99) **BARGAIN** £4

Man-made scenic structure - railway-related



LK-55 76T Well type turntable (Pec) £39

R8643 Gwerf Platforms - 2nd Radius - Skaledale (Hor) (RRP £16.99) **BARGAIN** £8



R070 Electrically Operated Turntable (Hor) £64

R8584 Loading bay platform pack - Skaledale (Hor) (RRP £14.99) **BARGAIN** £7

DCP-WEP-OO Pack of 12 cosmetic Westinghouse point motors (DCC) **NEW** £16

R530 Set of 3 Pylons (Hor) (RRP £17.99) **BARGAIN** £12

R574 Trackside accessory pack (Hor) (RRP £15.45) **BARGAIN** £7

Signals

D5SHS One Touch four aspect outer distant high-speed flashing yellow (red/yellow/green/yellow) - DCC fitted (Tra) **NEW** £30.60

D5TL One Touch two aspect signal left hand feather indicator (red/green) - DCC fitted (Tra) **NEW** £32.40

S61 Sensor Signal - 2 Aspect Home (Tra) **NEW** £26

S63 Sensor Signal - 3 Aspect Home (Tra) **NEW** £38.70

4L-001-003 Signal - Motorised, Round post GWR home (Dap) £25

Buildings - general

R9757 Church Chapel - Low Relief (Hor) (RRP £22.99) **BARGAIN** £11

R9759 County Hall - Low Relief (Hor) (RRP £37.99) **BARGAIN** £18

R9856 Left-Hand Mid Terrace House - Based on R8621 (Hor) **NEW** £20

R9756 Low relief shop front - 'Highland Mills' (Hor) (RRP £24.99) **BARGAIN** £12

R9766 Maestro Market - Skaledale 'Street life collection' (Hor) (RRP £8.99) **BARGAIN** £7

R8681 Modern bus stop - Skaledale 'Street life collection' (Hor) (RRP £8.99) **BARGAIN** £7

R8787 Pill Box - Skaledale 'Rural' range (Hor) (RRP £7.99) **BARGAIN** £4

R8612 Right-Hand Mid Terrace House - Based on R8622 (Hor) **NEW** £20

R8900 Rural Bus Stop (Hor) (RRP £7.99) **BARGAIN** £4.50

R9854 The Country Cottage - Based on R976 (Hor) **NEW** £36

R9851 The Country Farm Dutch Barn - Based on R8784 (Hor) **NEW** £40

R9848 The Country Farm House - Based on R8782 (Hor) **NEW** £45

R9849 The Country Farm Outhouse - Based on R8783 (Hor) **NEW** £27

R9850 The Country Farm Tractor/Plough Shed - Based on R8785 (Hor) **NEW** £20

R9853 The Cricket Pavilion - Based on R8990 (Hor) **NEW** £36

R9855 The Village Garage - Based on R9650 (Hor) **NEW** £36

R8682 Victorian brick & glass greenhouse - Skaledale (Hor) (RRP £11.99) **BARGAIN** £8

R9761 Ye Olde Tea Shoppe - Low Relief (Hor) (RRP £22.99) **BARGAIN** £13

Man-made scenic structure - non-railway

R9762 Holiday Coach Access Steps (Hor) (RRP £12.99) **BARGAIN** £7

R8678 Milk churns - Skaledale 'Street life collection' (Hor) (RRP £7.99) **BARGAIN** £4.50

R8797 Newspaper Kiosk - Skaledale (Hor) (RRP £6.99) **BARGAIN** £4.50

Bridges, Tunnels & Walls

R8777 Brick Walling - Straight (4 per pack) (Hor) (RRP £9.99) **BARGAIN** £5

R8745 Corner walls x 2 - Skaledale 'Gasworks' range (Hor) (RRP £11.99) **BARGAIN** £5

R8539 Cotswold Wall Pack No.1 - Skaledale (Hor) (RRP £9.99) **BARGAIN** £5

R8540 Cotswold Wall Pack No.2 - Skaledale (Hor) (RRP £9.99) **BARGAIN** £5

R8541 Cotswold Wall Pack No.3 - Skaledale (Hor) (RRP £9.99) **BARGAIN** £5

R8512 Double brick tunnel portals x 2 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £9

R8511 Double stone tunnel portals x 2 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £9

R657 Girder bridge (Hor) (RRP £16.99) **BARGAIN** £8

R8538 Granite Wall Pack No.3 - Skaledale (Hor) (RRP £9.99) **BARGAIN** £5

R8510 Single brick tunnel portal x 2 - Skaledale (Hor) (RRP £12.99) **BARGAIN** £5

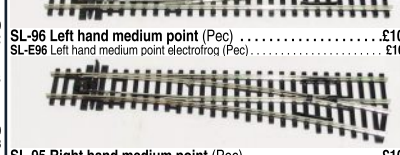
R499 Single-arch River Bridge (Hor) (RRP £18.99) **BARGAIN** £10

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3



SL-96 Left hand medium point (Pec) £10

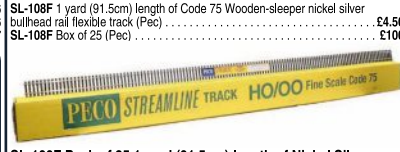
SL-E96 Left hand medium point electrofrog (Pec) £10



SL-95 Right hand medium point (Pec) £10

SL-E95 Right hand medium point electrofrog (Pec) £10

Track - Code 75 Finescale



SL-100F Pack of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver flexible track (Pec) £72

SL-100F Single (Pec) £3

SL-E196 Finescale left hand medium point electrofrog (Pec) £11.50

SL-E188 Finescale right hand large point electrofrog (Pec) £12.50

Track & Points



R601 Box of 24 Double Straight (Hor) £47

R601 Single (Hor) £2.10

R8072 Left Hand Standard Point (Hor) £9

R8073 Right Hand Standard Point (Hor) £9

R621 Single 970mm length of flexible track (Hor) £3

R621 Pack of 24 (Hor) £66

Buses

24329K 30' BET Leyland Leopard - 'Tudorjoint Joint Omnibus Committee' - Ltd Ed for Bachmann Collectors club (EFE) **NEW** £29

24330 30' BET Style coach 'East Yorkshire' (EFE) (RRP £30.15) **BARGAIN** £29

30703 AEC Renown d/deck bus 'South Wales' (EFE) (RRP £20.99) **BARGAIN** £9

38302 Alexander Y Type Bus 'Lincolnshire road car' (EFE) (RRP £32.50) **BARGAIN** £11



76B1001 Beadle Integral East Kent (Oxi) **NEW** £15.50

28309EFE Old standard Alexander 'Yorkshire Rider Leads' (EFE) (RRP £22.50) **BARGAIN** £10

28206 Guy Arab Utility Bus 'Walsingham Corporation' (EFE) (RRP £22.99) **BARGAIN** £9

29614 Leyland Olympian 'East Yorkshire' (EFE) (RRP £21.99) **BARGAIN** £10



76WFA006 Weymann Fanfare Birch Bros (Oxi) **NEW** £15

27507 Wright Scania Access s/deck bus 'First Eastern Counties' (EFE) (RRP £32.50) **BARGAIN** £11

27508 Wright Scania s/deck bus 'First Eastern Counties' (EFE) (RRP £21.99) **BARGAIN** £9

27508 Wright Volvo Renown 'Midland Classic' (EFE) (RRP £32.50) **BARGAIN** £11

Cars

76AMDB9002 Aston Martin DB9 Coupe Onyx Black (Oxi) **NEW** £5

Commercial vehicles



23406 Bedford TK 2 Axle Flatbed 'British Railways' (EFE) **NEW** £26.35

33002 ERF 2-axle dropside lorry 'Harris & Miners' (EFE) (RRP £21.99) **BARGAIN** £8

76FH003 Fordson Heavy Pump LMS (Oxi)

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N Gauge

Steam locos



372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) £118.96



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96



372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95) BARGAIN £76



372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR green late crest - weathered (Gra) (RRP £139.95) BARGAIN £89



372-385 Class A2 4-6-2 525 'A H Peppercom' LNER Apple green (Gra) (RRP £169.95) BARGAIN £94



372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) (RRP £169.95) BARGAIN £94



372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £169.95) BARGAIN £94



372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra) (RRP £129.95) BARGAIN £84

Train packs



370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £99

Diesel locos



371-051C Class 04 Shunter D2295 in BR Blue Wasp Stripes (Gra) (RRP £94.95) BARGAIN £59



371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) BARGAIN £72



371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) £103.66



371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) BARGAIN £72



372-243 Class 47/7 47701 'Saint Andrew' in BR Blue (Gra) (RRP £124.95) BARGAIN £79
2D-007-008D Class 68/0 66114 in DB Schenker red - DCC fitted (Dap) NEW £111.65
2D-007-007D Class 68/4 66421 in DRS - DCC fitted (Dap) NEW £111.65
2D-007-006D Class 68/7 66737 'Leslie' GB Railfreight - DCC fitted (Dap) NEW £111.65



371-396 Class 66/9 66731 'InterhubGB' in GBRf Livery (Gra) (RRP £121.95) BARGAIN £79

DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) BARGAIN £89



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) BARGAIN £89

Coaches



374-313 Mk1 57h Suburban Brake End Blue - Weathered (Gra) (RRP £24.95) BARGAIN £16

Wagons



377-428 12 Ton Southern 2+2 Planked Ventilated Van in GWR grey (Gra) (RRP £15.95) BARGAIN £9.50
377-426 12 Ton Southern 2+2 Planked Ventilated Van BR Grey (Gra) (RRP £15.95) BARGAIN £9.50



377-425 12 Ton Southern Planked Ventilated Van SR Brown (Gra) (RRP £15.95) BARGAIN £9.50
373-682 14 Ton Tank Wagon 'ICI' Maroon (Gra) (RRP £18.95) BARGAIN £13
377-452 16 Ton Slope Sided Mineral Wagon 'Boston Deep Sea Fishing' (Gra) (RRP £14.50) BARGAIN £9
377-420B 16 Ton Slope Sided Riketed Side Door Mineral Wagon BR Grey Weathered (Gra) (RRP £15.95) BARGAIN £10
377-254A 16 Ton Steel Mineral Wagon in BR grey - weathered (Gra) (RRP £15.95) BARGAIN £10



377-225D 16 Ton Steel Mineral Wagon With Top Flap Doors BR Grey (Gra) (RRP £14.50) BARGAIN £9



377-227D 16 Ton Steel Mineral Wagon With Top Flap Doors in BR grey - weathered (Gra) (RRP £15.95) BARGAIN £10
377-526C 20 Ton Brake Van B951504 BR grey - weathered (Gra) (RRP £20.95) BARGAIN £14
377-529 20 Ton Brake Van B951767 in BR grey & yellow (Dutch) - weathered (Gra) (RRP £20.95) BARGAIN £14
377-379 20 Ton Toot Brake Van in BR Departmental yellow (Gra) NEW £16.11
2F-038-037 20T Steel Mineral Cilely 18 (Dap) NEW £10.50
2F-038-038 20T Steel Mineral Cilely 18 Weathered (Dap) NEW £11.50
377-376A 20T Toot brake van in BR grey - weathered (Gra) NEW £17.81



377-375C 20T Toot brake van in GWR grey large logo (Gra) NEW £15.26
373-217 24 Ton ore hopper wagon 'Richard Thomas' (Gra) (RRP £13.95) BARGAIN £7.50
373-216 24 Ton ore hopper wagon BR Brown (Gra) (RRP £13.95) BARGAIN £8.50
377-278 27 Ton Steel Trolley Wagon MSV BR Bauxite (Gra) (RRP £14.50) BARGAIN £9
377-552B 31 Tonne OCA Dripside Open Wagon EVS (Gra) (RRP £17.95) BARGAIN £11
2F-036-023 4-wheel bulk grain hopper 42315 in GWR (Dap) NEW £13
2F-036-029 4-wheel bulk grain hopper B885325 in BR (Dap) NEW £13
2F-036-030 4-wheel bulk grain hopper B885325 in BR - weathered (Dap) NEW £14
2F-071-029 7-plank open wagon 'Blue Circle Cement' - weathered (Dap) NEW £9
2F-071-023 7-plank open wagon 'Ton Philip' 277 - weathered (Dap) NEW £9
377-128 8 Plank End Door Wagon 'G&S Bull' (Gra) (RRP £14.95) BARGAIN £9
377-153 8 Plank Fixed End Wagon 'R. W. Hill' (Gra) (RRP £14.95) BARGAIN £9
377-337 Triple Pack Conflat Wagons BR Bauxite A Containers (Gra) (RRP £46.95) BARGAIN £30

Containers & Loads

379-372 45ft container Powerbox & Consent Leasing - Pack of 2 (Gra) (RRP £8.45) BARGAIN £5
379-391 Type A Containers BR Crimson (x4), (Gra) (RRP £7.95) BARGAIN £5

Lighting equipment

CN21 Automatic Coach Lighting - Cool White/Flashing Tail (Tra) NEW £22.50
CN27 Automatic Coach Lighting - Cool White/Flickering Tail (Tra) NEW £22.50
CN1 Automatic Coach Lighting - Cool White/Standard (Tra) NEW £18
CN26 Automatic Coach Lighting - Warm White/Flashing Tail (Tra) NEW £22.50
CN22 Automatic Coach Lighting - Warm White/Flickering Tail (Tra) NEW £22.50

Buildings - railways

42-254 Low Relief Power Signal Box (120x24x40mm) (Gra) (RRP £27.95) BARGAIN £18
42-138 Wooden Station Gents Toilet (22 x 15 x 20mm) (Gra) (RRP £6.95) BARGAIN £4

Man-made scenic structure - railway-related

DCP-WE-P-N Pack of 12 cosmetic Westinghouse point motors (DCC) NEW £8.50

Buildings - general

42-197 Coal Distribution Building (91x55x88mm) (Gra) (RRP £49.95) BARGAIN £29
42-298 Low Relief Boiler House (180x28x157mm) (Gra) (RRP £42.95) BARGAIN £24
42-299 Low Relief Turbine Hall (230x45x107mm) (Gra) (RRP £74.95) BARGAIN £24
42-198 Power Station Chimney (30x30x340mm) (Gra) (RRP £34.95) BARGAIN £22

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec). £64
SL-300 Single (Pec) £3

Public Service vehicles

NMOS005 Morris Minor Saloon Police Panda (Oxf) NEW £3.50

O Gauge (1:43 Scale)

Diesel locos



2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) £470

Wagons

7F-080-021 8-plank open wagon 'Stewart and Lloyd' (Dap) NEW £38
7F-080-021W 8-plank open wagon 'Stewart and Lloyd' - weathered (Dap) NEW £38

Man-made scenic structure - railway-related

47-567 Coolant Trolley (Bac) NEW £10.15
DCP-WE-P-N Pack of 12 cosmetic Westinghouse point motors (DCC) NEW £22.50
47-042 Pack of four Lifting Jacks (Bac) NEW £22.91
47-560 Pack of four inside cabinets (Bac) NEW £8.50
47-539 Pack of two Platform tractor units (Bac) NEW £13.56
47-502 Station Modernisation detailing Pack (Bac) NEW £16.96
47-548 Station signage set (Bac) NEW £6.80

People - civil

47-411 Pair of 1970s station staff - Pack A (Bac) NEW £9.50
47-412 Pair of 1970s station staff - Pack B (Bac) NEW £9.50
47-401 Pair of inside track workers - Pack A (Bac) NEW £9.50
47-402 Pair of inside track workers - Pack B (Bac) NEW £9.50
47-403 Pair of inside track workers - Pack C (Bac) NEW £9.50
47-404 Pair of sitting passengers - Pack A (Bac) NEW £9.50
47-405 Pair of sitting passengers - Pack B (Bac) NEW £9.50
47-406 Pair of sitting passengers - Pack C (Bac) NEW £9.50
47-408 Pair of standing passengers - Pack A (Bac) NEW £9.50
47-409 Pair of standing passengers - Pack B (Bac) NEW £9.50
47-410 Pair of standing passengers - Pack C (Bac) NEW £9.50
47-407 Policeman and policewoman (Bac) NEW £9.50

Cars

VA13506 Austin Morris Mini Clubman 1100, Reynard Metallic (Cor) NEW £24
43BN6005 Bentley MKVI Two Tone Grey (Bergerac) (Oxf) NEW £20



VA11705 Ford Sierra RS500 Cosworth, Black (Cor) NEW £24
VA02539 Mini Cooper S Mk1, Tartan Red & Black (Cor) NEW £24
VA08713 Vauxhall Viva GT, Elkhat Yellow (Cor) NEW £24

Commercial vehicles

43LR25002 Land Rover Series II SWB Canvas British Rail (Oxf) NEW £14

Military ground vehicles

NEW



43LR002 Land Rover 1/2 Ton Lightweight Military Police (Oxf) NEW £14

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £130

DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
DCR-8PIN-Harness Single (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59

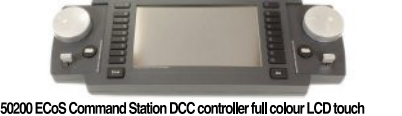
DCC accessory decoders

DCD-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £56

DCC controllers



36-504RC Dynamis Ultima DCC System Trial copy RailController Software (Bac) £240



52000 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) £369

Non-railway publications

CO200827 Corgi Catalogue - July to December 2017 (Cor) NEW £3
OxCat1706-1709 Oxford Diecast 48-page A6 catalogue - June 2017 to Sept 2017. Includes OO, N & O gauge items (Oxf) NEW £0.20

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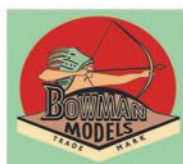
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The Chiltern Bubble Cars

the end of an era...

NEW

AYLESBURY



May 19th 2017 was the last day that first-generation DMUs ran in regular passenger service on Network Rail. These were the two class 121 DMUs owned by Chiltern Railways that were used on the Princes Risborough to Aylesbury branch. To record and commemorate the event, Video 125 cameras followed the single units (affectionately dubbed *Bubble Cars*) in the weeks prior to their withdrawal.

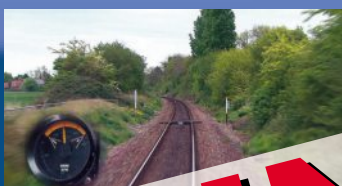
The film looks at the history, the maintenance and the day to day running of these iconic trains. Writer and presenter Tony Parkins talks to those with experience of the Bubble Cars on Chiltern Railways. He also looks at two further Bubble Cars operated by the Chinnor and Princes Risborough preserved railway.

