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May 2015

Magazine

NEAR-DISASTER DEVASTATES MAIN LINE STEAM

**West Coast Railway banned after
steam special overshoots red signal**



THE TRAIN OF THE FUTURE

**Hitachi 'Super Express' makes
first run under its own power**



DELTICS ON THE BLUEBELL!

THE 'NEW' CREWE ■ PIER RAILWAYS ■ QUINTINSHILL CRASH CENTENARY

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Steam in the Italian Lakes and Swiss Mountains Tuesday 9th June to Tuesday 16th June 2015

This exciting new tour features travel by train amongst the mountains of the Alps in northern Italy and Switzerland. We begin our tour in Milan, Italy and then make for Lake Como, in the Italian Lake District, popular with visitors for well over 100 years. We travel by steam train in Italy across the Plains of Lombardy and along the Valtellina Valley. In Switzerland, highlights are the 'double-headed' steam train on the Albula Line and the rack & pinion steam train to the summit of the Rigi Mountain. We cruise by paddle steamer on Lake Lucerne. We cross the world famous Bernina Pass and climb to the Swiss mountain resort of Arosa by train. We stay in iconic centres such as Milan, St. Moritz and Lucerne. Words cannot adequately describe the beauty of the Alpine scenery – it has to be seen and experienced to be really appreciated. This is your opportunity to do that – come and join us!



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Finland is a country with thousands of lakes and islands. This tour provides a rare opportunity to explore this fascinating country by steam train. There will be ample provision for filming and photography on our travels, not least by stops on train journeys that include 'run pasts'. Despite low population density, Finnish Railways (VR) operates a fairly extensive railway network of 1,524 mm (5 ft) broad gauge lines. The wide Finnish loading gauge allows the passenger coaches to be considerably wider than most European passenger coaches, providing added comfort and viewing potential. We travel widely by specially chartered train using a variety of preserved steam locomotives which can operate over the VR network. We also visit a preserved narrow gauge railway for a trip by steam and have a tour of Helsinki by vintage tram.



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This tour provides an opportunity to travel by steam train through many of the most scenic areas of Bulgaria. We use a variety of standard gauge locomotives for a grand steam hauled tour aboard the Bulgarian Royal Train. We also travel on a narrow gauge steam train for the spectacular journey through the Rhodope Mountains between Septemvri and Velingrad. The tour begins in Sofia, the capital of Bulgaria, and heads for the Black Sea Coast at Varna. This area is well known for its major seaside resorts and vast white sandy beaches. The Bulgarian Rhodope Mountains are in an area with a rich cultural heritage containing medieval castles, churches, monasteries, and picturesque villages with traditional Bulgarian architecture from 18th and 19th centuries. We travel south to the border with Greece and north to the border with Romania.



The Golden Arrow Friday 9th October to Sunday 11th October 2015

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The Railway Touring Company has recreated the "Golden Arrow", the famous luxury boat train of the Southern Railway and later British Railways which ran between 1929 and 1972.

It linked London with Dover, where passengers took the ferry to Calais. Here they joined the "Flèche d'Or" of the Chemin de Fer du Nord, and later SNCF, which took them on to Paris. Steam locomotive No. 70013 Oliver Cromwell, in full "Golden Arrow" regalia, will haul this famous train out of London Victoria Station, probably for the last time.

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The next will be on sale on June 3, 2015.



So close to a major anniversary of the most appalling kind

FATE is indeed a fickle mistress. In the very issue in which we mark the centenary of Britain's worst train disaster, only sheer good fortune has prevented us having to report on one almost as terrible.

The Quintinshill tragedy, in which more than 220 people perished in 1915, involved express trains and signals. Those same ingredients were present in what could have gone down in the dark annals of railway history as the Wootton Bassett disaster of 2015.

As it was, catastrophe was averted with less than 60 seconds to spare, but the enormity of the Wootton Bassett near-miss will have repercussions for a long time to come. Indeed, as we closed for press, every steam enthusiast and everyone whose livelihood depends on the main line charter business was nervously awaiting decisions from Network Rail, accident investigators and rail regulators on whether the train's operator, West Coast Railway Company, will be allowed to carry on as it was before the incident occurred on March 7.

In my worst nightmares over the past few years, I have envisaged a steam-hauled railtour plunging off a viaduct or colliding head-on with another train at high speed with enormous loss of life. The steam locomotive – an almost priceless and irreplaceable asset from a golden era – is destroyed as its boiler explodes in the impact and the safety regulators act immediately to ban every main line special and close down every heritage railway until further notice. The tabloid press has a field day, finding fault with every facet of volunteer-led railway operation – and the result is that all but the most diehard of enthusiasts makes a mental note not to travel on any steam trains, even if they're later allowed to resume running.

Until now, this has been a purely imaginary scenario... but just how close we came in real life to that nightmare coming true can be appreciated

from the details of the incident related in our news reports on pages 8 and 9.

It is easy to apportion blame at this early stage and castigate West Coast Railway for what appear to be serious breaches of safety regimes, but until we are in possession of the full facts, we must try – as I sincerely hope the authorities are trying – to find a way forward that not only satisfies the great demand for main line steam charters, but makes our rail network as a whole safer for all who travel on it, regardless of the motive power.

Public safety has, of course, to be paramount in every deliberation the authorities make in their investigation of this case, and the fact that they had still not formulated a long-term ruling or decided on whether to make criminal prosecutions as we closed for press in late April



TRAIN OF THOUGHT Editor's Comment

suggests that there is to be no 'knee-jerk' reaction to this that might later be regretted.

So, until further notice, West Coast Railway Co remains suspended and can operate no trains – which could have dreadful consequences for its financial viability. However, it is clear that those responsible for perpetrating the awful events of Wootton Bassett deserve to face the consequences, if only to send a message to every other train operator and rail company employee that rules and safety equipment are sacrosanct and must not be tampered with, whatever the temptation.

The signalmen of Quintinshill had plenty of time to mull over that fact as they languished in prison...

Has the Bluebell got it right after all?

A FEW months ago, I was all set to pen an editorial expressing the fear that the Bluebell Railway's relatively recent link with the main line network might destroy the line's wonderful – almost mythical – rural atmosphere.

Ever since its opening in 1960, the Bluebell has been an oasis of Edwardian charm nestling deep in the lush Sussex countryside... a place to which one could go to escape the sounds and hurly-burly of modern life and immerse oneself in the unhurried calm of the past. In many ways, it seemed cut off from the outside world.

The manner in which its period engines and carriages were operated and the way its stations were presented stood it apart even from other heritage railways, which somehow never seemed

to be able to capture the same 'feel'.

So the sight and sound of an ubiquitous North American-built diesel shattering the tranquillity of Horsted Keynes station and its pre-Grouping trappings when the extension opened in 2013 was a rude awakening for many people, including me, and I wasn't surprised to hear that a number of long-time members had resigned in protest.

However, society changes to reflect the tastes of each succeeding generation and I therefore have to admit that the huge crowds boosting the Bluebell's coffers when two 'Deltics' took over the line in April have made me think again. As long as such events are kept in moderation, they might be a good thing after all.

NICK PIGOTT, Editor

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MAIN IMAGE: Hitachi 'Super Express Train' No. 800001 undergoing testing under its own power at the Old Dalby test track on April 24, ahead of more rigorous testing on the East Coast Main Line in May. **HARRY SAVAGE**

INSET 1: No. 34067 *Tangmere* photographed earlier on March 7 before the SPAD incident at Wootton Bassett that sent the main line steam scene into meltdown. See pages 8-9. **HENRY THOMAS**

INSET 2: 'Deltics' on the Bluebell. More on page 6. **PETER HOLLANDS**



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Above: A convincing re-creation of legendary 9F No. 92220 *Evening Star* on 'The Red Dragon' is realised on April 23 as No. 92214 bustles past the Western Region signals at Swithland Sidings, Great Central Railway. **PETER ZABEK**

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Class 800 testing begins at Old Dalby

THE first Hitachi 'Super Express Train', No. 800001, has run under its own power for the first time in Britain.

Since its arrival at the Old Dalby test track on March 13-14 (see last month's issue), the prototype EMU has undergone static and dynamic tests.

Ordered under the Government's Intercity Express Programme (IEP), the unit is the first pre-series member of a class that will eventually run to 59 units – a mix of five- and nine-car, some full electric and some bi-mode.

Testing includes a new type of rigid overhead conductor rail that has been installed inside the 1,332-yard Stanton tunnel, on the Old Dalby test track.

With this, the conductor rail is fixed to the tunnel roof using a series of closely placed brackets rather than the more usual tensioned wire method, the benefit being a big reduction in the risk of a broken contact wire, or of the train's

pantograph being caught in the wire. Being particularly suited to tunnels, it has been dubbed a 'fit and forget' system, suitable for line speeds of up to 150mph.