The film ends with a complete Driver's eye view of the Princes Risborough to Aylesbury branch and the final day of the Bubble Cars' operation.

Filmed to broadcast-quality high definition and available on DVD for £12 and Blu-ray for £15. Also available as a download at video125.tv

To see a video preview, just log on to video125.co.uk or video125.tv
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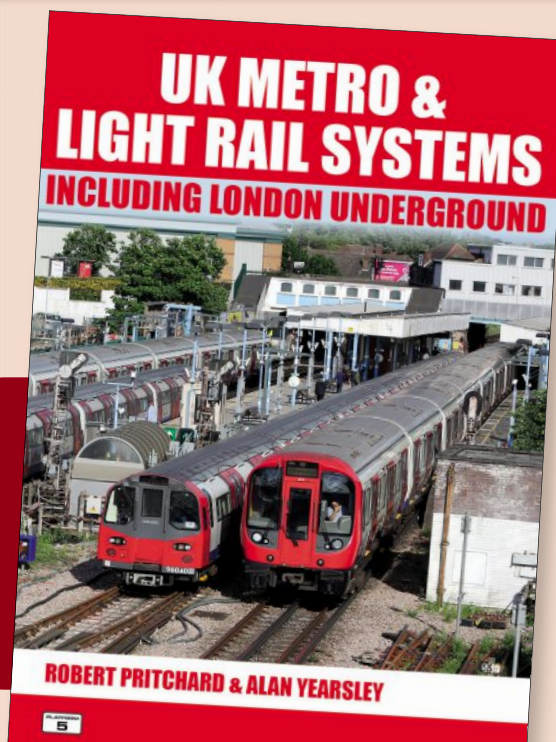
The brand-new Platform 5 guide to the rolling stock of London Underground and all public-carrier light rail and metro systems in the UK. Includes complete fleet lists and technical data for all vehicles in traffic, plus engineers' fleets, on-track machines and preserved vehicles.

For every LU line and light rail/metro undertaking, a general introduction provides a brief history of each line and details of day-to-day operations including service frequencies, operating times and depot/maintenance information. Further details of fares and ticketing requirements are provided and, where applicable, future plans for each line or network.

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Overhauled 1938 Stock awaits main line tests

THE London Transport Museum's preserved four-car 1938 Stock unit has completed a major overhaul.

The unit operated specials for enthusiasts from 2002 across much of the Underground network. However, the discovery of cracks in the bogies – a typical defect on these units – meant that an extensive overhaul was required and so it was sent to Ealing Common depot in December 2014.

Much of the time taken can be attributed to the amount of work needed to return the unit to operational condition, all of which had to be scheduled around the normal day-to-day operations at the depot, where maintenance on operational rolling stock takes priority.

With the overhaul work now complete, testing needs to take place. However, the LTM reports that the nearby test track facility is booked up several weeks into the future.

It is hoped testing can be completed in time for the unit to appear as part of the annual Amersham Heritage Day event during the weekend of September 9/10 – where it should be operating specials between Harrow-on-the-Hill and Amersham alongside two Class 20s, the 4-TC set, and steam locos No. 1 and 9466.

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Sarah Siddons receives pre-overhaul inspection

The vintage Metropolitan Railway loco is to be made fit for its centenary.



No. 12 is paired with LU's 4-TC set on an empty stock working at Wembley Park, North London, on June 10, 2007.

FOLLOWING its move from Ruislip to Acton Works in May (see page 3 last month), preserved Metropolitan Railway electric loco No. 12 *Sarah Siddons* is currently undergoing inspection as part of preparation work for a heavy overhaul.

A full specification and understanding of the amount of work needed is currently unknown, but generally the loco is thought to be in good condition, having received its last major overhaul during the 1990s.

General maintenance has always been ongoing as regular checks have been made over the years. However, the trickier topic is ensuring that newer members of the engineering teams gain both knowledge and experience

of the older technologies.

The aim of the work at Acton, hoped to be completed by the end of summer 2018, is to keep *Sarah Siddons* in use for the foreseeable future, seeing it through to its centenary in 2023.


LOCO HISTORY

Unusually, instead of being under the care and ownership of the London Transport Museum, *Sarah Siddons* is still owned and maintained by London Underground, alongside a former BR Southern Region Class 438 4-TC set. Both have seen occasional use during special events, typically on the Metropolitan Line.

No. 12 was one of 20 identical locomotives constructed during

1922-23 for the Metropolitan Railway, which is now part of the London Underground network. The loco is one of only two survivors from the fleet – the other being No. 5 *John Hampden*, which is on display at the London Transport Museum at Covent Garden.

The two surviving locomotives were withdrawn in the early 1960s when the Metropolitan Line 'A' Stock trains were introduced. They then found use for brake block testing, but were finally withdrawn from active use as late as 1982.

Instead of being scrapped, No. 12 was kept as part of a heritage project. Today, it represents the oldest working standard gauge electric locomotive in Britain. 

Tower tragedy closes Underground lines

THE devastating fire at Grenfell Tower in West London during the early hours of June 14 initially resulted in the cancellation of all Underground services between Hammersmith and Edgware Road.

The block stands very close to the line, and concerns were raised about vibrations of the passing trains affecting the structural stability of the burnt-out block.

By the start of the following week, a two-train shuttle service had commenced between the terminus at Hammersmith and Wood Lane – the tower being almost adjacent to the next station along at Latimer Road. Two trains

were provided for this, each locked into the eastbound or westbound track.

This shuttle was provided to relieve the increasing number of passengers on the Piccadilly Line from Hammersmith, whilst also linking with Central Line and Overground services. The 'S7' trains used were running with their tripcocks (train protection) cut out, and also under 'wrong line' conditions. Meanwhile, station staff guided passengers onto the correct platform at the right time.

The operation of these shuttle services was reviewed on a day-by-day basis, with normal passenger services restarting on June 25 following an initial testing period earlier in the day.



The burnt-out shell of Grenfell Tower can be seen in the background of this shot, taken at Wood Lane on June 16, as 'S7' set led by No. 21354 arrives with a Hammersmith-bound working. Anne Maningas

Ever been to Sevenoaks Gusset?

To mark the diamond jubilee of its first railtour, the Branch Line Society is running a charter to the south east.

THE undisputed champion of 'rare' lines, the Branch Line Society, is celebrating its 60th anniversary this year with a first-ever special run in conjunction with Southeastern Trains using a single Class 465/0 unit.


Whilst many might not normally think of spending good money to ride

in such an everyday EMU, participants of 'The Southeastern Metrolander' will enjoy a remarkable tour embracing many lines previously not traversed by a passenger train.

The tour runs on September 23 and the highlights include Slade Green depot, Bramdean and St Mildreds EMU

sidings (Grove Park), Orpington carriage sidings, Victoria Grosvenor carriage sidings, and Dartford carriage sidings. It will also visit an array of turnback sidings, including the very much sought after Sevenoaks Gusset.

All profits from the charter, including an on train raffle and auction,

will be donated to Railway Children. The charter has been arranged to support three SET employees participating in the Three Peaks Challenge in aid of Railway Children. Proposed departure from Charing Cross is at 07.30 with a return to Victoria around 20.00. 

Another chance to 'Whistle' across the Pennines

THE Carnforth-York diesel leg of West Coast Railway's 'Scarborough Spa Express' will feature some special traction on August 17 and 24 when the Class 40 Preservation Society's main line 'Whistler' No. 40145 is due to be at the head of the train.

This service is routed via Copy Pit and Wakefield on the 17th, and Skipton and Leeds on the 24th, so passengers are in for a treat on the return journey as a Class 40 returns to familiar haunts and the 1-in-65 climb from Todmorden.

■ The CFPS has also pencilled in a tour

for March 17, 2018. All that is known so far is that the originating station will be Lancaster or Preston. Readers familiar with railway history will know that next March marks the 60th anniversary of when class doyen No. D200 (40122) made its debut. Sadly, *Rail Express*

understands that there are no immediate plans by the National Railway Museum to put this Type 4 back into working order, as it needs new main generator bearings, necessitating lifting of the power unit. It also requires some 'heritage insulation' removing, which might prove costly.

The CFPS' Type 4 No. 40145 hauled the 'East Lancs Enterprise' from Bury Bolton Street to Blaenau Ffestiniog, Holyhead and Llandudno on June 10, seen passing Deganwy golf course with the return to Preston ('top and tail' with No. 37516). The loco is due back on the main line on August 17 with WCR's 'Scarborough Spa Express' and then again in March next year.
Derek Riley



CLEETHORPES

DEMU: Hastings Diesels' DEMU No. 1001 formed the 'Cleethorpes Clipper' on July 1, from Hastings to the North East Lincolnshire town, coinciding with the town's airshow and Armed Forces Day celebrations. The return trip is seen passing Grimsby Docks with power car No. S60116 leading. In the background are two local landmarks, both are listed buildings. Immediately behind the train is Grimsby Dock Offices, built in 1885, and to the right of it is Grimsby Dock Tower, which was completed in 1852. The tower contained a reservoir that powered the dock's lock machinery.

Jonathan Longbottom



FORTHCOMING TOURS FOR AUGUST

Date	Tour Name	From-To	Motive Power	Promoter
1	Fellsman	Lancaster-Carlisle	Steam WCRC TBA	SR
3	Historic Canterbury	London Victoria-Canterbury	Class 67	BBP
3	Scarborough Spa Express	Carnforth-Lancaster-Wakefield-Scarborough	WCRC Diesel & Steam	WCRC
4	Alnwick & Gardens	Birmingham International-Alnwick	DRS 57	BNB
4	Glorious Goodwood	London Victoria-Chichester	Class 67	BBP
5	Afternoon Tea	Derby circular	DRS 57	BNB
5	Historic Bath	London Victoria-Bath	Class 67	BBP
5	Towy Tornado	Eastleigh-Carmarthen	Steam 60163	PT
5	Cumbrian Mountain Express	Crewe-Carlisle	Steam 46233	RTC
5	York & Scarborough	Norwich-York-Scarborough	WCRC 47/57	NENTA
6	Afternoon Tea	Birmingham International circular	DRS 57	BNB
6	Royal Duchy	Bristol-Par	Steam 46100	RTC
6	Waverley	York-Carlisle	Steam 60103	RTC
6	Forth Bridge & Scottish Borders	Edinburgh-Fife Circle-Tweedbank	Steam 45407	SRPS
6	Shakespeare Express	Birmingham Snow Hill-Stratford on Avon	Steam 4965	VT
7	Majestic England	Edinburgh-London (4-day tour)	DRS 57	BNB
7	Dalesman	York-Carlisle	WCRC Diesel & Steam	WCRC
8	Dalesman	York-Carlisle	WCRC Diesel & Steam	WCRC
10	Historic Canterbury	London Victoria-Canterbury	Class 67	BBP
10	Scarborough Spa Express	Carnforth-Skipton-Leeds-Scarborough	WCRC Diesel & Steam TBA	WCRC
11	Golden Age of Steam	London Victoria-Surrey Hills circular	Steam 35028	BBP
11-14	Highland Fling	London King's Cross-Edinburgh-Inverness	DRS 68	UKR
12	Oban at Leisure	Glasgow Central-Oban	DRS 57	BNB
12	Settle & Carlisle Explorer	Newport-Carlisle	DRS 68/88	PT
12	West Somerset Steam Express	London Paddington-Minehead	Steam 34046 & 46100	RTC
12	Melton Rambler	Tyseley-Melton Mowbray	Steam 4965 & 9600	VT
12	Harrington Shuttles	Melton Mowbray-Harrington	Steam 4965 & 9600	VT
13	Inverness: Highland Capital	Edinburgh Waverley-Inverness	DRS 57	BNB
13	The Absent Shunter	Newcastle-Basingstoke (one way)	Class 47, 66 & AC Electric	GBRF
13	Waverley	York-Carlisle	Steam 60103	RTC
13	Cathedrals Express	Paddington-Shrewsbury	Steam 46233	SD
13	Forth Bridge & Scottish Borders	Edinburgh-Fife Circle-Tweedbank	Steam 45407	SRPS
13	Shakespeare Express	Birmingham Snow Hill-Stratford on Avon	Steam 4965	VT
15	Dalesman	Chester-Carlisle	WCRC Diesel & Steam	WCRC
16	Dorset Coast Express	London Victoria-Weymouth	Steam TBA	RTC
17	Historic Canterbury	London Victoria-Canterbury	Class 67	BBP
17	Scarborough Spa Express	Carnforth-Scarborough	Class 40 40145 & WCRC Steam	WCRC
17	Cathedrals Express	Paddington-Worcester	Steam 46233	SD
18	Murder Mystery Lunch	London Victoria-Surrey Hills circular	Class 67	BBP
19	Edinburgh Fringe	Manchester Victoria-Edinburgh	DRS 57	BNB
19	West Somerset Steam Express	London Paddington-Minehead	Steam TBA	RTC
20	Forth Bridge & Scottish Borders	Edinburgh-Fife Circle-Tweedbank	Steam 45407	SRPS
20	Torbay Express	Bristol-Kingswear	Steam 35028	PT
20	Shakespeare Express	Birmingham Snow Hill-Stratford on Avon	Steam 4965	VT
22	Fellsman	Lancaster-Carlisle	Steam WCRC TBA	SR
24	Scarborough Spa Express	Carnforth-Skipton-Leeds-Scarborough	WCRC Diesel & Steam TBA	WCRC
26	Bath at Leisure	Liverpool-Bath	DRS 57	BNB
26	Cotswold Venturer	London Paddington-Worcester	Steam 60009	RTC
26	Great Day out to Bath/Bristol	Peterborough-Bath/Bristol	GBRF 66	UKR
27	Waverley	York-Carlisle	Steam 45690	RTC
27	Cathedrals Express	London King's Cross-Scarborough	Steam WCRC TBA	SD
27	Forth Bridge & Scottish Borders	Edinburgh-Fife Circle-Tweedbank	Steam 45407	SRPS
27	Shakespeare Express	Birmingham Snow Hill-Stratford on Avon	Steam 4965	VT
28	Retro Edinburgh Festival Express	Chesterfield-Edinburgh	DRS 68	RR
28	Easterling	London Liverpool Street-Great Yarmouth	Steam 60163	UKR
29	Fellsman	Lancaster-Carlisle	Steam WCRC TBA	SR
31	Scarborough Spa Express	Carnforth-Lancaster-Wakefield-Scarborough	WCRC Diesel & Steam TBA	WCRC

Promoter Codes:

BBP – Belmond British Pullman, BNB – Belmond Northern Belle, GBRF – GB Railfreight, HDL – Hastings Diesels Ltd., NENTA – NENTA Traintours,

PT – Pathfinder Tours, RR – Retro Railtours, RTC – Railway Touring Company, SD – Steam Dreams, SR – Statesman Rail, UKR – UK Railtours, VT – Vintage Trains.

High speed to the sea

THE Cotswold Line Promotion Group, which supports and encourages passengers to use the Cotswold Line, is running a HST charter on September 23, from Oxford to Minehead on the West Somerset Railway.

The trip will travel via the Cotswold Line to Worcester Shrub Hill before reversing to run via Bristol, Taunton and Bishops Lydeard. The train can be boarded at all stations between Oxford and Worcester Shrub Hill.

The standard fare is a bargain £50, with CLPG members paying £40.

Full details are available at www.clpg.org.uk.

'Hoovers' postponement

LOCOMOTIVE issues forced the postponement of Pathfinder's 'Torbay & Dart Explorer', which was scheduled for July 8.

The tour was to have been hauled by the Class 50 Alliance's Nos. 50007 *Hercules* and 50049 *Defiance*. However, during their test trip to the West Somerset Railway on June 7, some problems were identified that were subsequently found to be more serious than first thought, despite lengthy attention given by the Alliance's volunteers.

The new date pencilled in for this tour is September 16. The CFA apologise for any inconvenience caused to those booked on the original date.



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Severn Valley acquires second Class 09 shunter

Loco escapes scrapyards after almost six years.

A CLASS 09 that has been domiciled at EMR's Kingsbury scrapyards since September 2011 has been purchased by the Severn Valley Railway.

No. 09107 moved to its new home at Kidderminster on June 15. It becomes the second '09' to be based on the line, No. 09012 having been purchased from HNRC in 2013. A second air-braked shunter will be a useful asset on the railway, particularly as Belmont's Northern Belle rake is now based on the line until 2027.

Assessment work has already begun at Kidderminster depot with a

view to returning it to traffic as soon as possible. Its arrival means that the possible restoration of No. 08635, which had previously been used as a spares donor but recently examined with a view to reactivation, is now unlikely to happen.

LOCO HISTORY

No. 09107 is the first of the 12 Class 08 to 09 conversions that took place in the early 1990s to be preserved. It was previously No. 08845, and spent the early part of its life as No. D4013 on the Western Region, being transferred to

PRESERVED CLASS 09s

Number	Status	Base
09001	OP	Heritage Shunters Trust, Rowsley
09004	OP	Swindon & Cricklade Railway
09010	OP	South Devon Railway
09012	OP	Severn Valley Railway
09017	OP	National Railway Museum, York
09018	OP	Bluebell Railway
09019	OP	West Somerset Railway
09024	OP	East Lancashire Railway
09025	OP	Lavender Line
09026	OP	Spa Valley Railway
09107	UR	Severn Valley Railway

Status codes: OP – Operational, UR – Under Repair

Eastleigh in 1973, where it was resident for many years.

One of its most interesting workings whilst based there was on March 15, 1992, when it hauled a DC Tours charter, the 'Hamworthy Quay Phoenix', around the Eastleigh depot loop. It moved away to Cardiff just over a year later before conversion to No. 09107. It was later sent north, and in 2011 was put up for sale by

EWS at Doncaster Carr depot.

The purchase of No. 09107 means there are now 11 Class 09s in preservation, details of which can be found in the accompanying table. One other, No. 09015, has recently been acquired from the NRM by Railway Support Services, although whether for parts or restoration remains to be seen (see Shunter Spot on page 93 for more on this). [B](#)

IN BRIEF

4-COR CARS MOVED TO SELLINGE

THE Southern Electric Group's three 4-COR vehicles, which have been in temporary storage at Moveright International in Wishaw (Warwickshire), Nos. 10096, 11201 and 11825, have been moved to Sellindge, where they join 4-DD car No. 13003. The other two surviving 4-COR cars, Nos. 11161/187, remain at the East Kent Railway where they are used as hauled stock.

PULLMANS ARRIVE AT EAST KENT RAILWAY

THE three Pullman cars formerly at Seaham (*Padua*, *Rosalind* and *Sapphire*), which featured in our May issue, were moved from Barrow Hill to the East Kent Railway in early June. They will eventually be used in a development at Folkestone Harbour.

BLS ACQUIRES MESS VAN

THE Branch Line Society has bought former Ferry Van No. DB786968 from the Wensleydale Railway. It saw its first use with the BLS on the 'Dawson's Duo' specials with Nos. 08598/600 at AV Dawson's on June 25. It is expected to be kept at Barrow Hill when not required for events.

'108' ARRIVES BACK AT NRM

AFTER a short spell at Moveright International in Wishaw (Warwickshire), the National Railway Museum's Class 108 set, 51562+51922, arrived back at York from the East Kent Railway in early June.

'HYMEK' LIFTED

DIESEL Hydraulic No. D7076 was lifted from its bogies on June 16 for bogie spring work to be carried out. This was completed in time for a test run on July 1 prior to its appearance at the ELR's gala a week later.



4-TC OUTSHOPPED IN LU COLOURS: Following its overhaul at Eastleigh Works, London Underground's 4-TC unit has lost its mock teak effect colours in favour of LU red. The unit emerged on June 30 and was moved to Swanage by No. 37516 *Loch Laidon* for use on Wareham shuttles (see Headline News), and is pictured that day at Corfe Castle heading to Swanage. Phil Marsh



'CHOPPERS' MOVE TO BUTTERLEY

Following their appearance at the West Somerset Railway gala on June 9-11, Class 20s Nos. D8059 and D8188 (20059 and 20188) were taken to the Midland Railway-Butterley by Nos. 50007 *Hercules* and 50049 *Defiance* on June 14 rather than returning to the Severn Valley Railway. No. D8188 has planned appearances at the Spa Valley Railway and Dean Forest Railway in August/September. The 'Choppers' are pictured arriving into Washford on June 11 with the 10.47 Minehead to Bishops Lydeard during the West Somerset Railway's diesel gala. Robert Sherwood



HST POINTS NORTH: Now turned to face north rather than south, the sole surviving prototype HST power car No. 41001 powers away from Stanford on Soar (just north of Loughborough) with the final train of the Great Central Railway Nottingham's diesel gala on July 2 – the 1D18/18.00 Loughborough High Level to Ruddington. Nos. 56097 and 47828 are out of sight at the rear of the train. Phil Chilton

Deal sees 'Grid' based at East Lancs Railway

THE Class 56 Group and East Lancashire Railway have reached agreement for No. 56006 to become a resident at the line for an initial period of three years.

The Romanian-built Type 5 has been based at UK Rail Leasing's Leicester depot since leaving Barrow Hill in 2014, although it has appeared at a number of gala events over the past two years.

The loco left Leicester on July 2, being hauled to Derby Etches Park for tyre turning by No. 37800, after which it was collected by 'Whistler' No. 345 (40145) on July 4 and hauled to Bury.

In addition to being used at galas at the East Lancashire Railway, the Class 56 will have a number of running days and is also expected to be used

on driver experience events. Its move will also provide the opportunity for the loco to attend events elsewhere as part of an ELR convoy on occasions.

The Class 56 Group also owns No. 56301 (formerly No. 56045), which remains at Leicester and has recently had a top-end power unit overhaul carried out. A load bank test is due to

be undertaken in the near future.

■ The only other preserved member of the class, No. 56097, has recently undergone cab roof repairs and other work at Ruddington and, after a successful test run on June 25, returned to service for the first time in over a year at the line's diesel gala on July 1/2.



UKRL 'GRIDS' VISIT BUTTERLEY: UK Rail Leasing's Type 5s Nos. 56104 and 56081 took part in the Midland Railway-Butterley gala on June 17/18 – the pair seen departing Swanwick Junction for Hammersmith on the first day. Steve Donald

Wheel fault delays early '37' move

A WHEELSET issue has prevented No. 37003 being moved by rail from the Mid-Norfolk Railway to UK Rail Leasing's Leicester depot for its 'Project 3-60' work to be carried out as planned (see May issue).

The fault means the loco will now have to be moved by road to Leicester, although dispensation has been given for the loco to be tripped a short distance by rail to the depot at slow speed.

To help fund the extra cost of the road movement, as well as the additional work to strip, inspect and repair the wheelset, the owners are appealing for additional funds, which can be made by visiting www.c37lg.co.uk.

Class 04 failure

WHILE visiting from the Buckinghamshire Railway Centre, Class 04 No. D2298 suffered a seized piston at the East Lancashire Railway during its Small Engines event on June 3, causing major power unit damage.

IN BRIEF

CLASS 08 DEBUTS AT CHURNET VALLEY

TWO of the Class 08s that were sold by DB Cargo towards the end of last year have entered service at their new homes. No. 08633 saw action at the Churnet Valley Railway's 'anything goes' gala on June 24/25, while at the North Yorkshire Moors Railway, No. 08495 was passed fit for service on June 15 and is now seeing regular use on shunting duties at Grosmont. Both locos retain EWS livery.

SUBURBANS LEAVE EPPING FOR LLANGOLLEN

THREE Mk.1 Suburban coaches that were advertised for sale by the Epping Ongar Railway in late 2016 have departed for a new home at the Llangollen Railway. The vehicles concerned, which are all in need of extensive restoration, are Nos. 43034, 43359 and 46147.

WESTERN PRINCE PROGRESS

JUNE 10 saw No. D1041 *Western Prince* moved outside for the first time in more than five years, when it was moved from Castlecroft shed, where it has been undergoing restoration, to Baron Street at Bury for bodywork repairs to be carried out. These should be completed by the end of the year. A power unit rebuild has also been started. The loco last ran in September 2004. Donations towards its restoration can be made at www.westernprince.co.uk.

MNR GAINS EXTRA DMU CAR

THE Mid-Norfolk Railway has taken delivery of another Class 101 car, Driving Trailer Standard Lavatory No. 56347. Once in traffic, it will provide a maintenance spare to enable the line's other two sets to remain in service when a power car is undergoing repairs. The vehicle had been based at the Foxfield Railway since 2015, and was previously located at Bressingham Gardens.

'TEDDY BEAR' REPAIRS

A POWER unit strip has been carried out on No. D9551 at Bury after the loco was identified to have leaking liner seals. The loco, which is based at the Severn Valley Railway, had returned to service in May.

WEARDALE DEPARTURE

MK.1 buffet car No. 1954 has left the Weardale Railway to become part of the Locomotive Services fleet at Crewe.



KENTISH 'TEDDY BEAR':

Class 14 No. D9504 was an unlikely participant in the Kent & East Sussex Railway's 1940s weekend on May 20/21 - pictured on the first day awaiting departure from Tenterden. Richard Lillie

SHUNTER DEBUT: Class 08 No. 08633 worked its first passenger trains in preservation at the Churnet Valley Railway on June 25, seen in company with 'Crompton' No. 33102 leaving Consall with the 13.20 from Kingsley & Froghall.

Lewis Bevan



DEVON 'HOOVER': Main line-registered Class 50 No. 50008 *Thunderer* returned to old haunts in Devon on June 29 when it hauled rail grinder Nos. DR79301-304 from Chaddesden (Derby) to Okehampton for training and mileage accumulation runs on the Dartmoor Railway. The '50' also worked the return to Derby on July 7, which is seen passing Flax Bourton in Somerset. Stuart Kirkby



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MAIN LINE OUTING FOR 'DELTIC': The Deltic Preservation Society's No. D9009 (55009) *Alycidon* featured on Pathfinder Tours' 1Z52/05.18 Burton upon Trent to Shrewsbury 'The Welsh Central Liner' on June 17 – the loco and train making a fine sight at Besford, between Abbotswood Junction and Ashchurch in Worcestershire. Ben Wheeler

DIESEL DIARY

GCR duo for Gloucestershire-Warwickshire gala

TWO locos from the Great Central Railway, Class 20 No. D8098 and Class 25 No. D5185, will be visiting the Gloucestershire-Warwickshire Railway for its summer diesel gala at the end of July. The 'Chopper' will be paired with resident Type 1 No. D8137 throughout the three-day event, while the '25' will

operate on its own as well as with Class 26 No. 5343.

Confirmed visitors for the Nene Valley Class 31 event in October are Nos. 5518 (31101) from the Avon valley Railway and 31285, courtesy of HNRC.

■ With 'Teddy Bear' No. D9551 away at the ELR undergoing repairs, a Class

50 will step in to cover the diesel diagram at the Severn Valley Railway on September 18, and No. 33108 should be used on September 19/20.

■ The 'Chopperfest' planned to take place at the Wensleydale Railway on September 15-17, marking the 60th anniversary of the Class 20,

has been cancelled. Unfortunately, the increasing costs of bringing in sufficient numbers of locos to make the event attractive meant that it became uneconomic for it to go ahead. The Wensleydale Railway will now be holding a diesel running weekend on September 14-17.

Diesel Galas

July 28-30: Gloucestershire Warwickshire Railway
August 3-6: Spa Valley Railway
August 12/13: Ecclesbourne Valley Railway
August 26-28: Cholsey & Wallingford Railway
September 2/3: Heritage Shunters Trust (Peak Rail)
September 9/10: Great Central Railway

September 14-17: Wensleydale Railway
September 15-17: Dean Forest Railway
September 16: Bodmin & Wenford Railway
September 23/24: Llangollen Railway
September 23/24: Epping Ongar Railway
September 23/24: East Lancashire Railway
September 29-October 1: Isle of Wight

Railway
September 30/October 1: Ribble Railway
October 6-8: Bluebell Railway (DPS40)
October 7/8: Gloucestershire Warwickshire Railway
October 13-15: Nene Valley Railway (Class 31 event)
October 20-22: Mid Hants Railway
October 20-22: Mid-Norfolk Railway (Class 50 event)

November 3-5: South Devon Railway
November 4/5: East Lancashire Railway (DMU event)
December 29: Bo'ness & Kinneil Railway

Mixed traction:

July 22/23: Llangollen Railway (1960s)
September 2/3: West Somerset Railway

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- » Class 33/0 33063 'R. J. Mitchell'
- » Class 33/2 33201
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Class 88s make revenue debut

DRS' new electric locos are now in service on Anglo-Scottish intermodals and coping well over the northern fells.

THE long-awaited revenue-earning debut of the Class 88s finally arrived on June 12, with No. 88003 *Genesis* taking the honour.

The early hours of that day saw it and No. 88002 *Prometheus* run light from Crewe Gresty Bridge to Rugby, where the latter was left to act as a spare loco. No. 88003 then continued on to Daventry to work back north with the 4S43/06.16 Stobart/Tesco intermodal to Mossend.

The evening of June 12 saw No. 88004 *Pandora* haul its first train, it coming south with the corresponding 4M48/19.04 Mossend-Daventry. The loco had only performed its first main line test run on June 8, when it headed No. 88002 on the 0Z88/07.15 Carlisle-Crewe before returning alone to Kingmoor as the 0Z89/12.20 departure. June 9 saw No. 88004 become the first of the Stadler machines to reach Scotland when it undertook a 0Z06/08.36 Kingmoor-Motherwell TMD positioning move ready for its debut.

June 13 saw No. 88004 at the head of 4S43, with No. 88003 bringing 4M48 south that evening, both coping with the climbs over Shap and Beattock without issue, despite suggestions that a single Class 88 would struggle to maintain the timings over the northern section of the West Coast Main Line. Whether this will still be the case in the colder months remains to be seen, but for now a single loco appears up to the task, albeit reportedly with liberal use of sanding equipment.

Nos. 88003 and 88004 remained in rotation on the Stobart intermodal until June 15, when a fault with No. 88004's



DRS' Class 88 fleet has been entering service on the 4S43/06.16 Daventry to Mossend and 4M48/19.04 return Stobart/Tesco intermodal services. No. 88002 *Prometheus* debuted on the southbound service from Crewe on June 16, and is pictured at Littlegill - north of Abington in South Lanarkshire - heading for Daventry four days later. Steven Brykajlo

wheelslip equipment saw it struggle over Beattock atop 4S43.


MORE DEBUTS

The night of June 16 brought the debut of No. 88002 on the circuit, it replacing No. 88003 on the 4M48/19.04 Mossend-Daventry at Crewe Basford Hall before taking 4S43/06.40 Daventry-Mossend north the following morning as far as Carlisle. Here, the electric loco was replaced by Nos. 66301 and 66302 due to the rostered driver not being passed on Class 88s.

June 20 saw No. 88008 *Ariadne* make its debut, undertaking a 0Z88/13.32 Kingmoor-Gresty Bridge outing, while No. 88002 headed 4S43 from Carlisle to Mossend after replacing GMs Nos. 66301 and 66431. Two days later, No. 88006 *Juno* undertook the regular 0Z88/07.06 Carlisle-Crewe and 0Z89/12.12 return test runs for the first time, while No. 88004 was also similarly deployed on a Kingmoor-Penrith shakedown after running south from Motherwell the previous day.

The remainder of June saw

Nos. 88002 and 88003 share turns on the Daventry-Mossend diagram before No. 88006 had a go on July 2, powering the 4M48/14.43 Mossend-Daventry. Prior to this, No. 88005 *Minerva* appeared on Network Rail metals for the first time on June 29, hauling No. 88004 as the 0Z88/07.06 Carlisle-Crewe, which turned back at Carnforth.

By the start of July, the debuts of Nos. 88007 *Electra*, 88009 *Diana* and 88010 *Aurora* were still awaited, while No. 88001 *Revolution* was on repairs at Kingmoor. 

Class 68 TransPennine preparations underway

JUNE brought tangible signs of the Class 68 fleet being prepared for use on the upcoming TransPennine Express loco-hauled services.

The early hours of June 13 found No. 68025 powering a short rake of Riviera air-conditioned Mk.2s on a fuel consumption trial for TPE. Running as the 5Z08/01.00 Crewe Down Refuge Siding-York Holgate, this travelled via Warrington, Manchester Piccadilly, Huddersfield and Leeds before returning as the 04.47 departure from York, this going via Victoria rather than Piccadilly.

TPE MODIFICATIONS

Meanwhile, Nos. 68019, 68020 and 68021 were transferred to the new XHTP pool at the start of June, this being for locos that will be used by TPE. The trio subsequently spent the month out of service at Gresty Bridge undergoing modifications in order to work with the new CAF loco-hauled stock.

With commissioning completed, the latest four members of the class

were all released into traffic from Crewe on June 21.

No. 68028 joined No. 68004 to power the 6D43/07.36 Crewe-Valley and 6K41/14.58 return nuclear flasks (a working that the duo repeated two days later), while Nos. 68029-31 were included in the 6C50/01.30 Crewe-Sellafield with No. 68005. The latter loco and No. 68030 then retraced their route that evening with the 6K73/17.23 Sellafield-Crewe.

June 22 found Nos. 68005/17/23/30 all up front of the 6C53/06.30 Crewe-Sellafield, while that evening witnessed No. 68030 leading 68017/29/31 light engine back to Crewe. The same 6C53 working produced Nos. 68017 and 68030 on June 23 and Nos. 68004+68028 the next morning. By June 26, No. 68030 was paired with No. 68001 to work nuclear flasks to Anglesey, while No. 68031 powered the 6M60/13.23 Seaton-Sellafield on the 27th in the company of No. 68016.

June 28 found three of the 'newbies' on nuclear duties, all paired

CAMERA PHONE PHOTOGRAPHY

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SAMSUNG GALAXY A3: A chance encounter - ideal for camera phone photography - found two Class 68 'newbies' in action as part of a trio working the 6C46/19.31 Sellafield to Carlisle Kingmoor on June 27. No. 68031 is pictured leading Nos. 68016 and 68028 through Workington. Derek Fry

with more seasoned classmates. Nos. 68016+68028 thus headed off to Hunterston, Nos. 68001 and 68030 to Bridgwater and the duo of Nos. 68022+68029 to Valley.

The latter two pairings were noted combined atop 6C53/06.30 Crewe-Sellafield the next day, from where Nos. 68022+68029 later worked to Heysham.



ACLG '86' RETURNS TO TRAFFIC:

Having been out of use for several weeks at Barrow Hill for repairs and modification work, the AC Locomotive Group's No. 86101 has returned to traffic with GBRf on Caledonian Sleeper duties, and is pictured at Motherwell on July 2 at the head of the 1M11/23.15 Glasgow Central to Euston sleeper. Interestingly, the empty stock had been worked into Glasgow by ACLG classmate No. 86401. Jack Prentice

NEWS ROUND-UP

DB CARGO

THE last day of May found 'Euroshed' No. 66052 heading south from Crewe Electric to Wembley behind Nos. 90039 and 92016. That evening No. 66098 went forward with its ECR classmate and No. 92016 atop the 6071/18.53 Wembley Yard-Dollands Moor, from where the GM was sent through the tunnel that night. The departure of No. 66052 back to France means there are currently no 'Eurosheds' in the UK. Meanwhile, a quiet month for the DB fleet saw just No. 67028 reinstated and No. 66115 stored.

DIRECT RAIL SERVICES

THE impact of DRS' new traction continues to be felt by the older locos with No. 37409 the latest to be denied an overhaul, this being slightly surprising given the continuing poor reliability of the Class 37/4 fleet. The loco was deposited at MoD Longtown on June 8 and into the XHSS stored pool to await its fate.

No. 37604 was also briefly stored at the Ministry of Defence site during the first half of June but was subsequently reinstated to the Cumbrian Coast XHCC pool in order to take up a new training role for Northern drivers on the class. For this purpose, it was outstationed at Workington from June 22 for the remainder of the month.

Also extracted from Longtown in mid-June was No. 57010, this now residing at Kingmoor, but the Northern Belle duo of Nos. 57305 and 57312 are now stabled within the military complex and have been since the middle of May. Although not officially stored, both require repairs that Kingmoor is currently too busy to carry out.