Towards the end of April, preparations were being made for the next phase of IEP testing, which is due to take place overnight on the East Coast Main Line between Peterborough and Grantham in what is being called a 'Signal Protected Zone' in which no other trains will operate.

Indications were that this testing would begin in early May.

Right: No. 800001 being shunted outside the Old Dalby test track's depot complex at Asfordby by resident Type 4 diesel-electric No. 47714, before heading out for trial running under its own power (see front cover illustration). BOB SWEET



ORR becomes the Office of Rail and Road

THE Office of Rail Regulation (ORR) has changed its title to the Office of Road and Rail, still using the same initials.

The change, which took place at the beginning of April, has been made to reflect wider powers given to the organisation.

Another body changing its name is Passenger Focus, which from the end of March is now officially known as Transport Focus. It too has broadened its coverage to represent users of motorways and major trunk roads.

TfL launches competition for next Overground operator

TRANSPORT for London (TfL) has begun the search for a new operator for its Overground services from November 2016.

A notice has been placed in the Official Journal of the European Union inviting potential bidders to register interest for the concession before mid-May.

In the meantime, local services from Liverpool Street to Enfield Town, Cheshunt and Chingford, as well as services between Romford and Upminster, will transfer to the incumbent LOROL (a partnership between MTR and Arriva) from the end

of May 2015, and in turn pass to the new concessionaire.

TfL says it is planning new trains, higher frequency services and an ongoing programme of station upgrades. The contract will also include options to introduce an all-night service at weekends and to extend Gospel Oak-Barking line services to Barking Riverside in 2019.

Thirty new four-car trains to replace the Class 315s on Lea Valley services are to be procured. Class 315s working Shenfield services will be replaced by Class 345 Crossrail trains being built by Bombardier Transportation at Derby.

NR's Easter work finished on time

A MAJOR programme of infrastructure work by Network Rail over the Easter holiday period was completed on time and on budget.

Stung by strong media criticism after its Christmas programme badly over-ran, NR ensured that its 14,000-strong 'Orange Army' delivered on schedule this time.

Among projects undertaken were Bermondsey diveunder, resignalling at Slough, tracklaying at Reading, resignalling near Romford, transfer of signalling to Ashburys Control Centre in Manchester, and replacement of a bridge carrying the West Coast Main Line, near Watford Junction.

'Deltics' attract huge crowds to Bluebell diesel gala

THE Bluebell Railway's second diesel gala on April 17-19 brought crowds to rival those seen in the days when the line was steam-only.

The organisers took the bold step to invite two Class 55 'Deltics' owned by

the Deltic Preservation Society to the Sussex line. A day-long light engine move along the East Coast Main Line saw D9009 *Alycidon* starting out from the National Railway Museum at York and picking up 55019 *Royal Highland*

Fusilier at Barrow Hill on the way. Arrival at East Grinstead was at 11pm.

Apart from a steam-worked wedding special on the Saturday afternoon and some shunter-hauled rides in the railway's yards, the two Type 5s

operated all timetabled services over the three days. The weekend was blessed by fine weather and a bumper turnout by public and enthusiast alike.

The 'Deltics' departed for the Severn Valley Railway on April 21.



'Deltic' No. 55019 *Royal Highland Fusilier* eases past Tremains, between Sheffield Park and Freshfield, with a colourful rake of rolling stock. PETER HOLLANDS



The incongruous sight of a 3,300hp East Coast Type 5 with a Victorian GNR saloon in the Sussex countryside. *Alycidon* drifts down Freshfield bank. DAVID BOWKER



New ScotRail and Caledonian Sleeper franchises launched

ABELLIO took over the ScotRail franchise on April 1, with a launch at Stirling station that included a £1million ticket giveaway.

During the franchise, which will run for an initial seven years, Abellio will introduce 70 new Hitachi AT200 electric multiple units onto the Edinburgh-Falkirk-Glasgow route, starting in December 2017.

In four months' time, it will preside over the opening of the Borders Railway, the second-longest line to open in the UK for more than 100 years.

Abellio also plans to strongly promote the other scenic lines in Scotland – West Highland, Kyle, Far North and Glasgow & South Western. Some may gain West Highland line-style steam haulage, promoted by the franchisee.

Two Class 68 loco-hauled diagrams will operate between Edinburgh and the Fife Circle using Saltire-branded locos.

Future plans include refurbishment and introduction in 2018 of shortened HST sets to provide a faster service from Glasgow and Edinburgh to several major Scottish cities.

Free travel for jobseekers for up to two months to attend interviews is being offered, along with the first month's travel free as an incentive to use trains once they've landed their jobs. There will be new advance fares from £5 standard and £10 first class, and a Scottish smartcard will be introduced. In a bid to improve the environment, 3,500 cycle spaces, cycle hubs and cycle hire points will be introduced.

The creation of an alliance between ScotRail and Network Rail is underway,



The new look... Serco's midnight teal livery is progressively being applied to all coaches and locomotives likely to work on Caledonian Sleeper duties. Note the stag logo on the carriage door. GRAEME ELGAR

BORDERS RAILWAY TIMETABLE PUBLISHED

ALTHOUGH the opening of the Borders Railway is still four months away, ScotRail has published the timetable for the new line.

The first train from Tweedbank to Edinburgh will depart at 05.20 and the first southbound service is at 05.43 (an extension of the present service to Newcraighall). The last weekday train from Edinburgh will be at 23.54 (23.55 Saturday).

The line will benefit on weekdays

from a half-hourly service with a journey time ranging from 55 to 63 minutes to Edinburgh, but not all trains will call at Stow. Some services will be through trains to Glenrothes and on Sundays there will be an hourly service. All seven new stations will be unmanned.

Tickets for the new line will go on sale 12 weeks in advance of the planned opening date – September 6.

Sleeper breakdown strands passengers

SKY News political anchorman Adam Boulton was one of a number of passengers marooned between Rugeley Trent Valley and Colwich Junction after 1526, the 23.50 Euston-Glasgow/Edinburgh sleeper broke down in the early hours of April 23.

The locomotive, No. 92028, failed with a loss of power. Rescue from the rear was not possible as a freight train was in section behind 1526, and two locos en route from Crewe to Bescot were unable to help.

Once a rescue loco was at the scene, *The RM* understands that there were problems getting the brakes released. Eventually, with Freightliner's No. 66610 on the front, the train was terminated at Crewe at 09.46 – 415 minutes late – and the passengers were taken forward on Virgin services. CR operator Serco has offered customers a full refund.

Issues with Class 92 reliability have seen Class 47s from Riviera Trains haul the empty stock from Glasgow Central to Polmadie depot in recent weeks.

and the new managing director of the alliance will be Phil Verster, former director for Network Rail's LNE zone.

In five years, there will be an option to extend the seven-year franchise to 10 years if both sides agree.

■ APRIL 1 saw the separation of the Caledonian Sleeper operation from ScotRail to form a franchise in its own right.

Taking it over is Serco, which has been given a 15-year contract to run the sleeping car services. In a £160million order, it will introduce 75 new carriages from 2018 to replace the ex-British Rail Mk 3s. These will be built in Spain by CAF and will feature a range of overnight accommodation modes, from reclining chairs to en suite bedrooms.

Serco has already begun to make its mark, with several locomotives and Mk 3 carriages being repainted in its midnight teal livery with a new logo, featuring a stag above a capital S.

Managing director Peter Strachan said: "We are looking forward to transforming the service into a world class hospitality experience and will further enhance it ahead of the launch of the new fleet in 2018."

As Serco has no locos of its own, it has contracted haulage to GB Railfreight, which is having a number of Class 92s refurbished at Wabtec's Brush Falcon Works in Loughborough to haul the Euston to Glasgow/Edinburgh sections.

For the portions of the Highland sleeper to Aberdeen, Inverness and Fort William, GB plans later this year to introduce a dedicated fleet of six Class 73s, refurbished with 1,600hp engines. These are currently undergoing extended proving tests.

In the interim, GB is hiring in Class 67s from DB Schenker and, as we closed for press, two of those had also been given Serco livery and branding.

At the London end of the operation, GB is using heritage Class 86 and 87 locos on empty stock workings between Euston and Wembley, but Nos. 86101 and 87002 are also able to work the main sleeper train in the event of unavailable Class 92s, and the latter loco did this several times in April.

A third ex-BR West Coast loco, No. 86401, is being prepared at UK Rail Leasing, Leicester, for empty stock duties.

Welsh set to gain control over franchising

THE Government is proposing to devolve executive franchising functions to the Welsh Assembly, Transport Minister Baroness Kramer revealed in April.

Responding to a question from Rail Freight Group chairman and *RM* columnist Lord Berkeley, she said the move would enable Welsh Ministers to lead on the procurement and management of the next Wales & Borders franchise.