With its repaint finished, No. 66428 was released from Eastleigh Works on

June 7, running to Gresty Bridge via a layover at Willesden Brent. Next day found the loco atop a train for the first time in 22 months when it was deployed on the Basford Hall-Mountsorrel ballast diagram, completing its return to service from the New Cumnock accident.

FREIGHTLINER

THE plan to remove eight Class 66s from traffic and place them in store at the container terminal at Wentloog, Cardiff, did not quite come to fruition during June. Stopped in late May, Nos. 66596, 66956 and 66957 remained out of action throughout the month, being joined by No. 66954 on June 10, which was also stored in the DHLT pool. However, Nos. 66595 and 66597 departed South Wales behind No. 66510 on June 27 as part of the 4057/13.29 working to Southampton. Both were subsequently returned to traffic on intermodal services, albeit still in the DHLT stored pool, while Nos. 66598 and 66955 remain in regular traffic.

Also back in action is No. 47830, which was reactivated at Basford Hall towards the end of June in order to resume its route learning role. Again still officially in the DHLT pool, it undertook a 0K47/08.44 Basford Hall-Lostock Hall Junction run on the 26th via Stalybridge, Huddersfield and Hebden Bridge before retracing its steps, similar outings taking place in subsequent days.

EUROPHOENIX

FRESH from an E-exam and lengthy list of repairs, No. 37601 departed Leicester on June 15 under its own power, bound for Eastleigh Works and a repaint into Europhoenix colours. Meanwhile, No. 37800 arrived at Clapham Junction during the evening of June 7 to finally retrieve

damaged No. 47848, almost two months after its derailment while delivering new Class 707 EMUs. Initially hauled away to Peterborough overnight, the Rail Operations Group machine was later deposited back at Leicester for repairs.

GB RAILFREIGHT

THE first Caledonian Sleeper Class 73/9 to receive Dellner couplings has been completed at Brush Traction, No. 73971 emerging on June 30 to undertake a test run over Great Central metals to Ruddington. All six of the fleet will be fitted in due course in order to work with the new sleeper stock currently being built by CAF. Next in line is likely to be No. 73967, this arriving at Brush on June 9 having run from Craigentenny to Doncaster two days earlier.

After being returned to Brush Traction during the second half of May for further attention, Nos. 92023 and 92028 were collected from Loughborough by No. 66732 on June 9. Four days later, the electrics ran light from Crewe to Carlisle on test and with No. 86401 for company. The 'vintage' AC electric subsequently continued on to Polmadie, leaving the Brush duo to return to Crewe and repeat their outing the next day.

GREATER ANGLIA

FITTED with new wheelsets, No. 90014 was released from Crewe Electric on June 17, No. 68002 hauling both it and No. 57002 away to Norwich Crown Point.

HNRC

THE company took delivery of its latest acquisitions on June 8 when former DRS Type 3s Nos. 37607 and 37612 were dropped off at Barrow Hill by No. 47739. Earlier that day, the duo had been

extracted from store at MoD Longtown by No. 66433 and deposited in Carlisle station to await the arrival of the Colas '47'. Both Type 3s are expected to be prepared for service in short order and placed on hire to Colas to bolster its test train fleet, the pair taking the place of Nos. 37146 and 37188, which will not now be overhauled.

Meanwhile, repairs to No. 20901 are also now underway at Barrow Hill, the loco having been out of service since April 2016 when its wheelsets were damaged while at the Bluebell Railway diesel gala.

UK RAIL LEASING

THE fate of No. 56106 appears to have been sealed with the 'Grid' being noted on Leicester depot in late June devoid of its No.2 end cab. Sitting nearby, this has undergone corrosion repairs and is understood to be destined for Hungary to be used in the repair of Floyd's No. 56115, this loco's cab having been badly damaged in a level crossing collision in November 2016.

WEST COAST RAILWAYS

LATE June saw Nos. 33025 and 47772 both reinstated to the operational AWCA pool. Out of service for over four years, the 'Crompton' has been deployed on the new Swanage-Wareham 'shuttles', it coming south from Carnforth behind No. 37518 on June 12. It made its debut on the workings eight days later, although subsequent niggling faults affected the loco for the rest of the month.

Meanwhile, the drawn-out return of No. 47772 to service for the first time since 2003 is nearing its conclusion, the loco now carrying West Coast maroon. Retaining its dual brake ability, the loco will prove useful in supporting steam specials, with test runs now awaited.

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CLASS 20

RESPLENDENT in their lined London Transport livery, Nos. 20142 and 20227 accompanied No. 20189 (blue) from Derby North Dock to Peak Rail at Matlock on June 4, prior to collecting preserved Class 44 No. D8 *Penyghent* for transfer to Sheringham (for the North Norfolk Railway's diesel gala), a move completed the following day. The 'Peak' was returned to Derby North Dock on June 17 behind No. 20142 for onward movement

home while No. 20227 remained at the North Norfolk Railway.

No. 20096 moved to Barrow Hill for an exam on June 22, having previously been paired with No. 20905 and used in the usual 'top and tail' formation with the HNRC duo of Nos. 20311+20314 on the regular LUL stock transfers. Late on June 19, the quartet left West Ruislip bound initially for Banbury with 'S' Stock sets Nos. 21411/2 prior to completing the move to Derby Litchurch Lane the

following morning. By June 23, Nos. 20107+20905 formed a pair and with the two '20/3s' took sets Nos. 21081/2 from Old Dalby to West Ruislip. Four days later, the same Class 20s had LUL sets Nos. 21067/8 in tow when passing Tamworth High Level at 18.25 with the 15.55 Derby Litchurch Lane-West Ruislip move.

since the end of May, No. 31452 set off from Derby on June 25 with a new rail grinder bound for Lydney Junction. In the event, the Brush Type 2 failed at Abbotswood Junction and remained there until rescued by No. 56303 two days later. Running as the 6Z01/15.35 Abbotswood Junction-Chaddesden on June 27, the rail grinder was returned to Derby prior to Nos. 56303+31452 heading off to Washwood Heath on the last day of the month.

CLASS 31

BACK on the main line for the first time

NAME GAME

by Simon Bendall

LOCO NAMINGS

57308 Jamie Ferguson Carlisle station 30.06.17

Named in memory of a Network Rail employee who died in 2016, aged 42. Previously named *Tin Tin*, *County of Staffordshire* and, as a Class 47, *Thor*.

66756 Royal Corps of Signals Swanage station 24.06.17

Named during Armed Forces Day to commemorate the work of the British Army unit that provides battlefield communications and information systems to support operations.

66776 Joanne Peterborough station 28.06.17

66777 Annette Peterborough station 28.06.17

Latest GB Railfreight locomotives to be named after female members of staff, the unveilings taking place at Peterborough during a circular staff special from King's Cross.

67023 Stella Derby RTC 06.17

67027 Charlotte Derby RTC 06.17

Named after two administrative staff, one from Colas and the other from DB Cargo. No. 67027 previously named *Rising Star*.

UNIT NAMINGS

222017 Lions Clubs International Centenary 1917-2017 Nottingham station 23.06.17

Named to mark the 100th anniversary of the international organisation that supports and improves communities around the world.

350377 Graham Taylor OBE Watford Junction station 02.06.17

Named in memory of the former England football manager, who died in January aged 72. He had two successful spells in charge of Watford FC between 1977-1987 and 1996-2001, London Midland specially selecting No. 350377 for the naming as its number was deemed a close match to mark the start of this tenure.

390148 Flying Scouseman Liverpool Lime Street station 12.06.17

Winning entry in a competition held in conjunction with the Liverpool Echo newspaper to name a 'Pendolino' to mark Virgin Trains' 20th anniversary of operating the West Coast franchise. Unit operated in traffic on June 10, prior to the official unveiling, with nameplates uncovered. Previously named *Virgin Harrier*.

800003 Queen Victoria/Queen Elizabeth II London Paddington station 13.06.17

Naming of the Hitachi unit by HM The Queen to mark the 175th anniversary of Queen Victoria becoming the first British monarch to travel by train when she was conveyed from Slough to Paddington. The *Queen Victoria* name is carried on the cabsides of car No. 811003 with *Queen Elizabeth II* on No. 815003.

COACH NAMINGS

99025 Amber Carnforth 05.17

Latest Mk.1 Pullman coach to be overhauled and reinstated by West Coast, its original identity being No. 325 *Amethyst*.

DE-NAMINGS

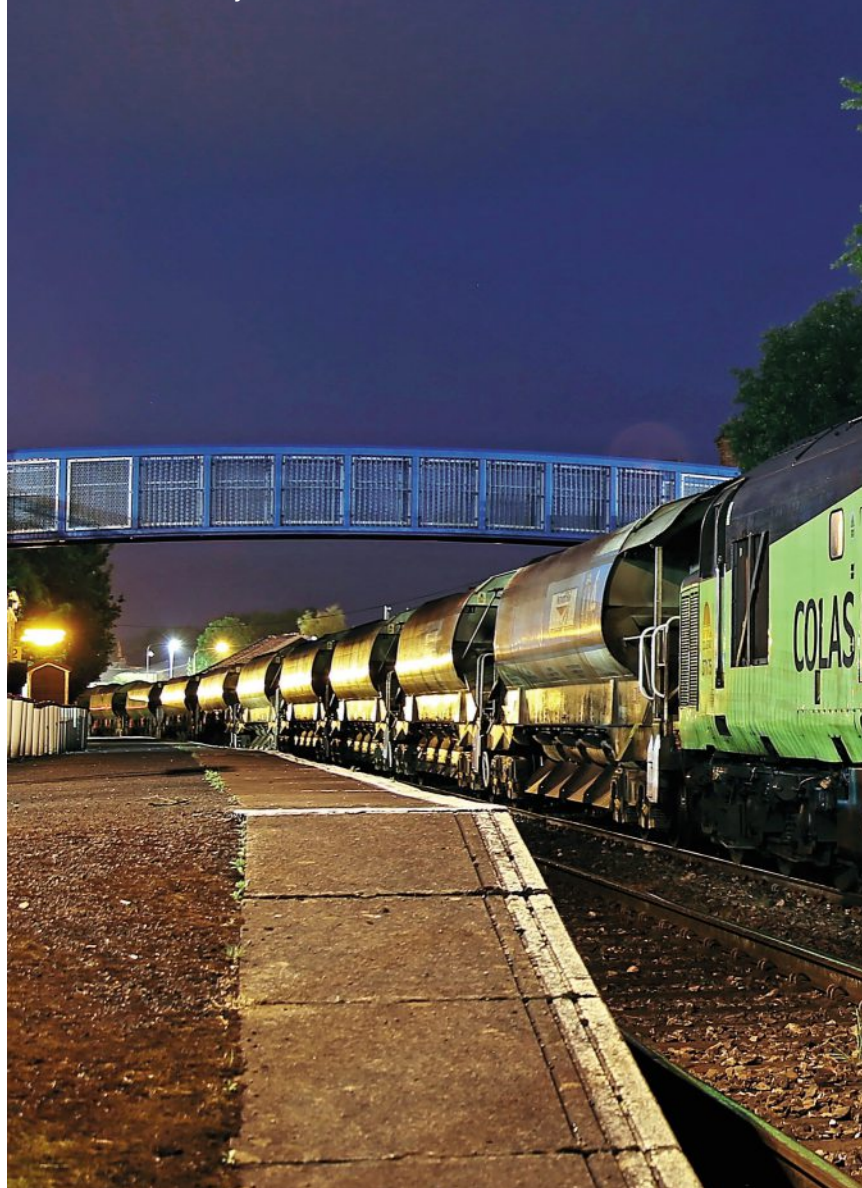
08799 Fred Westbury Yard -

158720 Inverness & Nairn Railway - 150 Years Glasgow Works 06.17

325006 John Grierson Toton TMD 06.17

390148 Virgin Harrier Oxley CARMD 09.06.17

A great night shot on the Heart of Wales Line finds Colas Type 3 No. 37175 at Llandrindod Wells on June 9, at the head of the late running 6C37/18.12 Crewe Basford Hall to Llanwrtyd ballast train, with classmate No. 37219 at the rear. Class 37s have to be used because the line has a RA5 route restriction on some sections following damage caused by Storm Doris in February. Tom Dumelow



CLASS 33

NEWLY-resurrected 'Crompton' No. 33025 accompanied No. 37518 on the 5224/11.35 Carnforth-Swanage empty stock transfer on June 12, this conveying four coaches for use on the new Swanage-Wareham 'shuttle' services introduced the following day.

In the event, the Swanage Railway-based No. 33012 along with No. 37518 'top and tailed' the inaugural shuttle onto Network Rail metals to Wareham station on June 13, the first timetabled service between the towns since New Year's Day 1972. The two Class 33s subsequently shared the duty, though always accompanied by No. 37518. Narrow-bodied No. 33207 *Jim Martin* had its first main line trip of the year on June 21, taking A4 'Pacific' steam loco No. 60009 *Union of South Africa* and its support coach from Stewarts Lane to Dereham (Mid-Norfolk Railway) late in the evening.

CLASS 37

SETTING off from Edinburgh Waverley bound for Thurso late on June 2, the SRPS 'Far North Explorer' charter was double-headed by Nos. 37025 *Inverness TMD* and 37421. The following morning saw the duo make for Wick before returning to the Scottish capital prior to trailing No. 73970 on a light engine move to Doncaster on June 4. Returning to their more regular test train work, the same Type 3s set off from Derby on June 6, initially bound for Liverpool Lime Street before terminating at Carlisle having traversed the Cumbrian coast route.

When DRS' No. 66433 failed at St Andrews Junction, Birmingham, on May 31 while in charge of the 4V38/08.20 Daventry-Wentloog, rescue came in the shape of a trio of Class 37s. Nos. 37218+37609+37602 were dispatched from Crewe and, upon reaching the West Midlands, Nos. 37609+37602



On hire to Direct Rail Services, ROG Type 4 No. 47812 made a rare appearance for the class at London Bridge on June 27 when it was paired with inspection saloon No. 975025 to work a circular trip from Kensington Olympia to Kent. Thomas Nicklin





A pair of Metrolink trams, Nos. 3049+3013, leave their Altrincham terminus and head back into Manchester on June 20, as Freightliner's No. 66518 catches up with a Runcorn-Brindle Heath empty binliner train. Greg Mape

The Forth Bridge always provides a magnificent backdrop, in this case for Colas 'Tug' No. 60056, which heads south on June 20 with the 6B32/16.52 empty cement tankers from Aberdeen to Oxwellmains, near Dunbar - currently the only regular booked freight to use the bridge. The loaded northbound train runs via Stirling, Perth and Dundee to avoid using the historic structure. Duncan McEvoy



Went forward to South Wales with the intermodal service, departing St Andrews Junction 287 minutes late. Meanwhile, No. 37218 dragged the recalcitrant GM back to Gresty Bridge depot.

The inaugural 'Scarborough Spa Express' of the summer season ran on June 1 when Nos. 37516+37669 in multiple set off with the 1Z21/08.18 Carnforth-Scarborough, running as far as York Holgate where the diesels gave way to 'Jubilee' No. 45699 *Galatea* for the run to the Yorkshire coast. In fact West Coast's Type 3 fleet has seen plenty of use of late. 'Heavyweight' No. 37706 accompanied A3 'Pacific' No. 60103 *Flying Scotsman* on 'The Cathedrals Express' circular tours from London Victoria on June 3. Three days later, the pair was seen on the lunchtime Paddington-Oxford tour via High Wycombe, returning to Victoria before an evening sortie to Guildford and back, and repeating the itinerary on June 9. No. 37706 accompanied No. 37669 on the 1Z21/08.18 Carnforth-Scarborough as far as York on June 29.

No. 37516 ran light from Crewe to Eastleigh on June 30 to collect London Underground's 4-TC set (now looking very smart in London Transport maroon) for transfer to the Swanage Railway where it will be used on the trips to Wareham. Later, No. 37516 returned the four West Coast Railways coaches off the 'shuttle' services to Southall.

The Colas duo of Nos. 37025

Inverness TMD and 37219 reached Preston shortly before midday on July 1, in charge of the 1Z37/07.18 Edinburgh-Blackpool North SRPS charter. The same day, Nos. 37057 and 37116 could be found at London Victoria while working a test train from Hither Green to Derby.

CLASS 40

MAKING a welcome reappearance, Class 40 No. 345 (40145) powered the 1Z34/12.35 Carnforth-Heywood positioning special on June 9. The train was 'tailed' by West Coast Type 3 No. 37516 and took a circuitous route via Chester, Shrewsbury and Bushbury Junction on its way to the East Lancashire Railway base. The following morning, the pair 'top and tailed' the Class 40 Preservation Society's 1Z35/05.15 Heywood-Blaenau Ffestiniog, 1Z36/13.16 back to Holyhead and finally the 1Z37/16.00 Holyhead-Preston via Llandudno, although the Class 40 was detached at Castleton. Heavy rain spoiled the occasion and almost closed the Conwy Valley line at one point.

CLASS 47

RAILWAY Operation Group's No. 47812 reached Merseyside on June 8 towing EMU No. 319431 from Wolverton Works to Allerton depot before taking a Robel Mobile Maintenance Train from Yorkshire on June 10, running as the 6Z73/07.56 Wakefield Kirkgate-Plasser, West Ealing via the East Coast Main Line.

SPECTRUM

by Simon Bendall

DB CARGO has turned four of its Class 67s into mobile billboards to promote its services with No. 67028, the first to be completed at Toton in early June. Given a full repaint into DB red/grey from EWS, it emerged with large white 'Leading the next generation of rail freight' lettering on its sides. Later in the month, Nos. 67010, 67013 and 67015 were all similarly branded at the Nottinghamshire depot, the trio already carrying DB colours. While No. 67015 received the same lettering as No. 67028, its two classmates sport 'First choice for rail freight in the UK' slogans.

Staying with bodyside vinyls, Virgin East Coast's No. 91132 now has additional logos to promote the 'Employer Pledge' campaign on mental health issues, while over on the West Coast, 'Pendolino' No. 390104 has received brandings to mark the 175th anniversary of Manchester Longsight depot, these being in addition to its existing black 'Alstom' vinyls. In contrast, HST power

car No. 43126 has finally lost its obsolete 'Bristol 2015 European Green Capital' wrap, returning to First Group plain blue.

Elsewhere, No. 66428 has received the 'economy' DRS plain blue livery at Eastleigh Works, which is a look also now sported by Nos. 68028-31 following the addition of logos at Gresty Bridge. At Carnforth, the return to service of No. 47772 is a step closer with the Type 4 appearing in a shiny coat of West Coast maroon.

The repainting of the Class 325 postal fleet into Royal Mail plain red has been completed with the release of No. 325006 from Toton, while there are now two Class 800 'Super Express' units in Great Western green after No. 800003 was vinylated at Stoke Gifford.

No. 150137 has become the first Class 150/1 in Northern white and blue after attention at Arriva Traincare, Crewe, while ScotRail's No. 170414 has lost its Borders Railway promotional livery after a visit to Wabtec, Kilmarnock.

LOCOS

Repaints

DB Cargo: 66017
DB Cargo with 'First choice for rail freight in the UK' lettering: 67010/13
DB Cargo with 'Leading the next generation of rail freight' lettering: 67015/28
DRS plain blue with 'compass' logos: 66428, 68028-31
First Group plain blue: 43126
GB Railfreight: 08818
Virgin East Coast with 'Employer Pledge' vinyls: 91132
WCRC maroon: 47772

DMUs

Repaints

Arriva Trains Wales two-tone blue: 150208
Great Western Railway green: 153377/80, 158766
Greater Anglia: 170201
Northern (Arriva): 150137, 156451/63
ScotRail: 158708/20, 170414
TransPennine Express: 185102/07/11/25/43/49

EMUs

Additions

Crossrail: 345009/10

The Type 4 reached Edinburgh on June 20 towing a CrossCountry HST set that had failed at Dronfield two days earlier when forming the 1V56/09.08 Edinburgh-Plymouth. With the full set (power cars Nos. 43303 and 43357) in tow, No. 47812 passed Castleford forming the 5Z04/10.15 Neville Hill-Craigentinny.

The loco returned south light engine three days later before going on hire to Direct Rail Services. Having collected saloon No. 975025 *Caroline* on June 25, No. 47812 set off from Derby via Oakham and Huntingdon to Willesden Brent. Next day, the formation was seen at Cowden, Littlehampton and Bognor Regis and, on June 27, at the likes of Crystal Palace,

Great Western Railway green:

387154-56

Plain grey: 800012/13

TSGN: 700116/19

Repaints

Great Western Railway green: 800003
Greater Anglia: 317346
Greater Anglia 'Renatus': 321311
London Overground: 317890
Northern (Arriva): 319431
Northern (Arriva) plain white with blue doors: 319367/77
Royal Mail plain red: 325006
ScotRail: 318256
South Eastern blue: 375814/16, 375910/13
TransPennine Express: 350406
Virgin Trains with 'Alstom Pendolino' and 'Longsight 175 Years' vinyls: 390104

COACHES

Additions

BR maroon: 4921, 9235
Pullman umber/cream: 99025

Repaints

BR maroon: 3872, 5029, 15745
BR blue/grey: 3304/14, 6067
Great Western Railway green: 10589
Pullman umber/cream: 80043

Peckham Rye and Dungeness, where Class 47s are rare visitors these days.

West Coast's No. 47760 was paired with No. 47245 on 'The Dalesman' (1Z45/08.35 York-Carlisle) on June 5, reversing at Leeds and handing over to steam locomotive No. 46115 *Scots Guardsman* at Hellfield. The next day, No. 47760 handled the train alone and ran round the stock at Leeds instead. On June 8, the same Type 4 was out and about with No. 37516, 'top and tailing' the 1Z25/06.55 Carnforth-Scarborough as far as Holgate Sidings, York before double-heading with No. 47245 on the 1Z48/07.48 Chester-Carlisle on June 13. Since the start of this summer's workings from Chester, the diesels take the train



The unusual layout at Denham station, Buckinghamshire, is illustrated here as DRS' No. 68014 races through with the 1R33/13.10 Marylebone to Birmingham Moor St on June 9. This platform was built in 2008, and means both of the station's east-west aligned platforms are on the north side of the tracks they serve. Graham Nuttall

SHED TALK

Correct to July 2, 2017

New pool code

XHTP – DRS Class 68 TransPennine

Allocation changes

08405 WA/MBDL re-registered

08411 TTLS-MBDL

08441 TTLS-MBDL

08460 TTLS-MBDL

08480 WA/MBDL re-registered

08484 TTLS-MBDL

08511 TTLS-MBDL

08568 ZH/RCZH-WA/MBDL

08580 WA/MBDL re-registered

08593 WA/MBDL re-registered

08632 WA/MBDL re-registered

08670 TTLS-MBDL

08683 TTLS-MBDL

08703 WA/MBDL re-registered

08709 WA/MBDL re-registered

08711 TO/WQDA-BH/HNRS

08742 CE/WQDA-BH/HNRL

08752 WA/MBDL re-registered

08782 CE/WQDA-BH/HNRL

08927 TTLS-MBDL

09015 WA/MBDL re-registered

09106 CE/WQDA-BH/HNRL

33025 AWCX-AWCA

37403 XHAC-XHCC

37409 XHCC-XHSS

37423 XHCC-XHAC

37424 XHAC-XHCC

37425 XHAC-XHCC

37604 XHNC-XHSS-XHCC

47772 AWCX-AWCA

66063 WBAT-WBAE

66082 WBAT-WBAE

66115 WBAT-WQAA

66230 WBAT-WBAE

66954 DFIN-DHLT

66957 DFHG-DHLT

67028 WQAA-WAAC

68019 XHVE-XHTP

68020 XHVE-XHTP

68021 XHVE-XHTP

Modifications

Mark 5A compatible:

68019-21

Sold

Railway Support Services:

08568, 09015

Preserved

Severn Valley Railway: 09107

Returned to France

66052

Reinstated

08742/99, 33025, 37601, 47772,

47830, 66428, 66595/97, 67028

Stored/stopped locations

Barrow Hill: 08782, 37607/12

Carlisle Kingmoor: 57010

MoD Longtown: 37409

Nemesis, Burton: 08711

Toton: 66115

Wentloo: 66954

to Hellifield via Carnforth where the steam locomotive and support coach are added to the rear ready for departure from Hellifield over the S&C route.

On June 17, No. 47760 replaced 'Jubilee' No. 45690 *Leander* at Milford Sidings ready to work the 1Z95/15.58 Scarborough-Manchester Victoria to its destination and on June 24, it 'tailed' the 1Z42/08.10 Scarborough-King's Cross charter headed by No. 60103 *Flying Scotsman*.

CLASS 50

JUNE brought the sight of Class 50s back in their old haunts, this beginning with the appearance of Nos. 50049 *Defiance* and 50007 *Hercules* in Somerset on June 7 while transferring Nos. 20059 and 20188 from the Severn Valley Railway to the West Somerset Railway. The quartet departed Bishops Lydeard for Butterley seven days later, but more remarkable was the sight of No. 50008 *Thunderer* atop a new Network Rail grinder on June 29. After powering the 4Z01/12.45 Chaddesden-Okehampton, the 'Laura blue' Type 4 retired to the once familiar surroundings of Exeter St Davids before running light to Bristol Barton Hill next day (see photo on page 76).

CLASS 56

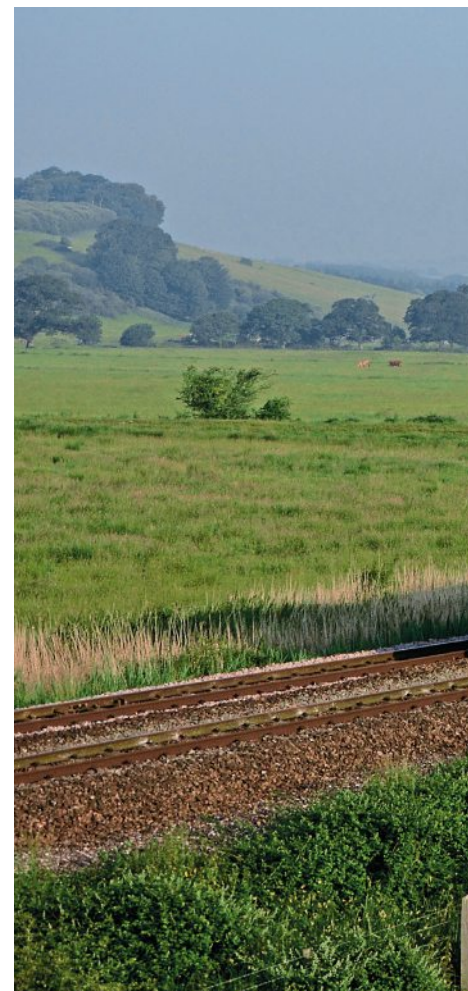
WITH no Class 37s available, Nos. 56087 and 56113 'top and tailed' the 3Q20/22.19 Derby RTC-St Pancras structure gauging/ultrasonic test train late on June 23, passing Bedford at midnight and returning three hours later with the 3Q21/02.30 departure from the London terminus.

Earlier on June 23, No. 56094 handled the 6Z70/11.45 Bristol Kingsland Road-Shrewsbury Coleham with MPV Nos. DR98909/59 in tow when passing Abergavenny at 14.15. The Class 56 and MPV then moved across to Doncaster four days later, being reported at Wolverhampton in the early afternoon.

No. 56078 was handling oil tanks late in the month, tackling the 6D73/05.35 Lindsey-Drax on June 23 and the 6D31/09.40 Lindsey-West Burton on June 29, while No. 56302 had been noted working similar traffic in Scotland. On June 13, for example, No. 56302 had charge of the 6N47/12.58 Prestwick-Grangemouth and the 6R46/06.39 from Grangemouth bound for Ayrshire on June 29.

Elsewhere, Nos. 56096 and 56105 took a railvac machine through Moorthorpe as the 6C55/22.48 Doncaster-Goldthorpe (June 27), while Nos. 56081 and 56104, having visited the diesel gala at the Midland Railway-Butterley (see page 75), were returned to their Leicester base on June 20 behind No. 37800.

July 2 brought a historic first for the Brush machines when No. 56302 took charge of the 6Y56/14.20 Grangemouth-Fort William petroleum service, this most likely being the debut visit of a Class 56 to the West Highland Line. Previously operated by DB Cargo until earlier this year, this marked the start of a three-month trial by Colas to see if the traffic can be returned to the railways.



CLASS 57

DRS examples Nos. 57306 and 57307 'top and tailed' the 1Z57/05.45 Liverpool Lime Street-Bristol Temple Meads 'Northern Belle' through Oxford station on June 2, while *Lady Penelope* had No. 57309 *Pride of Crewe* for company on a Grimsby to Chester 'Belle' excursion on June 10. Another such trip to pass Oxford occurred on June 22, when the 1Z57/07.18 Manchester Victoria-Ascot special was in the hands of Nos. 57303 *Pride of Carlisle* and 57304 *Pride of Cheshire*, the same locomotives handling a Glasgow to Chester 'Belle' two days later.

Meanwhile, classmate No. 57310 *Pride of Cumbria* continues to regularly haul Great Western's Class 387 EMUs between Reading Traincare Depot and the EMU sidings at West Ealing. Still on the GWR, the summer Saturday loco-hauled diagram is in operation again this year and No. 57605 *Totnes Castle* operated the 2P70/10.28 St Erth-Plymouth, 2B75/13.35 Plymouth-Exeter St Davids and 2C51/17.50 Exeter to Penzance on June 3, 10 and 24 while No. 57602 *Restormel Castle* was in charge on June 17. Both Nos. 57602 and 57603 *Tintagel Castle* were seen at the head of the 1C99/23.45 Paddington-Penzance 'Night Riviera' on June 8 and again on the 11th.

CLASS 66

IT is during the summer months that Class 66s do not look particularly out of place on passenger trains, thus becoming a popular choice for railtours, and three

There's still a hint of mist in the air early on June 21 – the longest day of the year – as Colas' No. 70817 passes Powderham, south of Exeter, with the 6C35/02.50 Aberthaw to Moorswater cement train. Steve King



such instances occurred in June. Nos. 66057 and 66176 (the latter attached at Crewe) 'top and tailed' Pathfinder Tours' 'Lancs and Yorks Builder' charter on June 10, this starting off at Gloucester and heading for the rural delights of Clitheroe and its Castle Cement plant. 1258 travelled north via Birmingham New Street and Wigan North Western, before taking a rather more circuitous return journey through Hellifield, Skipton, Leeds and Stockport.

Four days later, Nos. 66074 and 66182 took charge of the 'Great Central Lament' tour from Finsbury Park to High Marnham and Deepcar. UK Railtours operated 'The Liverpool Docker' from Reading to Merseyside on June 24 with Nos. 66100 and 66177 providing the motive power at either end. The outward journey ran via the West Coast to Warrington then Earlestown, while on the return the charter travelled back along the Bootle branch before heading to Warrington (Latchford Sidings) via Fiddlers Ferry.

The Dawlish seafront witnessed a DB Cargo Class 66 atop 'The Torbay Express' on June 18 when, during a hot spell of weather and a subsequent ban on steam locomotives working hard due to the risk of lineside fires, No. 66102 was required to pilot 'Pacific' No. 60163 *Tornado* on the 1227/08.00 Bristol Temple Meads to Kingswear, although *Tornado* led on the way back. The 'Torbay Express' saw further GM haulage on July 2, white-roofed No. 66177 working throughout on both legs after the A1 was declared a failure before leaving Bristol.

The Branch Line Society's 'The Cat & Dock' charter ran mid-week on June 15, from Stafford to Ormskirk and Preston Docks. It was 'top and tailed by No. 68026 and 66432, the '68' seen leading at Coote Lane (just south of Preston) after crossing over the West Coast Main Line from the Blackburn direction and making for Preston to reverse direction for the Ormskirk branch. Jack Taylor



June 24 brought an unscheduled appearance for No. 66525 at Dawlish, it topping No. 37059 on the late-running 'Mazey Day Cornishman'. Running as the 1237/05.40 Worcester Shrub Hill-Penzance, the charter had a late start after No. 37069 expired and had to be left at Worcester. The charter was further delayed while the Freightliner

Class 66 was attached at Temple Meads and passed Dawlish over 160 minutes behind schedule. On the retired return journey, No. 66525 led with the Type 3 on the rear before being replaced at Bristol by No. 66426 for the remainder of the journey to Worcester.

Engineering work on Merseyrail resulted in several ballast trains running

over the Wirral third rail system at the end of May and beginning of June. Early on June 1, No. 66545 passed Rock Ferry with the 6A12/04.00 Birkenhead Central-Basford Hall, followed at 11.36 by No. 66507 with the 6A13/06.17 Birkenhead Central-Basford Hall. Similar trains during the evening found No. 66518 atop the late-running 12.33 from Birkenhead



The once-fearsome climb of Shap in Cumbria no longer poses the slog it used to, especially with two 5,000hp electrics up front. Such was the case on June 19, as Freightliner's Nos. 90043 and 90045 were both powering at the head of the 12.13 Daventry-Coatbridge intermodal, seen on the climb at Salterwath Farm. Steve Sienkiewicz

Central while a further train (passing Hooton at 20.11) was 'top and tailed' by Nos. 66551 and 66523.

CLASS 67

THE 'British Pullman' was used for a private Paddington to Cardiff charter on June 3 'top and tailed' by Nos. 67003 and 67005 *Queen's Messenger*. Next day, No. 67010 and Riviera coaches replaced the normal HST set (being used for a UEFA Champions' League final additional service) on the 1072/09.06 Bristol Temple Meads-Weymouth and 1V72/17.28 return. Later that night, No. 67010 was joined by No. 67030 in order to power the 1Z58/00.05 Cardiff Central-Bristol Temple Meads 'Footex' and, having taken the coaches back through the Severn Tunnel, the duo 'top and tailed' another such train running as the 1Z53/03.45 Cardiff-Paddington.

Nos. 67015 and 66013 handled the 1Z05/07.43 Victoria-Chesterfield 'British Pullman' on June 7 and three days later, a Glenrothes to Scarborough charter reached York behind No. 67013. There No. 67016 was added to the rear to enable the special to go forward to the

Yorkshire resort and on the return, it was No. 67013 that was left behind, enabling No. 67016 to head off to Scotland whereupon it worked the 1S25/04.15 Edinburgh-Inverness sleepers on June 13.

While in Yorkshire, No. 67013 'top and tailed' the 6Z66/08.29 Doncaster Up Decoy-Killingholme with pioneer Class 60 No. 60001 on June 22, this new aggregate flow returning as the 6Z67/14.30 from Killingholme, albeit running nearly an hour late when passing Scunthorpe. Meanwhile, No. 67016's time on the Caledonian Sleeper duty was brief, No. 67030 having replaced it by June 20.

CLASS 68

DRS' No. 68022 *Resolution* reached Carlisle station on June 24 with No. 37403 *Isle of Mull* and its train, the 2C41/08.45 Barrow-Carlisle, in tow running over two hours late. The Type 3 had run into difficulties initially between Maryport and Aspatria from whence the Class 68 had assisted. Nos. 68017 *Hornet* and 68018 *Vigilant* powered the 1Z68/15.30 Paddington-Cardiff Central 'Northern Belle' on June 3 in connection with the UEFA Champions' League final at

the Millennium Stadium, while No. 68026 'top and tailed' the Branch Line Society's 'Cat and Dock' tour on June 15 with No. 66432. Starting at Stafford, the tour took in the line from Preston to Ormskirk before retracing its steps and heading for Liverpool Lime Street following a visit to Preston Docks.

The 6C53/06.30 Crewe Coal Sidings-Sellafield has often been the service on which to see four locomotives and on June 1, Nos. 68025 +68023+68005+68020 were recorded at the head of this train passing Lancaster shortly before 08.00 while the quartet of Nos. 68005+68030+68017+68023 were recorded on June 22 as were Nos. 68029+68022+68001+68030 on June 29.

Since pairs of Class 68s first operated the 6D43/07.36 Crewe-Valley nuclear flasks and the 6K41/14.58 return in early May, the train has generally run on a Monday, Wednesday and Friday and has been solidly handled by two Class 68s. Up to the end of June, Nos. 68001/03-05/16/17/20/22/23/25/26/28-30 had all appeared along the North Wales coast to Anglesey.