"We continue to work with the Welsh Government on the details of the devolved franchise, including how cross-border routes are procured and managed," said Baroness Kramer. "However, in order for the Secretary of State for Transport to ensure proper accountability, it is likely that services primarily serving English markets will be placed into other franchises for which the Secretary of State is the franchising authority."

"No final decision has been made on which services would be affected. It should also be noted that any transfer of executive franchising functions to Welsh Ministers will be subject to parliamentary process in due course."

See also Parliament; page 54.

First leg of 'GB' charter survives West Coast crisis



DUE to the ongoing crisis concerning special trains operated by West Coast Railway Co (see pages 8 and 9), the first leg of the Railway Touring Company's 'Great Britain VIII' charter was in doubt right up until the moment of its departure from London Victoria on April 28, but the first stage of the nine-day charter ran according to plan under DB Schenker's operating licence. Here it heads alongside the Kennet & Avon Canal, between Bedwyn and Pewsey, behind Standard No. 70000 *Britannia*. (Another picture, p8) BOB GREEN

DISASTROUS COLLISION AVER MAIN LINE STEAM D

By Nick Brodrick and Chris Milner

A DISASTER that could have been one of the worst in British railway history was averted by less than a minute in March when a main line steam special operated by the West Coast Railway Company (WRC) overshot a red signal and missed a High Speed Train by less than a minute.

The fall-out from the incident left the future of charter trains – more than 75% of which are operated by WCR – in disarray, with many being cancelled.

The narrow escape, almost exactly 100 years after the Quintinshill disaster (see p44), occurred on March 7 at Wootton Bassett Junction, six miles west of Swindon, where the 'Badminton' line to Bristol Parkway divides from the route to Bath.

A 13-coach Bristol-Southend excursion, hauled by 'Battle of Britain' Pacific No. 34067 *Tangmere*, organised by Steam Dreams and operated by the Carnforth-based WCR, passed a signal at danger and continued for 700 yards, coming to rest with the engine and leading coaches straddling the junction.

Sheer fortune

The 15.28 Swansea-London First Great Western HST had passed through the junction at speed less than a minute earlier and it is only by sheer good fortune that a westbound express or heavy freight was not also running at the time.

The signal-passed-at-danger (SPAD) incident caused the Office of Rail Regulation – which changed its name on April 1 to the Office of Rail and Road – to order an immediate inquiry and to announce that the operating licence of West Coast Railway Co could be revoked. On April 3, Network Rail suspended WCR's track access facility and gave the company until May 15 to comply with certain requests (see panel on facing page).

An ORR spokesman said: "The rail regulator has notified the West Coast



Where *Tangmere* ended up – straddling the junction

Although taken in poor light with a zoom lens, this image shows just how close the well-loaded Steam Dreams train came to disaster, with No. 34067 *Tangmere* and its leading coach straddling the crossover for the up and down lines at Wootton Bassett Junction on March 7 after the SPAD incident. The loco, which is stationary and blowing-off in this photo, had passed signal SN45 at danger by 700 yards, the SPAD being ranked by Network Rail as the most serious this year. D F BOND

Railway Company that it is reviewing the company's safety certification – needed to operate trains on the rail network. Our initial investigation has found significant weaknesses in the company's safety management systems. We are carrying out further assessments to determine whether health and safety laws were breached, and the appropriate enforcement action required."

If the licence is revoked, it will be the first suspension of main line steam on serious safety grounds since the return of

steam under British Rail in 1971.

News of the seriousness of the SPAD only became apparent on April 2 when Network Rail issued its suspension statement. "This decision has not been taken lightly," said the statement, "but safety will always be our number one priority. We have set out a number of actions to address safety concerns raised and will continue to work with WCR to ensure its services can run safely in future."

A Rail Accident Investigation Branch report reveals that the train – reporting number 1267 – was approaching signal SN43 at 59mph, when it passed over a temporary AWS (Automatic Warning System) magnet associated with a temporary 85mph speed restriction. This created both an audible and visual warning in the locomotive's cab.

However, as the driver did not acknowledge this warning within 2.7 seconds, the AWS system on the locomotive automatically applied the train's brakes. This brake application should have resulted in the train being brought to a stand, and in such circumstances, the rulebook requires that

the driver immediately contact the signaller. However, evidence shows that the driver and fireman took an action that cancelled the effect of the AWS braking demand after a reduction in train speed of only around 8mph. That action also had the effect of making subsequent AWS or TPWS (Train Protection & Warning System) brake demands ineffective.

Because of the actions of the driver and fireman, the TPWS equipment associated with signal SN45 was thus unable to control the speed of the train on approach to this signal.

As the train approached SN45, the driver saw that it was at danger and fully applied the train's brakes. By this time, there was insufficient distance remaining to bring the train to a stand before it reached the junction.

Tangmere and its rake of BR Mk 1 and Mk 2 coaches subsequently came to a stand blocking both crossovers and the up and down Badminton lines, the length of the SPAD being quoted at 700 yards. Fortunately, the signalling system had already set the points at the junction in anticipation of the 'Cathedrals Express'

DBS STEPS INTO BREACH TO SAVE RTC SPECIAL



THE promise of nine days of steam around Britain looked as though it had evaporated as a result of the suspension of West Coast Railway Co, but after many days of uncertainty, DB Schenker came to the rescue of the Railway Touring Co charter by crewing BR Standard Class 7 No. 70000 *Britannia* – seen here hauling the first stage of the 'Great Britain VIII' tour through Kensington Olympia on April 28, en route from Victoria to Exeter St Davids. JOHN TITLOW

Abellio drops West Coast as provider

ONE consequence of the Wootton Bassett SPAD has been that franchise train operating company Abellio (which includes ScotRail in its portfolio) has dropped West Coast Railway Co as the preferred partner to operate its proposed series of scenic summer steam excursions this year, including several days on the Borders Railway, when it opens in September.

Although no contract had been signed between Abellio and WCR, Abellio told *The RM* that safety is its highest priority and that it was currently exploring other options. A ScotRail spokesman has been quoted as saying the company is "absolutely shocked" by the revelations.

An option is that Abellio may now decide to seek its own steam licence.

TED BY LESS THAN A MINUTE EVASTATED BY BAN

charter, so no derailment took place and no damage was sustained to either the train or the infrastructure. The signal was being maintained at danger in order to protect the movement of the Cardiff-Paddington HST that had just passed.

Following the near miss, 1Z67 was allowed to proceed to Swindon, where the driver was relieved in line with the operating regulations. A replacement driver took the train forward.

Subsequent investigations found no evidence of malfunction of the signalling, AWS or TPWS equipment, so RAILB says it will be examining the factors that influenced the loco crew to take the action they did. It has transpired that using a SPAD risk-ranking system created by the Railway Safety & Standards Board, the incident was ranked at 25 on a scale of 28. Anything more than 20 is classed as potentially severe.

'Most serious SPAD'

Network Rail says it the most serious SPAD this year, yet reliable industry sources indicate that the initial response from WCR senior management suggested a failure to grasp the seriousness of the situation and gave specific cause for concern. ORR confirmed that any breaches of health & safety laws could lead to criminal prosecutions and it is understood that investigators from ORR and RAILB have visited WCR's premises to collect evidence.

The fall-out from the incident wreaked havoc on the main line steam charter business with almost every train booked for April being cancelled or postponed.

NR has had concerns over safety management at WCR since the charter operator was banned from the LNE Region last July following lineside fire incidents. As a result of that ban, WCR took Network Rail to an Access Dispute Arbitration. That hearing found in Network Rail's favour and the arbitration chairman, Clive Fletcher-Wood, noted issues over the safety culture at WCR, based on evidence provided about communication of safety-critical messages to train crews. As a result, NR and WCR had been in talks over safety management matters, but WCR walked out of the talks at the end of January.

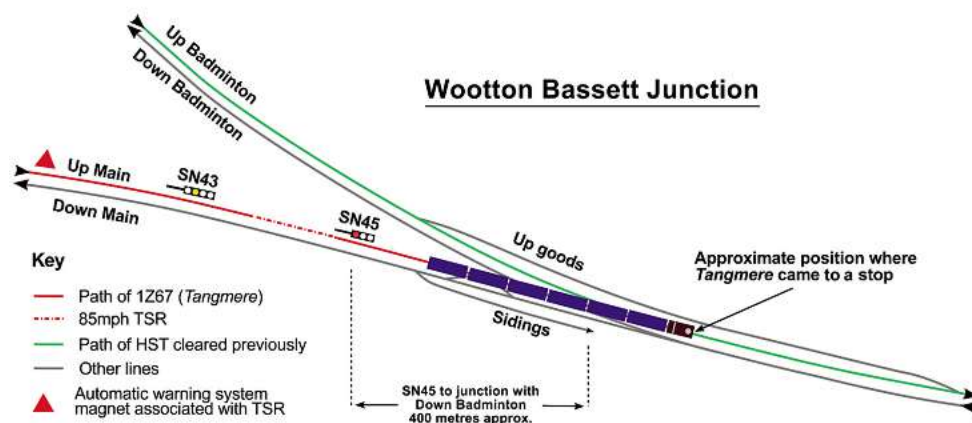
In a no-holds-barred letter to WCR management suspending track access, NR freight director Paul McMahon said: "Network Rail believes that an Event of Default has occurred because a breach of the safety obligations has already taken place or, in the alternative, is reasonably likely to take place.