CLASS 70

ASIDE from their regular employment in the south west, the Colas Railfreight Class 70s have recently expanded their horizons now that the fleet strength has reached a total of 17 locomotives. For instance, having run light from Bescot to Crewe on June 17, No. 70813 took the 6C49/09.31 Basford Hall-Bromfield engineers' train along the North & West route the following day and returned north during the early hours of June 19. Later that day, No. 70813 passed Deansgate station, Manchester, in charge of the 6C56/19.52 Basford Hall-Adswold Road with five loaded ballast wagons and passed Stockport early on June 21 heading the 6C57/04.45 Cheadle Heath-Basford Hall towards Crewe.

Still in the north-west, No. 70807 crossed the Pennines on June 15 with the 6M32/08.55 Preston Docks-Lindsey tanks. Meanwhile, No. 70802 remains actively engaged on petroleum traffic in Scotland and on July 1 was noted at Falkirk Grahamston atop the regular 6S36/08.32 Dalston-Grangemouth tanks. Earlier that same week, No. 70802 was



A test train working over HS1 in Kent overnight June 2/3 was 'top and tailed' by two of Eurotunnel's Class 0001 Krupps locos Nos. 0004 and 0003. The train is seen about to drop down the freight chord that links Dollands Moor to HS1 after arriving back just after 05.10 with the previous night's 23.12 Dollands Moor to Dollands Moor via Stratford International. Nos. 73961 and 73965 had brought the stock to Dollands Moor.



Here's a look at the former British Rail Class 86 No. 86205 (later 86701) at work in Bulgaria for open access freight company Bulmarket. Now renumbered No.85001, the electric loco is seen arriving at Sindel on June 13 with former Danish State Railways EA Class 86 No.86004, former BR Class 86 No. 86235 (now renumbered to 85004) and former BR Class 87 No. 87025. The train was 90571 petroleum tanks from Ruse to Plovdiv. James Welham

called upon to replace an ailing No. 60056 on June 26, taking charge of the 6B34/16.21 Viewpark-Oxwell mains empty cement tanks, while three days later No. 70812 was in charge of the 6V70/20.45 Lindsey-Colnbrook petroleum service.

'Newbie' No. 70814 passed Hereford with the 4Z45/10.47 Stourton-Briton Ferry on June 8 and the following morning, No. 70806 appeared on 18 empty timber wagons forming the 6V54/05.35 Chirk-Baglan Bay, a service that has begun to run once again. Indeed, No. 70807 had charge of the same train on June 23, although these were the only two occasions during the month that 6V54 ran.

Nos. 70816+66848 handled the 6Y48/09.01 Eastleigh Yard-Hoo Junction on June 9 before the former commenced a few days of route learning trips between Cricklewood and West Thurrock via South Tottenham and Barking on June 14. The same 6Y48 service had four locomotives 'up front' on June 22 in the shape of Nos. 70815+66550+66551+70804. The evening of June 24 found Nos. 70816 and

70815 'top and tailing' the 6X51/21.07 Whitmoor-Bethnal Green before the duo, along with classmate No. 70804, triple-headed the 6O36/22.01 Whitmoor-Hoo Junction past Alexandra Palace at 00.25 on June 27.


CLASS 73

JUNE began with the rare sight of Southern's No. 73202 *Graham Stenning* handling a freight train. Late on June 1, the 7V69/20.02 Crawley-Acton, hauled by No. 59201, failed in Merstham Tunnel having lost all air. No. 73202 was dispatched from Stewarts Lane and hauled 7V69 to Tonbridge West Yard. Earlier the same day, Nos. 73201 *Broadlands* and 73119 *Borough of Eastleigh* took five de-icing wagons from Tonbridge to Ashford Crane Depot.

Network Rail's No. 73951 teamed up with Colas' No. 67027 on a 1Z01/06.40 training run from Derby RTC via Lichfield, Nuneaton and Rugby on June 1, the load consisting of yellow DVTs. Nos. 73951+73952 ventured from Derby RTC to Woking on June 15 in order to collect former DBSO No. 9702 and test coach No. 977983

and return them to the East Midlands before taking a light engine trip to Northampton via Burton and Lichfield on June 21. Another pair of electro-diesels visited Nuneaton on June 18 when GBRF examples Nos. 73962 and 73963 arrived with the 1Z69/20.10 Tonbridge-Derby RTC test train before reversing and heading off to Leicester.

CLASS 90

UNBRANDED blue No. 90034 covered a Virgin East Coast Class 90 passenger turn for part of June. On the 19th, it was reported in charge of the 1B86/14.00 King's Cross-Newark North Gate while No. 90029 operated the 12.08 departure from King's Cross to Newark (1B84). It is still only occasionally that two members of the class handle ECML passenger turns on the same day, but No. 90029 left Leeds with the 1A29/12.05 to King's Cross on June 25 followed by No. 90036 *Driver Jack Mills* on the following 13.05 service. Another Class 90 to be noted at Hexham was No. 90039, tucked in behind No. 66088 on the 6M02/18.40 Tyne Yard-Carlisle Yard on June 12. 

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SHEDTALK

Correct to July 2, 2017

Allocations

150002 RG-PM
374027/28 newly delivered TI/GVEL
387154-56 newly delivered RG/EFHQ
700116/19 newly delivered TB/ETHQ
800002-06/10/13 newly delivered
HQ/VAHQ

Modifications

AC Traction Motors fitted:

5858/66/67

Ride height modification:

166204/05/08/12

Planned renumbering

321401/03/04 to 320401/03/04

Stored/stopped locations

Aylesbury: 121020/34

Wabtec, Doncaster: 321401/03



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First Crossrail Class 345 enters passenger service

New 'Aventra' trains begin operating out of London Liverpool Street.

THE delayed introduction of the first of TfL Rail's new Class 345 'Aventra' units took place on June 22, when No. 345005 worked the 2204/10.35 Liverpool Street-Shenfield and 2205/11.39 return. The first unit had originally been planned to enter service in May, which would have enabled it to be featured in the final episode of the BBC series about Crossrail called 'The Fifteen Billion Pound Railway', but the launch was delayed as testing had not been completed.

The same train, which was a relief service, ran with No. 345005 again on June 23, the unit resuming crew training duties after its single trip to Shenfield and back, while on June 24, No. 345007 made its passenger debut.

Around 11 of the eventual 66-strong fleet are planned to be in traffic on the Liverpool Street to Shenfield circuit by September, replacing around half of TfL Rail's Class 315/317 fleet. All will run as seven-car units rather than the nine they will eventually be made up of. This is because platforms 16-18 at Liverpool Street station are unable to accommodate full length sets – a seven-car '345' being comparable in length to an eight-car '315' or '317'. Nos. 345001-015 are initially being delivered as seven-car sets for these services.




'Aventra' No. 345005 gets ready to depart from platform 15 at Liverpool Street on June 22 with the 10.35 to Shenfield, the first passenger working for the new TfL Rail fleet. Christopher Westcott

Platforms at Liverpool Street will be extended to fit nine-car trains once the new Crossrail tunnel under London is open and fewer trains need to use the terminus. The first nine-car units are due to enter service in May 2018, initially operating between Paddington and Heathrow on former 'Heathrow Connect' services.

DELIVERY LATEST

As of late June, three units (Nos. 345005-007) had been delivered to TfL and were operating out of Ilford on training runs as well as the

aforementioned passenger working. Nos. 345008/009 were expected to be delivered from Old Dalby in early July, with the remainder (Nos. 345001-004/010-015) being despatched to Ilford at a rate of roughly one per week.

No. 345001, which is being used as a test unit, was based at Crewe in June, having arrived from Old Dalby behind No. 66106 on May 31. No. 345010 was moved from Bombardier, Derby to Old Dalby by No. 66034 on June 16, with No. 345009 following five days later, hauled by No. 67006 Royal Sovereign. 

DMU

CLASS 142 'PACER'

FIRE-damaged No. 142072 has had repairs completed and it returned from Wolverton to Cardiff Canton by road in early June.

CLASS 150 'SPRINTER'

WITH Reading-Basingstoke services now being covered by 'Turbo' units made available after the introduction of more Class 387 workings out of Paddington, No. 150002 has moved west, and on May 29 it worked the 2C42/05.24 Bristol Temple Meads-Penzance. This was possibly the first visit of a Class 150/0 to the Cornish extremity.

On June 6, No. 150126 was reformed as No. 150926 again, with DMS No. 57212 being added to the formation. No. 150916 was disbanded, with No. 150216 reverting to its usual formation.

CLASS 153

NOW carrying GWR colours, No. 153373 emerged from Long Marston on May 27 and returned to St Philip's Marsh. Moving the opposite way on June 5 was No. 153377, which was released on June 18, being replaced by No. 153380.

CLASS 156 'SUPER SPRINTER'

FOLLOWING PRM (Persons with reduced mobility) modifications and application of Northern white/blue, No. 156486 returned from Glasgow Works to Heaton on May 27. Moving the opposite way, as the 5S00/12.58 Heaton-Glasgow Works, was No. 156489.

June 14 saw No. 156417 released from overhaul, returning to East Anglia as the 5Z56/18.02 Doncaster West Yard-Norwich Crown Point.

CLASS 158 'SPRINTER EXPRESS'

IN early June, ScotRail's No. 158789 was still stopped at Heaton following the incident on May 17 when its two cars became separated on the approach to Newcastle while it was returning north from overhaul at Brush, Loughborough.

Newly-overhauled No. 158884 was observed heading through Bedford as the 5096/09.47 Brush Loughborough-Salisbury on June 2. No. 158885 arrived at Loughborough for overhaul on June 12.

CLASS 159

A PRIVATE charter on June 23 saw No. 159102 form the 1Z59/09.32 Waterloo-Wareham before continuing on to Swanage and then retracing its steps to Wareham and Waterloo.

CLASS 165 & 166 'TURBO'

TRIALS on the Severn Beach branch, which was due to go over to Class 165/166 operation in early July, began on June 8, when No. 165124 undertook clearance trials as far as Avonmouth. The 'Turbo' operated the 5Z73/03.14 Bristol TM-Avonmouth and 5Z74/04.40 return. Units are receiving ride height modifications to enable them to gain route clearance – Nos. 166205/208/212 have been so treated, while No. 166204 was being treated at St Philip's Marsh in late June.

CLASS 170 'TURBOSTAR'

HAVING returned to Norwich in May following collision damage repairs, No. 170204 undertook a test run from Norwich to Lowestoft and back on June 2, and was noted back in traffic five days later. Another Greater Anglia set, No. 170201, worked the 5Z70/16.30 Crewe CS-Norwich Crown Point on June 27, following its refurbishment.

Previously carrying Borders Railway green/blue vinyls, No. 170414 has emerged in ScotRail livery following refurbishment. Following its release on June 7, it worked the 5Z70/20.00 Wabtec Kilmarnock-Haymarket, and the next day No. 170415 moved in the opposite direction for attention.

CLASS 180 'ADELANTE'

ON May 25, Grand Central's No. 180114 was despatched to Arriva Traincare's Eastleigh depot for ETCS (European Train Control System) modifications, moving as the 5086/15.00 departure from Bounds Green and routed via Reading.

No. 180108, which was transferred from GWR to Grand Central in May, has entered service with its new operator, still retaining First Group colours albeit with the Great Western logos removed.

DEMU

CLASS 201 & 202 'HASTINGS'

PRESERVED DEMU No. 1001 worked the 'Oxford Rover' tour on May 27, running outward via Barnes and Reading (1Z19/07.37 Hastings-Oxford) and return via Bicester and Willesden.

CLASS 221 'VOYAGER'

CROSSCountry's No. 221136 has been reformed as a four-car set, with No. 60986 being removed for use with the spare driving cars from No. 221144, which are to be brought back into service. No. 221140 is also to be reduced to four vehicles to enable

the two stored cars, which last ran in normal service back in 2010, to be returned to traffic.

CLASS 230 'D-TRAIN'

VIVARAIL'S former D-stock 'tube' train No. 230001 made its first public passenger runs on June 21/22, when it operated shuttle trains between Honeybourne and the Long Marston site in connection with the Rail Live event.

EMU

CLASS 313

GTR's No. 313205 emerged from overhaul on June 12 and returned to the south coast behind No. 66728 as the 5X13/23.17 Wolverton-Brighton Lovers Walk. The '66' returned to Wolverton the next day with No. 313203.

Damaged PTSO No. 71242 (from No. 313030) was moved from Selhurst to Wolverton for assessment/repairs in mid-June. The other two cars from the set are parked at Hornsey.

CLASS 318

FRESH from its overhaul by Wabtec, No. 318256 returned north on June 12 as the 5E20/14.25 Doncaster West Yard-Shields. Moving the opposite direction the next day was No. 318267.

CLASS 319

NOW carrying plain white with blue doors, refurbished No. 319367 emerged from Wolverton on June 3 and returned to Allerton. Five days later, No. 319431 was released and departed behind No. 47812 as the 5N36/15.02 Wolverton-Allerton. A further set, No. 319377 emerged on June 17 and ran to Allerton under its own power.

The Branch Line Society ran a Thameslink Class 319 farewell tour, the 'Cauldwell Depot Salute', on June 4, starting at Luton and running to Brighton via various unusual loops, spurs and sidings. GTR supplied No. 319425 for the outing.

CLASS 321

FOLLOWING a period of storage at UKRL's Leicester premises, No. 321403 departed



SWT '707s' VISIT BOURNEMOUTH:

The second half of June saw new South West Trains Class 707 'City Desiro' EMUs undergo mileage accumulation runs between Clapham Junction and Bournemouth Depot. On June 23, Nos. 707005+707003 approach Bournemouth station on the return 5Q81/18.30 from the depot to Clapham. First Group has announced an order for Bombardier 'Aventra' units (like the Class 345s but with toilets) to replace the not-yet-in-service '707s'.

Neil Walkling

on May 30, leaving behind No. 47812 as the 5E23/09.25 to Wabtec, Doncaster. It is to be put back into service with ScotRail.

On June 16, demonstrator No. 321448 ran from Ilford to Wabtec, Doncaster, where it was stabled outside on June 30. Moving the opposite way on June 26, having undergone 'Renatus' refurbishment, was No. 321311. It had been at Doncaster since November 18, 2016.

CLASS 323

AFTER a visit to Tyseley's wheel lathe for tyre turning, No. 323218 departed behind No. 47812 as the 5M65/14.59 Tyseley-Soho on May 27.

CLASS 325 'ROYAL MAIL'

THE last unit to be repainted at Toton, No. 325006, arrived on May 27 and returned to Crewe on June 25, departing behind No. 67006 as the 5Z22/13.53 Toton-Crewe Electric. A programme of bogie overhauls has started at Axiom Rail, Stoke, with the first set (No. 325001) arriving from Warrington Arpley on June 28.

CLASS 375 'ELECTROSTAR'

ON June 2, No. 375814 was released from

overhaul/refurbishment, departing behind No. 37800 as the 5Q72/14.11 Derby Litchurch Lane-Wembley Yard, continuing to Ramsgate the next day. June 9 saw Nos. 47812 and 37800 move No. 375910 as a 5Q72 again, the '37' continuing with the unit as the 5Q58/10.20 Wembley-Ramsgate the next day. The same loco was provided as power for the 5Q58/04.40 Derby-Litchurch Lane on June 24, conveying No. 375817.

Moves north from Ramsgate to Derby Litchurch Lane have been No. 375816 (June 3/4), 375913 (June 10) and 375817 (June 24), all hauled by No. 37800.

CLASS 385 'HITACHI AT200'

MAY 31 saw No. 385102 undertake trials on the East Coast Main Line, operating two return trips from Edinburgh to Berwick and return in the early hours (departing Waverley at 00.52 and 03.04).

CLASS 387 'ELECTROSTAR'

ON May 25, having completed its 1000 miles trouble-free running, No. 387150 was moved by No. 37800 as the 5X74/13.28 Bletchley-Reading. The same loco was also used to haul No. 387151 from Bletchley to Reading on June 5.

May 30 saw No. 387154 hauled by No. 66548 as the 7X33/18.14 ex Derby Litchurch Lane. Two days later, sister units Nos. 387152/153 ran from Bletchley to Brighton and back. These two units arrived at Reading depot on June 14, No. 37800 being provided again as traction for the move from Bletchley.

No. 387155, which had moved to Bletchley from Derby behind No. 66506 on June 5, ran to Wembley and Crewe with No. 387154 for company on June 12, and two days later the pair visited Brighton. June 21 saw No. 387155 hauled to Reading by No. 37800, meaning No. 387154 had No. 387156 (which had arrived from Derby behind 66559 on June 13) for company when it ran to Crewe on June 22.

With a 'gap' in the electrified line between Reading and Maidenhead, movements of units between Reading Traincare depot and West Ealing sidings

have continued to take place when units in service between Paddington and Hayes & Harlington/Maidenhead are swapped. No. 57310 was employed on these duties for most of June, examples of moves including Nos. 387137/144 from West Ealing to Reading on June 14 and No. 387133/140 the opposite way on June 21.

CLASS 465 'NETWORKER'

JUNE 3 saw No. 465904 sent away for overhaul, departing behind No. 66772 as the 5X89/11.30 Slade Green-Wabtec, Doncaster. The previous day, the loco had brought No. 465915 south from Doncaster following attention.

On June 16, No. 465922 was released from repairs, being moved by No. 66711 as the 5X44/18.50 Wabtec Doncaster-Tonbridge West Yard, continuing the next day as the 5X47/07.24 Tonbridge West Yard-Slade Green. The loco then collected No. 465930 and took it north to Doncaster.

CLASS 700 'DESIRO CITY'

THE penultimate unit to be delivered in May, No. 700118, was towed through France on May 23 and, after being hauled through the channel tunnel, was hauled by 66772 as the 6X70/03.14 Dollands Moor-Hornsey the next day. It was followed by No. 700119 on May 31, moved to Hornsey by No. 66704. June 21 saw No. 700116 similarly hauled from Dollands Moor to Hornsey via Peterborough by No. 66706. The arrival of the above listed units means that Nos. 700001-046/101-116/118/119/121 are now located in the United Kingdom.

Driver training runs on the Great Northern route began on June 26, when No. 700015 formed the 3Z61/08.01 Hornsey-Royston and 3Z62/09.31 Royston-St Pancras Canal Tunnels, where it reversed prior to heading to Letchworth.

CLASS 800 'IEP'

June 22 saw IEP power reach Cornwall for the first time, when Nos. 800003/004 worked the 5X90/05.02 North Pole-Penzance and 5X92/12.47 return.