"You are aware that Network Rail has had concerns about WCR's performance of its safety obligations for some time and recent events lead Network Rail to believe that the operations of WCR are a threat to the safe operation of the railway."

The letter added: "Network Rail also has serious concerns about the fact that WCR unilaterally suspended the response to Network Rail's review of WCR's Safety Management System undertaken in January 2015. The review raised some serious and significant issues and there was no communication with Network Rail to explain that the response was being suspended."

Network Rail has given WCR seven specific requests (see panel on right), of which 1-5 must be completed by May 15. Progress towards the completion of actions 6 and 7 must also be achieved by the same date.

In reply to Mr McMahon's letter, WCR said it was "working hard to reverse the current suspension" imposed by Network Rail by fully satisfying their concerns, and that West Coast Railway would use the services of another licensed operator.



NETWORK RAIL'S SEVEN DEMANDS ON WCR

The steps required to remedy the Event of Default are:

1. Introduce an effective, risk-based driver-monitoring regime that includes proactively using analysis of On Train Data Recorder downloads for a representative and sufficient sample of diagrams.
2. Demonstrate there is in place an effective and secure system of tamper-evident seals for train-protection isolator cocks on all relevant traction.
3. Implement arrangements to accurately record, monitor and manage all train protection activations (including Automatic Warning System and Train Protection and Warning System), and provide clear instructions to all train crew, including support crew, on the actions expected of them report and respond to train protection activation.
4. Establish a time-bound plan to recommence and complete implementation of the actions arising from Network Rail's review of WCR's Safety Management System in January 2015.
5. Review and implement appropriate changes to company processes to be able to demonstrate that all safety and operational information is received and positively acknowledged by train drivers.
6. Demonstrate by independent assurance that there is an effective system for managing access to traction footplates/cabs in traffic, with clear communication protocols.
7. Clarify the safety accountabilities for each director and independently review the effectiveness of the company's safety assurance and governance arrangements to demonstrate that those accountabilities are discharged.

WCR chairman David Smith told the media in April that his company was working hard to satisfy NR on these seven requirements.

Main line steam programme in tatters as 90% of specials are cancelled or dieselised

THE Network Rail ban on West Coast Railway Co has hit many tour promoters, including Railway Touring Company, Steam Dreams, Vintage Trains, SRPS and Nenta, many of whose trains were cancelled in April, leaving them to deal with frustrated customers.

Almost overnight, the British steam scene went from being the busiest in the world to virtually nothing.

Some tours for Statesman Rail have ran using diesel locomotives provided by DB Schenker, including a Cleethorpes-Llandudno charter on April 4.

Tour operator Vintage Trains, which owns its own steam and diesel locos, but runs under West Coast's safety management, said it had cancelled its

steam trains on April 11, 18 and 25 and will advise customers of revised dates.

Haulage of the exclusive 'Royal Scotsman' luxury train on April 21-22 was handled by GB Railfreight, which brought in 'Deltic' No. 55022 *Royal Scots Grey* and another Type 5, No. 66732.

The big question, however, was over RTC's 'Great Britain VIII' tour, which began on April 28. In the days leading up to the nine-day tour – on which the cheapest seat was £1,995 and passengers from around the world were booked – there were frantic talks involving NR, DBS, WCR and RTC to ensure the tour ran.

DB Schenker stepped into the breach to ensure the first stage of the itinerary got underway with its crewmen driving

BR Class 7 Pacific No. 70000 *Britannia* from London Victoria to Exeter St Davids.

However, the next leg to Penzance ran with diesel No. 66122, and that also worked back the next morning to Exeter. From Plymouth to Bristol, *Britannia* was coupled inside the diesel, purely to provide heating. Thereafter, as we closed for press, it looked as though the next few days would be diesel-hauled.

A number of passengers were unhappy with that and also with the lack of information. One, nicknamed 'Railrover' posting on an online forum, said: "This situation from Penzance this morning suggests something more akin to mutiny. At least two passengers are threatening to abandon ship at Bristol

and demand refunds. It does seem ridiculous that 'confirmation' of steam sections made as recently as Saturday seem to have been little more than wishful thinking."

As we closed for press, despite claims from WCR that it had responded to Network Rail's immediate requests and the ban would soon be lifted, the prohibition remained firmly in force.

It was also unclear just how much steam 'GB VIII' tour passengers would get as DBS drivers are not safety-mandated on vacuum-braked trains.

However, attempts were being made to get two air-braked 'Black Fives' to Inverness so that at least some Scottish sections could be steam-hauled.

RAIB issues safety warnings after passenger dragged along by train

THE Rail Accident Investigation Branch is looking into an incident at West Wickham on April 10 in which a female passenger's bag was trapped in the door of a Class 465 EMU, dragging her under the train as it departed. She suffered life-changing injuries.

The incident involved the 11.00

Southeastern service from London Cannon Street to Hayes, which is one-man operated, drivers being responsible for closing doors with the help of CCTV monitors. No station staff member is provided to assist train despatch.

Neither the driver (a trainee), nor his instructor, saw that a person was trapped

before the train departed.

Preliminary testing by RAIB has revealed the potential for passengers to be misled by 'open door' buttons remaining illuminated after the driver has initiated the door-closure sequence, thereby thinking the doors will stay open long enough to safely join or alight. In such

cases, the door can suddenly close onto a passenger with considerable force and without warning.

While the investigation proceeds, RAIB has advised all train operating companies to check for the presence of this design feature in their own rolling stock. TOCs have also been told to re-brief staff.

Grand Central to build new 'Pendolinos' for Blackpool?

GRAND Central, part of the Arriva Group, has submitted fresh proposals to the Office of Rail and Road (ORR) to begin direct services between Blackpool and London from 2017.

GC plans to place a contract with Alstom to build a small fleet of six-car 'Pendolino' trains and run six services each weekday from the seaside resort to the capital. The investment would create 120 jobs.

Five years ago, Grand Central's first bid was rejected by ORR, which ruled that the proposal was "primarily abstractive". The proposed calling pattern then would have been Poulton-le-Fylde, Kirkham & Wesham, Preston, Hartford, Lichfield, Tamworth, Nuneaton and Milton Keynes, but no details of intermediate stations have been released this time.

£50m package for South West Trains

SOUTH West Trains passengers are to get a package of improvements worth £50million following an agreement between the Department for Transport and Stagecoach Group.

- More than 57,000 additional seats will be created, partly through the introduction of 73 new evening and weekend services on suburban and main line routes.

- 170 easy-to-use ticket machines will be installed – including 90 that will have a facility enabling customers to ask for help to ensure they get the best fare.

- There will be more visible staff on station concourses to help passengers, along with NVQ qualifications for employees; 'mystery shoppers' and online surveys.

- A new online booking and smart ticketing system will be introduced, allowing joined-up journeys with London's bus and Underground network.

- An improved website and mobile app, plus a customer relationship management programme to better understand passenger priorities.

- An extra 1,400 car parking spaces at the busiest stations by the end of 2017.

SWT is also part-way through a £65m project to increase and modify Class 458

units by adding an extra carriage and to create new trains from the former Gatwick Class 460 stock. It is also preparing to re-open the remaining

mothballed platforms at the former Waterloo International and has ordered 30 Class 707 EMUs worth £210m from Siemens.

PRINCESS ANNE DRIVES ON SEVERN VALLEY



THE Princess Royal visited the Severn Valley Railway on April 13 to unveil a plaque marking the preserved line's golden jubilee. Afterwards she took advantage of an offer to drive GWR 4-6-0 No. 7812 *Erlestoke Manor*. BOB SWEET

Nostalgia reigns at Barrow Hill roundhouse 'rarities' gala



A TWO-DAY display of diesel locos rare to Barrow Hill roundhouse brought thousands of visitors to the event on April 18-19.

DB Schenker provided Class 60 No. 60092 and DRS sent pioneer Class 68 No. 68001. Preserved locos

unusual to the Derbyshire area included 'Warship' No. D832 *Onslaught*, 'Hymek' No. D7076 and former Scottish locos 26007 and 27066. For good measure, there were examples of English Electric Classes 20, 37 and 40, but much visitor attention was focused



on the partly-completed Class 23 'Baby Deltic', which is being created from the carcass of Class 37 No. 37372 to create D5910 – one of diesel preservation's missing locos.

Above left: Birmingham R&CW Class 27 No. 27066 runs back into the shed

yard from the Springwell branch with one of the demonstration trains that ran regularly throughout the event.

Above: The shortened nose of the former Class 37 starts to present the classic 'Baby Deltic' shape.

Pictures: STEVE WIDDOWSON



Left: Recalling memories of Edinburgh's St Margaret's depot, which straddled the East Coast Main Line, the new Thameslink depot at Three Bridges has sheds and stabling sidings on both sides of the Brighton line.

Below: A close-up view of the front end of the depot visible on the right in the top picture. The depot is due to open in August. Both pictures: ANTHONY GUPPY

Power switched on at Three Bridges depot

POWER has been switched on in the up side shed of the new Three Bridges traction depot, which is unusual in having two shed buildings separated by a main line.

The Sussex depot, built for the maintenance of the new Thameslink Class 700 EMUs, was constructed by Volker Fitzpatrick. Another Thameslink depot has been built at Hornsey, north London, with the two sites representing an investment of £300million by Siemens.

Work to fit-out both sites is due for completion in July, and the first trains for commissioning will arrive in August from Siemens in Germany.

The buildings at Three Bridges have a footprint of about 11,200 sq metres and



with the two buildings and associated stabling sidings, have space for 172 Class 700 vehicles. Three Bridges has a pair of train-washing units, office, stores, controlled emission toilet facilities, and cleaning points. The two sides of the depot are connected

via a secure staff-only footbridge.

An innovation at Three Bridges is the introduction of a laser-controlled automatic inspection system, which, by means of measurements, can predict when specific components need replacement. The depot is fully signalled.

Maglev train smashes world speed record

A NEW world speed record of 603km/h (374.6mph) was achieved at the Japanese Railways Central magnetic levitation test track in Yamanashi, west of Tokyo, on April 20.

The record beat a 590km/h record run established only four days previously. Before that, the maglev speed title had remained at 581km/h since December 2003, that record having been set on the same 42.8km-long test track.

Late last year, JR Central began building the world's first inter-city maglev line between Tokyo and Nagoya. To be known as the Chuo Shinkansen, it will have maglev trains running regularly at 505km/h (314mph) and covering the 285km (178 miles) in just 40 minutes. It is due to open in 2027 and may later be extended to Osaka.

The present test track is being incorporated into the new line, which will be built almost entirely underground. A demonstration service

from a new station in Kofu may be opened in time for the 2020 Olympics in Tokyo, so that tourists can sample the new mode of transport.

■ It should be noted that the 374.6mph

run is not a new railway speed record and that the record for (conventionally powered) wheel on rail still stands at 574.8km/h (357mph), set by an SNCF short-formation TGV on LGV Est in 2007.

Kidderminster diesel depot takes shape



CONSTRUCTION of the Severn Valley Railway's diesel depot and lifting shop was well under way in April. The 1,000 sq metre, two-road structure is being built at the station end of Kidderminster carriage shed (visible on the left). BOB SWEET

RM's Class 37 airshow railtour tickets go on sale

TICKETS for the 'The Bournemouth Flyer' charity charter train on August 22 went on sale on May 6.

The charity special, which will take passengers to the Bournemouth Air Show, is another collaboration between Virgin Trains, Direct Rail Services and *The Railway Magazine* and aims to raise more than £25,000 for air ambulance charities.

Starting at Chester (about 07.00), the train will pick up at Crewe, Stafford,

Tame Bridge Parkway and Birmingham International running via Banbury and Reading West to Bournemouth, arriving around 12.15. The requested route includes passage of the rarely used Eastleigh Works loop on the return.

The sea front, where the air show is held, is a 20-minute walk from the station.

Motive power will be a pair of large logo Class 37s, No. 37025 from the Scottish 37 Group, and DRS-owned

No. 37401. The alternative traction is a pair of DRS 37s. At the rear of the train will be a Class 57 to assist with shunting and the Eastleigh loop move.

Tickets are £85 adult standard or £125 first class (to include breakfast and light evening meal). Child standard tickets (up to age 16) are £20 and child first class £30. To book tickets, call Mortons Media customer services on 01507 529529, between 08.30 and 19.00.

■ See announcement on page 19.

SIDELINES

Bombardier to sell transportation division?

IN April, news reports based on comments made in Canada, where Bombardier is based, suggested that the company intends to put its transportation business up for sale to fund its aircraft division, which has spent heavily recently on aeroplane development. Bombardier has denied the reports.

Bombardier EMU contract

BOMBARDIER Transportation has won a contract with National Express Group to provide Class 357 maintenance during the new 15-year Essex Thameside franchise.

Valued at £143million, the contract is for 10 years with an optional five-year extension.

Bakerloo to Lewisham?

TRANSPORT for London has undertaken public consultations on a plan to extend the Bakerloo line from Elephant & Castle to Lewisham. Following "very favourable reaction", London Mayor Boris Johnson is to push for the £3billion line to be built. Construction could start within the next 10 years.

Colne Valley line to close

ESSEX'S Colne Valley Railway is being forced to seek a new home after being served notice to quit. The line, which contains 'Merchant Navy' No. 35010 *Blue Star* and 'Black Five' No. 45293, will run trains from its Castle Hedingham base for the last time on December 30. Full story: Page 68.

NR must answer queries

NETWORK Rail became subject to the Freedom of Information Act in April. Rail enthusiasts and other members of the public will now be able to ask questions that would previously have been denied them. This is because, from September 1, 2014, NR became state owned by taxpayers. See page 54.

Portishead track cleared

REOPENING of the Bristol-Portishead line is a step nearer with the clearance of trees from the trackbed. The work, carried out by landscaping company Glendale, is part of a £60m MetroWest programme to improve transport links to Bristol. The line closed to passengers in 1964 and reopening is scheduled for 2019.

FGW backs treasure hunt

FIRST Great Western is to put a treasure hunt quiz sheet into its kids packs on all its trains to encourage children to visit heritage lines. The first prize is £300 and 55 railways have joined the scheme. The sheets can be downloaded at www.petersrailway.com/treasure-hunt.aspx

Festival guru honoured

THE founder of the Glastonbury music festival, Michael Eavis, named FGW power car No. 43026 after himself at Paddington on April 23. First held in 1970, the festival is the longest-running event of its kind in the world.

Preserved station for sale

ROWDEN Mill station, near Bromyard, Herefordshire, is up for sale. The former GWR structure is complete with 660 yards of track in the platform and several wagons. Guide price is £550,000.

Did you spot our April Fool?

ALTHOUGH any of the four reports within our 'Iconic machines' news panel on page 11 last month could possibly have been an April Fool spoof, only one of them was in fact a joke. It was the story referring to the project to build a working replica of Bulleid's Irish turf-burning loco. The clue was in the initials of the group proposing the project.

RAIL IMPROVEMENT WORKS

Easter improvement works will affect journeys through Tavistock from 3rd to 12th April.

Visit firstgreatwestern.co.uk/easter2015 to find out how your journey will be affected.

 First Great Western

Does Great Western know something we don't?

READERS in the Tavistock area of Devon were flabbergasted to see this full-page advertisement placed in the local paper by First Great Western and Network Rail on March 26.

Both the ex-GWR and the ex-LSWR lines through the Devon town closed in the 1960s and the tracks have been lifted for years. There has, however, been a long-running and vociferous reopening campaign, especially since the breach of the coastal route at Dawlish last year made the need for an inland diversionary line more acute.

FGW media relations manager James Davies told *The RM*: "We accept that the wording of this advert could have been improved!

"It was part of our campaign to inform passengers, both regular and those not so familiar with travelling, that Network Rail was carrying out engineering works that could affect their journey."

GW buffet cars to be scrapped

A SURVEY of First Great Western passengers has found that more than half who bought food and drink from a trolley service would not have done so if had meant leaving their seat to walk to a buffet car.

FGW's new Hitachi-built Class 800 and 801 trains will not be equipped with buffet cars when they begin replacing HST sets in 2017. Instead, a trolley serving microwaved food to standard class customers will be provided on every train with a journey time of more than an hour, says the train operator.

First class passengers will be provided for by a kitchen car.

A spokesman for the TransWilts community rail partnership commented: "A lot of passengers travel alone and are advised not to leave their belongings unattended, so for that reason and also for the fear of losing one's seat, I can understand the reason for the change."

The RMT union, however, objects to the plan and has decided to ballot its members on industrial action in a bid to fight the axing of the present catering services and also guards.

Epping Ongar Railway to extend to Tube terminus

THE Epping Ongar Railway is planning to extend its line southwards by about half a mile, to bring it to within a short 100-yard walk of London Underground's Central Line terminus at Epping.