LATEST IEPs DELIVERED: Newly-constructed No. 800013 emerged from Hitachi's Newton Aycliffe factory on June 2, working the 5X79/17.00 Merchant Park Sidings-Doncaster, continuing to North Pole (West London) later that night and then on to Stoke Gifford (Bristol) on June 5. No. 800011 was released on June 9, running to Doncaster, with No. 800012 following seven days later, the latter set then forming the 5X81/18.53 Doncaster Car-North Pole before running to Stoke Gifford on June 17. Set No. 800013 is pictured safely inside its new home at Stoke Gifford on June 6. John Stretton



THE LATEST DVD & BLU-RAY RELEASES FOR RAIL EXPRESS



VIDEO TRACK 179

NEWS AND EVENTS *Extended News from around the Network.*

Class 319s off Lease - COLAS 67s to South West Wales - Test Trains in the Highlands - Class 88s on Test and on inaugural passenger working - Diesels on the Great Britain X Railtour - Double Headed 73s on Sleeper - 'Spring Highlander' with DRS 37s - All change at Wellingborough - New Freight Workings - Stock Moves including loco convoys with 55 022 and Class 50s on moves to Derby and Washwood Heath - Change on Flask Duties - Railtours with West Coast 47s and 'Royal Scotsman' in Highlands - 20 142 & 44 008 on main line - 55 022 on convoy - 50 008 'Thunderer' on test run - 31 233 on freight - Class 20s on engineers - Stock moves to Norwich - NENTA charter from Norwich - 'Royal Scotsman' first duty of season - D345 on 'East Lancs Enterprise' - London Underground 'D' Stock Farewell - New COLAS 37 254 - Hastings Unit on Fawley Shuttles - Class 345s on test - 55 019 on 'Hull and Leeds Executive' and 'Welsh Central Liner' - 'Azuma' units on test - 47580 & 47270 on 'North Wales Triangle Tour' - 31 and 37 on ROG Shuttles to Barrow Hill - **PLUS MUCH MORE**

Heritage Diesel Action 55 022 as 55 018 'Ballymoss' on the Nene Valley Railway - The Chinnor & Princes Risborough Railway with D8059, D8188, 45 041, 50 026 and a GBRF 66 plus resident locos. Includes Princes Risborough plus the Convoy arriving from the Swanage Railway - Severn Valley Gala with 50 007 'Hercules', 50 031 'Hood', 50 022, D1062, 88 003, Clayton D8568 and 66 671.

Lineside Locations The triangular junction at Norton on Tees with a variety of traffic under the semaphores with a sample of passenger and freight action.

Classic Traction First Generation traction in the North West with Class 47s, Class 37s, Class 86s and Class 60s on freight, test and passenger workings.

Freight on the Blyth & Tyne A major feature looking in detail at the lines north from Newcastle and from Morpeth to North Blyth past and present. The present day freight scene in explored with coal and aluminium traffic at the junctions and signalboxes on a line which has changed little since steam days. In addition we look at the route in the early 1990s with Class 56s, Class 37s and Class 47s on a wide variety of workings including scenes at Cambois depot.

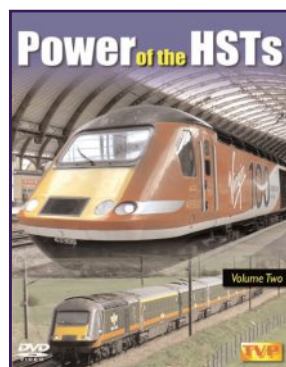
Specials Class 67s, West Coast Class 47s, DRS Class 37s on specials around the network.

East to Hull Gilberdyke to Hull before modernisation of the route. A wide range of freight traffic and passenger workings are featured at the signal boxes and under the semaphores.

The End of the Bubble The last first generation DMU at work on the Princes Risborough to Aylesbury line including the last day with double headed operations on the 19th of May.

Main Line Deltic 55 022 'Royal Scots Grey' on the 'Hull & Leeds Executive' and on the Lickey Incline.

Video Track 179 DVD £12.95 Blu-ray £16.95 - 116 minutes



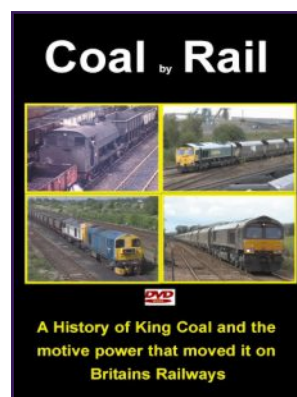
POWER OF THE HSTs Volume Two

Privatisation - Virgin and Midland Main Line Virgin services in 1997 with Cross Country and West Coast Main Line services in the West Country, on the Holyhead Line, to the South Coast and Carlisle The Midland Main Line with the transition from the 1990s to the present day with the many colour schemes. **HST Names** The naming of power cars over the years, plus recent special liveries on Virgin East Coast and Great Western Railways HSTs. **Privatisation- The East Coast Main Line** The first GNER HSTs and changes over the years leading to Virgin services. **Privatisation - The Western Main Line** The first HST sets in Great Western Trains livery in 1996, and the changes over the years. **New Power Units**

The first Valenta Units with film from the HSs in 1976, and the

re-engine programme over the years. **Coaching Stock** The trailer cars from the 1970s to the present day using archive film. **New Operators** HSTs in Grand Central, Cotswold Rail and Network Rail Service. **The programme includes archive film from the 1970s, plus a thorough history of the Privatisation years from 1996 to the Present Day**

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Coal by Rail

It wasn't long ago that Coal was King. In the early 1980s the industry comprised a workforce of 150,000 in some 150 pits. Go back further to its heyday and coal was the dominant industry, and one that underpinned the UK's status of a major industrial power. And coal was the lifeblood of a railway network which moved it from Colliery to Towns, Cities, Port and Industrial centres. In this programme we'll chart the life and times of King Coal and its movement by Rail using archive film from the steam and diesel eras including industrial railways.

DVD £13.95 Blu-ray £16.95 - 75 mins



The Last Branch

The main line and branch lines from Princes Risborough along with the Great Central Main Line through Aylesbury, starting in the days of steam, and ending with the very last runs of Chiltern Railways Class 121 unit affectionately known as the 'Bubble'.

It comprises :- A brief history of the Branch line railway in the days of steam. Princes Risborough in Steam days with the Thame branch, main line steam services, and the line to Aylesbury.

The main line to Marylebone in the diesel era Princes Risborough in the diesel era featuring Class 37s on oil traffic to Thame, the last freight to Chinnor, the signalbox at Princes Risborough, DMUs on 'main line' services. The Class 121 Bubble Cars in BR service, on specials and shuttles to Quainton Road. The Branch to Aylesbury with a journey along the line, interspersing film from steam days with scenes from the present. A DMU is followed along the branch both from the lineside and the train to provide a thorough record of this picturesque line. Freight traffic on the branch to Aylesbury. The events on the last day of services, the 19th of May 2017 and the very last train.

DVD £13.95 Blu-ray £16.95 - 66 mins

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RSS acquires first Class 09

Two more shunters have been added to the hire company's fleet, including the National Railway Museum's unwanted No. 09015.

THE number of ex-BR shunters on the books of Railway Support Services has now increased to 20, with the purchase of two further locos.

The first of these is No. 09015, which becomes the sole Class 09 in the RSS fleet and resolves, for now, the fate of the shunter. Stored by EWS in March 2007, it was delivered to TJ Thomson's Stockton scrapyards almost four years later. However, No. 09015 was immediately resold to the National Railway Museum and departed for Wishaw (Warwickshire) at the end of March 2011.

It was originally planned that No. 09015 would become an additional shunter at York, being regarded as 'plant' rather than part of the National Collection. However, this scheme was abandoned later in 2011 when No. 09017 was acquired from DB Schenker in superior condition, and so it took up this role instead.

No. 09015 was subsequently left to deteriorate in open store at Wishaw, and it remains to be seen whether it will be reactivated by RSS or used as a spares donor, with some component removal having already occurred.

SPRINGBURN SURPRISE

RSS has also taken ownership of No. 08568 at Glasgow Works, its acquisition from Knorr Bremse being more unexpected. However, the shunter has not worked since the


RAILWAY SUPPORT SERVICES SHUNTERS (AS ON JULY 1, 2017)

Number	Livery	Status	Location
08405	EWS	Operational	Neville Hill
08411	BR blue	Stored	Moveright, Wishaw
08441	RSS	Operational	Bounds Green
08460	RSS	Operational	Axiom, Stoke
08480	RSS	Operational	Great Central Railway
08484	RSS	Operational	Cemex, Washwood Heath
08511	RSS	Operational	Cambridge
08568	Alstom	Stored	Glasgow Works
08580	EWS	Stored	Moveright, Wishaw
08593	EWS	Stored	Moveright, Wishaw
08632	RSS	Operational	Tata, Trostre
08670	RSS	Operational	Bounds Green
08683	RSS	Operational	Great Central Railway
08703	EWS	Operational	Wigan Springs Branch
08709	EWS	Stored	Moveright, Wishaw
08738	ECR grey	Stored	Moveright, Wishaw
08752	EWS	Under repair	Moveright, Wishaw
08927	BR green	Operational	Doncaster Roberts Road
08939	ECR grey	Stored	Moveright, Wishaw
09015	EWS	Stored	Moveright, Wishaw

summer of 2011, spending much of the intervening period stored in the works' yard and leaving No. 08730 as the sole operational shunter. Movement to Wishaw is expected in due course.

Recent weeks have also seen RSS reorganise its shunter allocation, doing away with the previous Traditional Traction TTLS pool and reinstating the considerable number of machines that had been de-registered from TOPS.

Instead, the private owner MBDL pool is now being utilised for all its shunters, all allocated to Wishaw (code WA).

Those transferred from TTLS to MBDL are Nos. 08411/41/60/84, 08511, 08670/83 and 08927, while No. 08568 has also moved from RCZH. Reinstated to MBDL are Nos. 08405/80, 08580/93, 08632, 08703/09/52 and 09015. The table summarises the current position of the RSS fleet. 

NEWS ROUND-UP

ALSTOM

THE opening of Alstom's new £20 million technology centre at Widnes has seen a new shunter duty created, No. 08454 moving the short distance from Edge Hill around June 22. The Class 08 will be used to move 'Pendolinos' around the depot during the upcoming repainting programme for the fleet. No replacement shunter has been provided at Edge Hill, but No. 08451 was brought south from Polmadie to Longsight around the same date.

EAST MIDLANDS TRAINS

RARELY seen away from Etches Park, No. 08899 departed Derby on June 2, bound for Wishaw to undergo repairs by RSS. With these completed, the maroon-liveried '08' returned home in mid-month.

WABTEC RAIL

FRESH from tyre turning at Leeds Midland Road, Wabtec's No. 08669 departed the Freightliner depot back to Doncaster Works at the beginning of June.

PRESERVATION

RESIDENT at EMR's Kingsbury yard (Staffordshire) since September 2011, No. 09107 was a surprising escapee during June, it departing on the 15th for the Severn Valley Railway. It is expected to be returned to service in due course but at the expense of long stored No. 08635.



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HNRC collects '08s' from around the country

JUNE saw a concerted effort by HNRC to round up some of its long-standing acquisitions from DB Cargo, the Class 08s being retrieved from their last resting places in yards across the UK.

Acquired almost two years ago, No. 08711 was the first to move, it finally departing Tees Yard on June 1, bound for the Nemesis Rail depot at Burton upon Trent, where it was unloaded the next day for further storage.

Next to be collected was No. 08799 from Westbury on June 5, this heading to the East Kent Railway. It has joined fellow HNRC machines Nos. 08676 and 08685 on hire to the preserved line and was immediately returned to service, taking part in the diesel gala on June 24/25.

The low-loader departed the EKR with No. 01543 aboard, this being destined for Barrow Hill via a layover at Wishaw. It is due to be prepared for a new hire contract that will also involve No. 01515. This was not the only Class 01/5 to arrive at the Derbyshire roundhouse during June, No. 01527 coming in from Bicester mid-month. This particular example is still owned by the MoD, with HNRC contracted to carry out some repairs, and the loco returned to Bicester late in the month.

Towards the end of June, silver-liveried No. 08782 was finally retrieved from Doncaster, it having languished in Decoy Yard for the best part of three years, from where it was purchased by HNRC last December. Taken to Barrow Hill, it is expected to be made operational in short order.

Also up and running is No. 08742 at Didcot Railway Centre, this now seeing use around the Great Western site. Both Nos. 08742 and 08782 were transferred to the HNRL pool during June, as was No. 09106 (which still awaits collection from Ferrybridge), while the aforementioned No. 08711 is now in HNRS.

Located at Barrow Hill since February, No. 08818 has become the fourth '08' to be dedicated to the GBRf contract at Cardiff Tidal. Repainted in blue and orange during June, it is now numbered as Celsa's No. 4 and still carries its Molly nameplates. The loco was awaiting dispatch to South Wales at the end of the month, but No. 08389 was brought north for repairs around the 27th, this still requiring its repaint into Celsa No.1.

Finally, fresh from contract repairs, GBRf's No. 09009 left Barrow Hill for a few days on June 22, in order to undergo tyre turning at Leeds Midland Road.

CAMERA PHONE PHOTOGRAPHY

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iPhone 6: The Class 08s located at Arriva Traincare's Eastleigh depot are not the easiest to view or photograph. While Nos. 08442 and 08735 are stored at the site, No. 08810 Richard J. Wenham Eastleigh Depot December 1989-July 1999 is operational. On June 2, it was stabled with two Class 442 'Wessex Electric' EMUs Nos. 442405 and 442424, which remain stored on site pending the outcome of Alliance Rail's application to run open access services between Southampton and Waterloo. Tom Silsbury (courtesy Arriva Traincare/Alliance Rail)

LOCATION UPDATE

Alstom Technology Centre, Widnes:
08454
Barrow Hill: 01543, 08389, 08782
East Kent Railway: 08799

Longsight: 08451
Nemesis, Burton: 08711
Severn Valley Railway: 09107
Wabtec, Doncaster: 08669

IN BRIEF

KITCHEN CAR REBUILT

LOCOMOTIVE Services has converted Mk.1 RBR No. 1680 into a full Kitchen car (RK), the coach gaining a new identity of No. 80043 prior to taking up duties in the Statesman Rail set in June. It is the third such vehicle to be rebuilt with a larger kitchen, previous conversions being Nos. 80041 (ex-No. 1690, rebuilt in 1988) and 80042 (ex-No. 1646, for FM Rail in 2006). No. 80042 is now in regular service, based at Burton as part of the Riviera Trains fleet, while No. 80041 is stored at Eastleigh Works, also owned by Riviera Trains.

Also outshopped by Locomotive Services at Crewe in recent weeks, but not yet in traffic or registered on TOPS, is the unique Mk.1 Bar Car, No. 1883, which was acquired from the Weardale Railway earlier this year. It carries blood/custard colours.

WCRC STOCK USED FOR FIRST SWANAGE SHUTTLES

WITH London Underground's 4-TC set not due for release until the end of the month, West Coast Railways supplied four coaches for the Swanage Railway's shuttles between Wareham and Swanage which began on June 13. Mk.1 TSO Nos. 4973, 5035 and 99722, along with Mk.2d BSO No. 9493 were the vehicles involved, moving south from Carnforth on June 12 behind Nos. 37518 and 33025.

HST OVERHAULS AT LORAM

LORAM has gained a contract to carry out C6 overhauls to 24 Great Western Railway HST coaches, which will be reliveried into GWR colours as well as receiving mechanical attention. The first eight coaches (Nos. 40755, 41012, 42005/015/016/361/554 and 44005, largely from set LA72) were moved on May 31 by No. 37884 as the 5Z57/18.15 Old Oak Common-Derby RTC.

SHEDTALK

Correct to July 2, 2017

Pool codes

ERSO – Eastern Rail Services coaches operational
LSCO – Locomotive Services coaches operational

Allocations

1680 renumbered 80043
3100 MBCS-LSCO
3330/44/48/84 MBCS-LSCO
3385 Re-registered HQ/ERSO
3426 MBCS-LSCO
4921 Re-registered NY/MBCS
6008 EDHQ-HAHQ
6376-79 TO-HQ
6392/97 HQ/SBXH-RU/COCS
9235 Re-registered NY/MBCS
9479 CS-CD
9513 Re-registered HQ/ERSO
99025 Re-registered MBCS/CS

Sold

Locomotive Services Ltd: 9479

WCRC Met-Cam Pullman returns to main line use

Another Metro-Cammell Pullman is restored by the Carnforth-based operator.

WEST Coast Railway has boosted its fleet of Metro-Cammell Pullman cars in service with the return to traffic of Parlour First No. 325 *Amethyst*. It has been given a TOPS identity of No. 99025 and named *Amber*, the *Amethyst* name having already been applied to another of WCRC's fleet, No. 99352. The original *Amber*, No. 324, now forms part of the Royal Scotsman set as No. 99961, State Car No. 1.

No. 325 last saw main line service back in the 1970s, after which it had a spell at the Strathspey Railway before moving to Southall for a period and then the Mid Hants Railway. It departed there with No. 315 *Heron* for Carnforth in December 2013, following acquisition by WCRC.

Subsequently, No. 351 was also acquired from the Mid Hants Railway by

WCRC MAIN LINE METRO-CAMMELL PULLMANS

Number	TOPS No.	Current name	Type
325	99025	<i>Amber</i>	Parlour First
326	95402	<i>Emerald</i>	Parlour First
347	99347	-	Parlour Second
348	99348	<i>Topaz</i>	Parlour Second
350	99350	<i>Tanzanite</i>	Parlour Second
351	99351	<i>Sapphire</i>	Parlour Second
352	99352	<i>Amethyst</i>	Parlour Second
354	99354	<i>The Hadrian Bar</i>	Second Bar Car

WCRC the following year and returned to main line use in 2015.

The use of TOPS No. 99025 for a Pullman car comes as something of a surprise, as it is the second vehicle to gain this identity. The number had been previously allocated to former Motorail Van No. 96103 when it was converted

to a weedkilling coach. It was scrapped at TJ Thomson's at Stockton in 2008.