The Ongar section was severed from the LT network in 1994 as a cost-cutting exercise and the heritage line's head of track and signalling, Chris Marsack, said: "It is our ambition to re-establish a link at Epping and this extension will bring that much closer."

Over the weekend of April 24-26, the EOR celebrated the 150th anniversary of the line's opening between Loughton and Ongar.

■ **Wrong sort of steam!** In April, the Epping Ongar Railway hit the national headlines for the wrong reasons when it was discovered that a Canadian pornographic film company had used it as a location for one of its movies. The railway later described the decision to allow the steamy sessions as "an error of judgment".

Gresley Society Trust rocked by resignations over mallard statue

ALL three members of the Gresley Society Trust's sculpture group resigned in protest at the trust's decision to remove a mallard duck from a statue of Sir Nigel Gresley destined for King's Cross station (see last month's issue, page 10).

The three are publicity officer Dennis Butler, fund organiser Nigel Dant and trust vice-president Andrew Dow, who passed away a month later (see obituary below).

The decision not to include the

mallard was taken after pressure from Sir Nigel's grandsons, who felt at a late stage in the proceedings that it was 'inappropriate'.

In a statement, the officers who quit said: "We believe that the many thousands of views expressed through the press and social media, along with the very many people who have contributed financially towards the cost of the statue, should take precedence over the views of a tiny, if significant, minority." (See also Letters, page 52).

OBITUARY

Former NRM chief Andrew Dow, 1943-2015

ANDREW Dow, who was Head of the National Museum from 1992 to 1994, died on April 24. He was 71.

A former Rolls-Royce aviation executive, he succeeded the long-serving Dr John Coiley at the York museum in January 1992 and made a number of policy changes there. After his sudden departure, he worked for British Rail as commercial manager in the civil engineering department at York and took on a number of roles in the world of railway preservation and history. He was a director of Fastline Films Ltd, president of the Stephenson Locomotive Society and a vice-president of the Gresley Society Trust.

Andrew was born in Hitchin, Herts, on December 1, 1943 and grew up in a railway environment as both his parents worked for the LNER. His father, George, was the company's publicity supremo and wrote 21 books, including the definitive three-volume history of the Great Central Railway.

His son followed in his literary footsteps to a certain extent, penning a number of books and magazine articles, including some for *The Railway Magazine*. His final offerings – two articles in the Friends of the NRM's journal – appeared just days before his death.

Educated at Brighton College and Bristol College of Commerce, Andrew was a businessman with a catholic



Andrew Dow at the NRM with LNER Pacific No. 4472 *Flying Scotsman*.

taste in all things railway and was not afraid to court controversy or unpopularity in his views.

Upon landing the top NRM job in 1991, he told Nick Pigott in an exclusive interview: "Main line steam will not be abandoned – but we have a duty to protect our engines for future generations and not selfishly wear them out now!"

He is also on record as saying: "There are too many railway publications these days, which haven't been researched properly and simply plagiarise and regurgitate other works."

Andrew's *magnum opus*, a large format book on the history of railway track, was published last year. He leaves a wife and two children.

Ian S Carr

THE photographs of Ian Carr, who died on February 24, have appeared in *The Railway Magazine* for almost 60 years. His contributions began in the 1950s and his picture of No. 30925 *Cheltenham* on a special train at Darlington appeared on the front

cover of our July 1962 issue.

Ian has left a remarkable record of railways in the North of England, which will continue to be available as his negatives are now all with the Armstrong Railway Photographic Trust.

HS2 Heathrow plan abandoned

THE Government has scrapped a plan to add a Heathrow airport branch line to the HS2 route.

Transport Secretary Patrick McLoughlin made the announcement in a written Commons answer given to Beaconsfield MP Dominic Grieve, explaining that the Airports Commission itself saw very little value in such a line.

As long as HS2 is not scrapped as a so-called 'vanity scheme' by a new incoming Government after May 7, it will now run direct from London to Birmingham.

Approval for Ordsall curve

PLANNING consent has been granted for construction of the Ordsall curve, in Manchester.

The new line will provide a direct link between Manchester Piccadilly and Victoria stations, but will sever the track leading to the Manchester Museum of Science & Industry, leaving the buildings of the original Liverpool & Manchester Railway station isolated from the national network.

In issuing a Transport & Works Act order, Transport Secretary Patrick McLoughlin said that harm to heritage assets in the vicinity would in this instance be outweighed by public benefits.

Scots to create £9m 'engine shed'

HISTORIC Scotland, an agency of the Scottish Government responsible for heritage, has launched an £8.9million 'Engine Shed' project to create a national centre for traditional buildings, skills and materials north of the Border. The scheme is to convert a disused ex-Ministry of Defence building at Forthside, Stirling (which wasn't originally an engine shed).

Container blows off

IN the second incident of its kind in a month, an empty container riding on a wagon with non-compliant UIC spigots has been blown off by strong winds.

The incident occurred near Deeping St Nicholas, Lincolnshire, on March 31, with the container falling on to the adjacent track five minutes after a train had passed.

NR and RAIB have issued new guidelines concerning spigots.

DBS retains mail work

DB SCHENKER has retained the Royal Mail contract it has been operating since 2010.

The freight operator will begin a three-year contract from June 1, with six West Coast Main Line services and two on the East Coast.

Rail Holidays of the World

 Ffestiniog Travel

Sunny, Scenic Steam & Rail Journeys this Summer

Summer in the Alps ~ Departs 11 July 2015 - 10 Days from £1,715pp

- First Class Swiss Pass for unlimited travel whilst in Switzerland – no expensive excursions to pay for
- Two centres in Switzerland (Interlaken and Chur) to showcase the Alps
- Glacier Express
- Bernina Express
- Rail via the classic route from Switzerland to Germany along the Rhine River
- Arranged optional excursions on free days to Zermatt, Mürren, Arosa and Davos at no extra cost
- Centrally located hotel in the heart of the pedestrianised Old Town of Chur
- Interlaken hotel centrally located and conveniently close to the station



Rhône from Sea to Source ~ Departs 23 June 2015 - 14 Days from £1,990pp

- Travel by TGV trains in France
- First Class Swiss Pass for unlimited travel whilst in Switzerland – no expensive excursions to pay for
- Camargue excursion
- Le Mastrou steam excursion (Vivaraix Railway)
- Furka Steam excursion
- Arranged optional excursions on free days to Avignon, Lake Geneva and Chateau de Chillon, Aigle, Les Diablerets or Champéry and Zermatt
- Hotels in Montreux and Andermatt are close to the station for easy access on free days with your first class Swiss Pass

Steaming Around the Baltic ~ Departs 26 June 2015 - 15 Days from £2,395pp

- The rarely visited Jokioinen Railway in Finland featuring 'Orion' formally at Welshpool
- One of the most scenic ferry journeys in the world from Turku to Stockholm
- 2 UNESCO World Heritage Sites
- Sweden's outstanding Lennakatten Railway from Uppsala
- A full day circular trip by steam train and steamboat on the Östra Södermanlands Railway and S/S Mariefred
- The charming Bandholm Railway on the island of Falster
- The ever popular Molli and Rasender Roland Steam Railways
- Sightseeing in three Baltic Capital Cities
- One of the few remaining train ferries in the World from Rodby to Puttgarten



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Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways.

A grandstand view of LNWR Heritage's new steam facility. The machine tool area is in the foreground, with East Coast A2 Pacific No. 60532 *Blue Peter* waiting in Bay 3 for its major overhaul to start. Photographs by NICK BRODRICK unless otherwise stated.



CREWE'S NEW £2MILLION STEAM WORKS...

...and the trust that has made it possible

Nick Brodrick goes behind the scenes to get the inside story of the new workshops of LNWR Heritage – and explains the crucial role of the Royal Scot & General Trust behind its exciting development.



The first complete working locomotive to emerge from the new works will be 'West Country' No. 34046 *Branton*, although the bulk of its overhaul has taken place at the nearby heritage centre. The aim is to have it on the main line in September, running as classmate No. 34052 *Lord Dowding* to mark the 75th anniversary of the Battle of Britain.



How the building looked just a year ago... stored ex-EWS Class 60s, some spattered with pigeon droppings, stand amid weeds inside the near-derelict former diesel depot. RS>/LNWRH.



Members of the Royal Scot & General Trust stand with its November 2014-acquired A2 *Blue Peter*. From left (front row) Peter Adds, David Randles, Harriet Feilding, Denis Dunstone, Mike Hart, Alex Penfold (media). At running board level stand Peter Greenwood and Rupert Drury.

JUST 12 months ago, a group of beleaguered Class 60s stood in Crewe's dingy eight-road diesel depot, covered in pigeon excrement as the roof above the forlorn fleet gradually disintegrated.

Fast-forward a year – and some £2million later – it is difficult to recognise the shed as being the same building.

The Brush Co-Cos have moved on to new homes, as have the unwanted feathered creatures, together with their waste – which alone cost £15,000 to clean up. Since then, a new roof has been fitted as part of a major refurbishment, which has resulted in a new 'Crewe Locomotive Works' for heritage rolling stock rebuilds and storage under the auspices of London & North Western Railway Heritage Company Ltd (or LNWRH, for short).

Ironically, for such a contemporary working environment, the modern traction it was built for in 1958 has now been superseded by relics of the steam age, and already two

Pacific locomotives are in residence – with many more to follow.

To emphasise the scale, this is a building large enough to potentially house *forty* BR Standard 4MT tank engines.

The company is gradually relocating its equipment to the 39,200sq ft depot from the cramped confines it shared at Crewe Heritage Centre, to the north-east of the new premises.

The new home of LNWRH will be formally opened by the Mayor of Crewe in a ribbon-cutting ceremony on May 9, which will have haunting parallels to one of her predecessor's roles in bringing down the curtain on BR steam overhauls in the town's main works almost half a century ago.

Exciting things are already happening inside the walls of the former diesel depot, ensuring that Crewe's proud locomotive construction and maintenance legacy continues to thrive.

However, before we take a look around

THE NEW CREWE WORKS



An overall view of the former diesel depot, seen from Crewe station footbridge. The extensive rolling stock sidings are on the left and the lifting shop on the right, beyond the station's disused west-side platforms.

this impressive facility, let's explore why it's been established here; a transformation triggered by the most famous LMS locomotive of them all:

The Royal Scot Locomotive & General Trust (RSL>) was established in 2009 as a means of rescuing LMS 4-6-0 No. 6100 *Royal Scot* from its perilous financial and mechanical state under the previous ownership of Bressingham Steam Preservation Trust. The LMS 4-6-0 was the catalyst for the assembly of an unrivalled collection of 'Big Four' and BR Standards outside the National Collection; colloquially known as 'Icons of Steam'.

Multi-millionaire locomotive owner Jeremy Hosking was heavily involved in the founding of the organisation and in the purchase of 6100, but the other trustees are determined that their target audiences understand and appreciate that there is a marked difference between the trust and his personal locomotive collection.

"The RSL> has always been distinct," stresses trustee Denis Dunstone.

The trust became a charitable company limited by guarantee in 2011, simultaneous with the purchase of 'King' No. 6024 *King Edward I*, leading to the donation by Mr Hosking of Crewe-built BR Pacific No. 70000 *Britannia* and 'Merchant Navies' 35022 *Holland-America Line* and 35027 *Port Line*. The other loco in the 'Icons' stud is Peppercorn A2 No. 60532 *Blue Peter*.

Denis's fellow members of the trust are Peter Adds, Rupert Drury, Peter Greenwood, Guy Greenhouse and David Randles. Its secretary is Harriet Feilding.

In March 2014, the RSL> bought the entire share capital of LNWRH from its high-profile owner Pete Waterman and now owns LNWRH as a subsidiary company to its charitable activities.

Concurrent with that was the successful negotiation of a 25-year rolling lease on the former Crewe diesel depot by Jeremy Hosking from DB Schenker. His Locomotive Storage Ltd now manages the day-to-day business of the site, which sub-leases it to LNWRH. The latter will continue to be managed by Steve Latham. This 2014-established enterprise



A new arrival, ex-DRS Type 4 No. 47501 *Craftsman*, rests outside the south end of the depot on March 28.

propelled the potential of the RSL> into the 'big league' players of railway preservation.

The trust should certainly be taken seriously in its own right: its total assets are valued at £7¼million. Nevertheless, the trustees fail to disguise their frustration that a large number of people still view all the engines Mr Hosking is involved in as being part of a millionaire's 'toy box'.

Positive

Britannia is the only runner of the six engines in the fleet: the Riddles 4-6-2 has recently returned to main line action after having its leading driving axle renewed and at the time of writing is a star guest at the Swanage Railway.

The word 'icon' is one the trust's members are most keen to convey: big name locomotives that can be appreciated by a significant proportion of the population, whether it be riding behind one on a preserved railway or seeing one pass by on the national network at 75mph. Both can leave lasting, positive impressions. That educational cause becomes ever more important as we drift yet further away from the BR steam epoch. The difficult, corrective overhaul of the world-renowned *Royal Scot* has been a long time coming but the projected completion timescale is now being

talked of in weeks rather than years (see panel).

Some main line locomotives have to run thousands of main line miles, not only to cover the cost of routine maintenance, but to accrue funds towards future overhauls. The trust is in an enviable position of not being wholly reliant on such a strategy thanks to a solid financial footing.

Its mission statement emphasises the desire for sustainability: "It is intended to treat the locomotives we own as a team, with a programme of running and maintenance, such that proceeds earned in operation fund a planned maintenance programme... In addition, instruction in steam engine theory and practical operation will be provided to volunteers and the general public by training in footplate operation and as members of the support teams. It is feared that without such a programme, skills and knowledge will be lost, and the experience of steam locomotive operation will become so expensive that it will be hard, if not impossible, to sustain it."

Married to that is a desire to move away from the recent scenario that saw none of the trust's machines available for main line work simultaneous with the withdrawals of Mr Hosking's 'Castle' No. 5029 *Nunney Castle*, 'West Country' No. 34046 *Braunton* and A4 No. 4464 *Bittern* in late 2014. "We want to



get to the point where one locomotive is being maintained, while another is running,” Denis told *The RM*.

The Icons of Steam machines will be chiefly maintained and operated in Crewe when not out-stationed at Mr Hosking’s well-equipped, depot at Southall, west London, which itself is operated by his Locomotive Services Ltd company. (The Southall site adjoins West Coast Railway Company’s much larger depot there, which itself often leads to confusion.)

So, what has happened inside the former Crewe diesel depot to transform it since DB Schenker moved out a year ago? Thanks to LNWRH director Mike Hart OBE, *The RM* was taken on a private tour of the site in April. Three five-ton traverser cranes have been overhauled; steel cladding has been replaced with properly insulated 8in material; a full re-wire of the premises has been undertaken, including energy efficient LED lighting; and all the offices, mess facilities and meeting rooms on the east wing have been gutted and brought up to standard. The inspection pits have been thoroughly cleared and repainted, complete with repaired lights.

The most noticeable structural difference is the erection of an internal wall dividing the eight-road building into two distinct sections: The five western tracks are for workshop space and the three eastern roads for loco storage (see diagram). Bay 2 features continuous, 200ft-long inspection pits, while Bay 3 contains a small office, leaving room for two locomotives or coaches at each end.

The workshop area features a host of lathes and computer numerical control milling machines that have been assembled on dedicated hard-standing. There is space for three major full locomotive overhauls at any one time – known as ‘build stations’ – and a fourth slot for day-to-day running repairs.

Mike adds that LNWR’s machinists were asked what type of machines they would like and how they should be laid out for most efficient use. He paid tribute to the company’s founder, Pete Waterman, for having the foresight to develop an apprentice scheme and

ROYAL SCOT: THE WAIT IS NEARLY OVER

Royal Scot is now coming to the end of an overhaul undertaken to correct a number of faults discovered during its brief running spell after its 2009 restoration.

The three-cylinder machine has successfully passed its steam test, and its boiler is currently positioned out of the frames as it is fitted with lagging and cladding.

Meanwhile, a new expansion link has been ground at Riley & Son (E) Ltd in anticipation of making its first moves in around two or three months.

LNWR Crewe’s new works will become the nominal home base for No. 46100 when it is finally running again this year, although as is common for many main line-registered engines, ‘home’ is wherever it is determined to work from at any given time.

In the short term, a mutually beneficial tie-up with a local, main line-connected heritage railway is being sought for *Royal Scot* to be bedded in. Indeed, this would also benefit future ‘fresh-out-of-the-box’ engines.

LNWRH director Mike Hart explains that previous running-in trials at the West Somerset and Mid-Hants Railways, while successful, were a considerable distance for LNWRH staff to travel in order to assess locomotive performance and were a drain on works’ time resource.

Royal Scot will emerge in 1950s-style, BR-lined passenger green livery.

■ Meanwhile, ‘MN’ Pacifics Nos. 35022 *Holland-America Line* and 35027 *Port Line* await work to begin in earnest. As mentioned elsewhere, *Britannia* is operational and work will start on *Blue Peter* this summer.