The table lists West Coast Railways' operational Metro-Cammell Pullman cars. In addition, the firm has two other vehicles, Nos. 315/16, at Carnforth which are either spares donors or for future restoration. ■



The first 'Torbay Express' charter of the season ran on June 18, but due to a lineside fire risk steam loco No. 60163 *Tornado* had to be piloted by DB Cargo diesel No. 66102 – the duo seen leading the rake of Riviera stock near Galmpton on the Dartmouth Steam Railway. The second trip on July 2 was also diesel-hauled by No. 66177 after *Tornado* was unavailable. Robert Sherwood

Riviera revives another Mk.2a TSO

OUT of traffic since 2015, Mk.2a TSO No. 5366 has been returned to traffic by Riviera Trains. It made its first appearance on June 17, when it was included in the formation of Pathfinder's 'Welsh Central Liner' from Burton to Shrewsbury and back.

The vehicle had previously been offered for sale by Riviera Trains, but is now being retained for further use. Also in the consist was Mk.1 FO No. 3119 which was repainted into chocolate/cream colours at Eastleigh

Works earlier this year.

No. 5366 had been at Burton since September 2016, when it was brought north from Eastleigh with another Mk.2a TSO, No. 5292. Parts from this coach have been used to restore No. 5366.

Riviera Trains now has two 'fresh air' (non air-conditioned) rakes of stock available for use, which is particularly useful during the summer months, when one set sees regular use on Torbay Express duties.

As of late June, the two rakes were formed as follows: Nos. 3098+3097+1671+3119+3147+21272+1813+4991+4998+5366 and Nos. 21269+3120+3066+1691+3068+3123+3121+3149+1832+4927+4946+4949.

■ Three more Riviera air cons have been repainted into blue/grey livery. FO Nos. 3304/14 and TSO 6067 emerged from Loram on June 2 and departed behind No. 37800 on the 5R98/10.23 Derby RTC-Burton Wetmore.



Already looking slightly stained from carrying chunks of Derbyshire to other parts of the country, newly converted HRA No. 41 70 6723 001-7 (ex-HTA No. 310711) is sandwiched by former HTA coal hoppers pressed into aggregates service at Peak Forest on June 19. If the HRA prototype is successful, and a full conversion programme authorised, then the significant length saving per wagon will enable a huge boost in train capacity. Trevor Mann

New 'shorty' HRA enters traffic

Now freshly repainted in DB red, the cut-down former coal hopper has gained a new 12-digit number and is currently being trialled in service for a possible follow-on fleet.

FORMER HTA bogie coal hopper No. 310711 – which has been reduced to around 80% of its original length by the removal of one hopper bay – has been released from Axiom Rail, Stoke-on-Trent, following brake tests and a repaint.

The bright red HRA aggregates hopper has received the new 12-digit UIC/ERA number No. 41 70 6723 001-7 GB-DBSUK (not DBCUK) and the UIC designation Fabnoos. Its painted capacity is 76.9-tonnes with a tare of 24.7-tonnes, which means it is slightly

heavier than its original specification (see June issue). There is a question mark over the exchange code 41 when recent renumbers of DB wagons have received 82.

The prototype departed Stoke-on-Trent on June 2 for Warrington Arpley

behind No. 66102. It had made its way to Peak Forest by June 5 and was still on its own in the sidings by the signalbox six days later. However, just a few days later it had been inserted in a set of HTAs and was being assessed in normal service. **B**

DEVELOPMENTS

■ **DB CARGO UK:** The two MXAs (Nos. 965061 and 965077, both ex-BNA/BMA) which returned to Axiom at Stoke in May for an assessment on their future, were joined by another six on June 9: Nos. 950228 (82 70 4703 110-5), 951077 (82 70 4703 160-0), 951228 (82 70 4703 175-8), 965035 (82 70 4703 088-3), 965072 (82 70 4703 198-0) and 965073 (82 70 4703 125-3). Three of these, it can be noted, are also former BNA/BMA ingot carriers. Of these Nos. 951077 and 951228 were clearly deemed acceptable and returned to traffic on June 23.

■ **EDINBURGH 'BINLINER' WAGONS:** The recent closure of the Edinburgh Waste Transfer Station at Powderhall some two years earlier than expected has resulted in the redundancy of the small fleet of 12 KFA container flats assigned to this duty (KF010E, EDC 95420-95431). On April 21, previously damaged No. EDC 95423 was reported cut in half on the back of a lorry heading for scrap. Around the same time, Nos. EDC 95420-2/6-31 arrived at Tees Yard, via Warrington Arpley. On May 24, Nos. EDC 95430 and 95431 were sandwiching the set of FCA/FYA usually employed on the 6M16 Tees Yard to Knowsley.

More recently, two flats – Nos. EDC 95424 and EDC 95425 – have been receiving modifications at Axiom, Stoke. Both have been fitted with a large red cage structure. No further details are known at this stage.

■ **MENDIP RAIL:** JHA No. OK 19318 is the sixth aggregates hopper to turn up at Axiom Rail's site for repairs after the derailment at Witham Friary, Westbury, on March 20. This arrived by road on May 31. The final damaged wagon to arrive was IIA No. 33 70 6955 121-8, which was also delivered by road on or around June 7.

■ **NETWORK RAIL:** Robel 69.704-UK MMT Set 4 (Nos. DR 97504, DR 97604 and DR 97804), which appears to have been working out of Basingstoke since April, made a trip to Arlington Fleet Services in early June for some work. It was reported back at Basingstoke by the middle of the month. Meanwhile, both Set 5 (Nos. DR 97505, DR 97605 and DR 97805) and Set 7 (Nos. DR 97507, DR 97607 and DR 97807) visited Plasser & Theurer's West Ealing facility in June. Set 7 was first and made its way south from Wakefield on the 10th. Set 5 was reported returning from the Plasser workshops on June 23.

■ **PLASMOR:** The almost weekly coming and going of Plasmor PNA block wagons for overhaul at Axiom, Stoke, continued during the period under review, involving four different wagons. On June 2, No. PLAS 4689 departed on the bi-weekly trip to Warrington Arpley ready to return to its usual duties working up and down the ECML. A week later on June 9, No. PLAS 5440 arrived in the Potteries. It was the turn of No. PLAS 5424

to depart on June 23 and this was replaced by newly arrived No. PLAS 4681 on June 28.

■ **PRESERVATION:** YGB Seacow ballast hopper No. DB 980085 has been preserved at the Wensleydale Railway.

■ **RAIL LIVE 2017:** The annual exhibition of all things on track plant, held at Long Marston on June 21/22, saw the usual fascinating selection of equipment on display and in action. Highlights for this column were three of the Network Rail/Amey Sersa S&C North Alliance fleet of Plasser & Theurer Material Handling Wagons Type UVM3000 No. 99 85 9352 059-1 CH-SMG (UMH-3),

Type MFS-1+ No. 99 85 9552 055-7 CH-SMG (MFS33ZW) with crawler tracks and MFS-2+ No. 99 85 9552 056-5 CH-SMG (MFS33ZW) with crawler tracks.

A recent arrival in the UK for the event was Railcare 'Ballast Feeder UK' No. 99 70 9522 020-5. This has been provided with the TOPS code YFA and was quickly renumbered from 33 70 4746 126-0 halfway through the show.

Not so newsworthy, but still notable as they are rarely photographed, were Merseyside-based Balfour Beatty OHLE KFA wagons Nos. NLU 93264 (Cement Mixer), VTG 95382 (Extendable/Lifting Platform) and VTG 95385 (Cable Drum Carrier).



■ **PCA REBRANDING:** The sale of the Lochaber aluminium smelter and associated power station to Liberty has resulted in new branding for the fleet of PCA Presflos that serve the former Rio Tinto Alcan plant. No. BAH5 55569 shows off its new Liberty British Aluminium/Simec Lochaber Power/Members of the GFG Alliance logos as it works a Fort William to North Blyth train on May 31. Tom Smith

NORTHERN IRELAND RAILWAYS (NIR)

■ **TRAFFIC AND TRACTION:** A friendly football match between Northern Ireland and New Zealand at Windsor Park, Belfast, on June 2 saw a number of 'Footex' specials operated from the nearby Adelaide halt. A DMU ran empty from Portadown to Adelaide then worked all stations to Carrickfergus. Another 'Footex' ran from Adelaide halt to Bangor, serving all stations.

The new Windhoff-built MPV was on test in the Belfast York Road to Whiteabbey area during early June. The dedicated Sandite four-car 8080 Class DEMU, which the MPV is planned to replace on railhead treatment duties, remains stored at York Road.

GMs Nos. 8111 and 8113 were on test at Ballymena on June 6. The programme included the testing of the multiple working facility on the locomotives. Also on this date, the 12.35 Belfast to Connolly service powered by GM No. 8209 was failed at Poyntzpass. York Road standby loco No. 231 ran light from the depot to the failure location, where it was attached to No. 8209 and its train of De Dietrich/Mk.3 vehicles. The complete train was then hauled to York Road for attention.

It is reported that additional late evening services were operated from Belfast Central to Coleraine and Portadown on June 17/18, in connection with a music festival.

■ **INFRASTRUCTURE:** The signal cabin and water tank at Portrush have been listed as structures of historical importance. It should be noted that while Portrush signal cabin has been downgraded to the status of a Shunt Frame, the semaphore (somersault) signals and pointwork in the area all remain in situ.

Elsewhere, the heritage Downpatrick and County Down Railway has restored the former Bundoran Junction North signal cabin, which dates from 1893 and had been used off-site for non-railway purposes after the lines between Enniskillen and Bundoran /Omagh were closed in 1957. The single storey structure has been renamed 'Downpatrick East Cabin' and is finished in an attractive cream and green colour scheme. Although a lever frame has been installed, the cabin is not yet operational. It was officially opened on June 3 with retired railwaymen of the former Great Northern Railway (I) doing the honours.



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GM diesels star on charters

071 Class locos in demand for railtours and land cruises.



Amongst various stock moves associated with the annual 'Emerald Isle Explorer' luxury charter on June 15-21, was one on June 20, from the RPSI's base at Whitehead (County Antrim) to Dublin Connolly, hauled by NIR GM No. 112. The loco then returned light engine to Belfast York Road, and is pictured on this move crossing the River Nanny at Laytown (County Meath). Andrew Burton

A SERIES of three return trips between Dublin Connolly and Howth ran on May 28 to celebrate the 170th anniversary of the arrival of the railway at the present terminus at Howth in May 1847.

Steam traction in the shape of Railway Preservation Society of Ireland (RPSI) locomotives Nos. 85 and 461 were each used for the Connolly to Howth legs (two trips and one trip respectively). Diesel traction was planned for each of the returns from Howth, and Irish Rail GM No. 088 was employed on the duty throughout the day. The consist was six Cravens coaches and 'BR' van No. 3173.

ANNUAL LAND CRUISE

June 15-21 saw the running of the third annual 'Emerald Isle Explorer' railtour. Organised by Steam Dreams and featuring RPSI locomotives and stock, the six-day tour also saw the planned use of IR and Northern Ireland Railways diesel traction. As in previous years, the Cravens passenger stock was upgraded

internally to give the impression of First Class accommodation.

The tour started from Dublin Connolly and locations visited included: Wexford, Rosslare Strand, Killarney, Tralee, Claremorris, Westport, Ballina, Belfast, Whitehead, Bangor and Portadown.

The stock positioning trip on the first day of the tour saw GM No. 224 haul the consist of six Cravens coaches Nos. 1505/22/06/32/14/43 and 'BR' van No. 3173 empty from Inchicore to Connolly. There, RPSI steam loco No. 461 replaced the diesel and worked the tour to Rosslare Strand, thence empty stock to Rosslare Europort.

No. 461 was replaced for the return journey to Connolly by IR GM No. 075, which had run light engine from Inchicore to Wexford the previous day (the 14th) and then followed the railtour from there to Rosslare Europort.

The next day, June 16, the tour visited the Kerry line (Killarney/Tralee).

Steam loco No. 85 hauled the tour from Connolly to Thurles, where it uncoupled and ran light to Limerick Junction to turn on the triangular layout. In the meantime, GM No. 084 hauled the tour from Thurles to Limerick Junction where No. 85 took over again for the remainder of the journey.

On June 20, NIR GM No. 112 hauled six RPSI Mk.2s empty stock from the society's Whitehead base to Connolly, and then returned north light engine to Belfast while retro-liveried GM No. 071 transferred the Cravens set empty from Connolly to Inchicore. Later the same day, the Mk.2s were hauled by No. 85 on the Connolly to Whitehead leg of the tour.

The following day, the 21st, Bangor and Portadown were visited with steam traction again being used. GM No. 112 was, however, back on railtour duties later the same day when it hauled the Mk.2s from the Whitehead RPSI base to Connolly, and the return empty working later that evening.

Grand Hibernian sees range of diesel traction

THE Belmond Grand Hibernian train (BGH) has been active during the period under review on its regular programme, with an 071 Class locomotive continuing to be booked for the Connolly to Waterford and return (to Heuston) via Bagenalstown legs. No. 077 was noted on this duty on May 28 and also the following day.

Retro-liveried No. 071 transferred the BGH from Heuston to Connolly on June 3, while dedicated loco No. 216 worked it from Connolly to Belfast and return as far as Dundalk later the same day.

On June 4, No. 071 worked the luxury train from Connolly to Waterford, thence to Bagenalstown (overnight) and on to Heuston the next morning. The BGH was out of traffic for maintenance purposes from June 5-8, and was then hired to transport a private party from Dublin to Galway and Cork from June 9-11.



Retro-liveried 071 Class leader No. 071 makes a fine sight at the head of the Grand Hibernian luxury train at Dublin Connolly on June 4, prior to departing for Waterford and Bagenalstown. This leg of the journey is booked for the 'large' GMs. Cathal O'Brien

DEDICATED TROUBLE

On June 24, dedicated Belmond locomotive No. 216 proved troublesome while working the Roscommon to Heuston leg, and was failed upon arrival at the terminus. The train of ten BGH Mk.3s was subsequently transferred from Heuston to Connolly by GM No. 080, while NIR 'Enterprise'-liveried loco No. 8209 worked the Connolly to

Belfast Central leg after following the BGH light engine from Heuston.

The following morning, June 25, No. 8209 hauled the train from Belfast Central to Dundalk and from there to Connolly. No. 080 replaced the NIR machine at Connolly and hauled the BGH to Waterford and thence to Bagenalstown later the same day. No. 080 then continued to Heuston with the luxury train on June 26.

IARNROD EIREANN / IRISH RAIL

■ **FREIGHT:** GMs Nos. 071, 085 and 087 were noted working bulk ore trains between Tara Mines (Navan) and Alexandra Road, North Wall, Dublin during the period under review. Meanwhile container traffic between Ballina and North Wall/Waterford (Belview yard), and timber traffic between Ballina/Westport and Waterford (Sallypark yard), continue to be buoyant.

After around 2½ years out of service, GM No. 082 re-entered traffic on May 23 following release from works attention at Inchicore and a repaint into the grey colour scheme. Its reintroduction to revenue service was on a North Wall to Ballina IWT container train. Locomotives also noted on the Mayo freight duties during the period under review included Nos. 071, 072, 075, 078, 079, 088 and 232.

Road testing in connection with the proposed working of heavier/longer freight trains has recommenced. On June 14, a 14-wagon loaded timber train hauled by GM No. 232 ran on test from Waterford to Carlow and return. This locomotive also hauled a 24-wagon container train from North Wall to Ballina on June 18.

■ **TRAFFIC AND TRACTION:** On board staff training on one of the De Dietrich/Mk.3 trains on May 20 and 27 saw the 07.35 Connolly to Belfast and

10.35 return services worked by a five-car 22000 Class DMU instead.

GM No. 073, newly-reliveried in retro colours, remained within Inchicore Works during the period under review. Locomotives stored unserviceable at Inchicore during early June included 'Small' GMs Nos. 144, 147, 162, 171 and 177. Also noted were the non push-pull-fitted 201 Class locomotives that continue to be surplus to requirements, Nos. 201-205 and 210-214.

■ **DUBLIN:** A section of a former double-track main line that was finally abandoned in the 1970s but somehow escaped having its trackbed redeveloped has once again been traversed by passenger rail vehicles. The construction of the latest extension of the city's light rail LUAS network from St Stephens Green to Broombridge is so far advanced that testing of the line and equipment is now in progress.

The section from Broadstone to Broombridge is west of the city centre, and the new LUAS line utilises the trackbed of the closed Broadstone terminus to Liffey Junction section of the former Midland Great Western main line. The LUAS, however, bypasses the actual station building at Broadstone, which is used for non-railway purposes.

The 1½ mile Broadstone to Liffey Junction section lost its passenger services in January 1937. Freight services ended during July 1944, and access to the steam locomotive shed and wagon works at Broadstone was no longer required after 1961. The track that remained, however, was subsequently used on an occasional basis for the delivery of fuel and oil to Broadstone, which had become the headquarters of the CIE provincial bus fleet. This traffic eventually ceased, the track fell into disuse and was lifted in 1977.

The LUAS terminus at Broombridge provides an interchange with the Dublin to Sligo line, a new IR suburban station being opened there in July 1990. A new LUAS maintenance depot is also located at Broombridge, and the LUAS and Irish Rail lines run parallel for around ¼ mile.

■ **LIMERICK:** To facilitate the resignalling of the station area and its approaches, plus alterations to platforms and other infrastructure, Limerick station was temporarily closed from June 4-25. Bustritution was in use during the period of disruption.

The Limerick station and Check signal cabins were closed on June 4, the finale being marked that day by detonators placed on the track

and detonated by trains during the evening. This project has seen the end of semaphore signalling in Limerick, as some of the lower quadrant type had survived in the area controlled by the Check cabin. The majority of the signals in the Limerick area were colour lights and dated from the 1970s. Some of these have been reused in the latest scheme, but many new signals have also been installed. The new signalling is controlled from a facility located in the former road freight shed.

Improvement work has also been carried out on the station platforms. The most extensive alterations have been made to platforms 3 and 4 – the 'kink' in platform 3 has been eliminated and the platform is now straight. Both Nos. 3 and 4 have also been extended to compensate for the loss of around 60 metres following the installation of friction buffers.

The single-track freight-only branch lines to Foynes and Castlemungret, which diverged on the up side of the main line near the Check cabin, remain disconnected.



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £85	Oct 2016							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366 0-6-0PT	hattons.co.uk/1361	£124	Nov 2013							
O Gauge Class 45 'Peak'	hattons.co.uk/hel45	£550	Jun 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £162	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Hltachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

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Information correct at the time of going to press on 07/07/17.