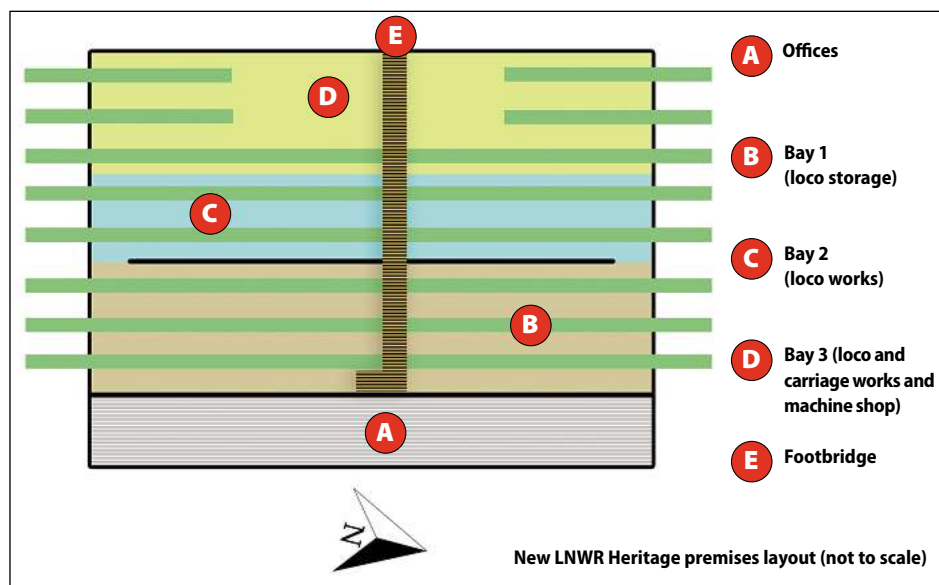
As recently as March 31, the three-road storage area (on the right-hand side of the dividing wall) was still basically a building site. Known as Bay 1, it is where running locomotives will stable. The five-road workshop area is located in Bays 2 and 3 on the left. Note the red-painted footbridge spanning all eight roads at the far end.

a handful of the 40 full-time staff joined the firm as unskilled juveniles 10 years ago.

So keen are the trustees that its projects be accessible to schoolchildren as well as eager enthusiasts that the workshop has been equipped with a scarlet red-painted steel

footbridge that spans the entire width of the shed. It means that even when major work is going on at ground level, the public – on select occasions – can safely view progress. Open days are planned on a frequent basis,

By the end of the year, the building should ▶



THE NEW CREWE WORKS



How times change! In 2005, the yard at the north end of Crewe diesel depot was being used to scrap condemned members of Classes 47 and 37... NICK PIGOTT



...but now look! This similar view shows an ex-works 'Northern Belle' Mk 2 outside the lifting shop with Jeremy Hosking's GWR 4-6-0 Nunney Castle for company.

also be housing the likes of *Nunney Castle*, *Bittern*, 'Merchant Navy' No. 35028 *Clan Line*, and 8P No. 71000 *Duke of Gloucester* in advance of their overhauls.

A key component of any major loco works is a heavy lifting shop... and thanks to Crewe depot's former owners, such a facility already exists in the form of a 45-ton crane in a dedicated structure at the north of the site. This crane will enhance LNWRH's reputation for carrying out major rebuilds; in recent times and at other premises, a new barrel section for 5MT No. 73082 *Camelot* has been manufactured and work is part-way through on construction of the parallel boiler and firebox for all-new 'Patriot' No. 45551 *The Unknown Warrior*.

The two-road building in which the crane is installed is currently being used for contract carriage restoration and maintenance, which will in due course relocate to the north end of Bay 3, so some of the boilermiths will stay at the heritage centre in the short term.

A single-track paintshop, with space for a Pacific loco, will benefit from its own refurbishment to the same standard as the eight-road structure as it currently suffers from fluctuating temperatures and damp.

Once the Locomotive Storage Ltd site has been redeveloped, the principle for a typical full locomotive overhaul will be to lift the boiler with the 45-ton crane, with the chassis moving into the main erecting shop for repairs, while the boiler is transferred to the boiler shop on a well-storage for overhaul.

The storage side of the depot will be a simple affair. Engines that are being prepared for use will be dragged outside before their fires are lit and those that have arrived on the depot in steam will be allowed to gently cool before being brought inside so as not to fill the clinical

walls and roof with unnecessary steam and soot.

The dividing wall is to ensure that restored locos are not covered in dust from the workshop side. On the day of *The RM's* visit, luxury air-conditioned Mk 2 *Alnwick* – a member of the 'Northern Belle' fleet – was rolled out after overhaul and repaint as a prime example of the work carried out.

Something that will also contribute to the efficient operation of the works is Class 47 No. 47501 *Craftsman*, which was recently bought from Direct Rail Services and will be busily engaged on main line charters as well as moving 'dead' locomotives to and from the works and shunting the 10-acre site's nine outdoor sidings. A condition of its sale is that its DRS livery is quickly replaced, so the trust will apply two-tone green so that it blends in with its heritage ethos.

Ambitions

Essential to the trust's ambitions is the project to breath new life into the A2 *Blue Peter* and it is this that the group says will be the catalyst for encouraging more young people to engage with steam.

It's perhaps not surprising that RSL> trustee Rupert Drury, whose father Geoff was intrinsically involved in the loco's preservation in the 1960s, is one of its most vociferous champions. "It's the children's engine," he affirms. "It represents the stepping stone, the mid-market beyond 'Thomas', tipping over into the teens. It was the reason I got involved, because I was hands-on from a young age."

As part of that engagement with the next generation, the trust is acutely aware that its favoured communication medium is on websites like Facebook, Twitter and YouTube.

"I can imagine fans tweeting a 'selfie' of

themselves and *Blue Peter*," laughs Rupert.

Finding that captive audience won't be difficult, because No. 60532 is unique for the fact that it shares its name with the enduring BBC programme *Blue Peter*, which is enjoying something of a revival in viewing numbers.

The programme has covered the fortunes of the Pacific since the late 1950s and its production team is as keen as ever to keep its audience in tune with its progress.

"They want to be involved in its restoration stage by stage," says Rupert, just days after the TV crew and presenters were on site at Barrow Hill to witness *Blue Peter's* departure for Crewe via low-loader.

The show turns 60 in 2018 and the locomotive 70 in the same year, "so it's a wonderful aim for us to have the engine running for then", he adds.

Forty-five years ago, 60,000 youngsters crowded around the engine, including on the top of the boiler and inside the water space in the tender! One hopes that similar numbers will repeat those famous scenes in 2018... albeit obeying today's more stringent health & safety conditions, of course!

Work is expected to start in July and the A2's fairytale return to steam could happen as soon as mid-2017, depending on what is found beneath the apple green cladding.

Rupert reckons that the bottom-end shouldn't inflict too many nasty surprises because a fair chunk of the motion is new, following the terrible water carry-over incident at Durham in 1994. Indeed, a buckled return crank survives as a pertinent reminder of the perils of steam, and some items of the 'wreckage' might later be exhibited on the depot's walls.

The re-creation of the middle cylinder should be relatively easy, thanks to a lasting pattern used in the construction of A1 No. 60163 *Tornado* in the 1990s.

"The boiler? We'll find out what's needed and get on with it," says Rupert.

Denis Dunstone adds that "the raising of money for the overhaul is a secondary objective – the primary objective is to take advantage of the existing association with young people".

Alongside his locomotive interests, Jeremy Hosking has been steadily amassing carriages with a view to creating a full main line rake of stock to run behind his and the trust's engines. He currently owns 18, excluding locomotive support vehicles, in varying states of repair.

The bulk of these are BR Mk 1s, but the recently bought ex-'Golden Arrow' Trianon



Left: The two-road lifting shop shed houses a useful 45-ton crane and will eventually be used for boiler lifts. At the moment, the building is used for carriage maintenance. The Mk 1 on the right is No. 1348, described in the main text.



FIND OUT MORE

TO learn more about the trust and its collection, visit www.royalscot.org.uk

Written enquiries should be forwarded to:
Royal Scot Locomotive and General Trust Ltd,
Railway Yard, Collett Way, Great Western
Industrial Estate, Southall UB2 4SE.

Left: A footbridge, spanning all eight roads, has been erected inside the depot to enable the public to see work in progress during future open days. This view from the bridge, looking north into bays 2 (right) and 3, shows newly arrived Pullman bar car *Pegasus* and a Mk 1 observation saloon stabled under one of the three five-ton traverser cranes.

Bar car *Pegasus* cements the assertion that, in Mike Hart's words, it will be part of a set of "really, really nice carriages".

The Festival of Britain Pullman was extensively rebuilt under the ownership of Nick Dodson, including the entire replacement of its wooden frame with steel to ensure its longevity on the main line. This plush umber & cream vehicle resides in Bay 3.

However, the Mk 1s will be the core and their design means that they are operationally more flexible than their successor Mk 2s. The fleet includes First Opens, Tourist Second Opens, two BSKs (which will be fitted with generators) and two kitchen cars.

Carriage restorers are six months into the

full-scale rebuild of FO No. 1348, which is being described as the 'prototype' for the remainder of the Hosking set.

Just some of the work has included: 'skeleton' frame refurbished; re-skinning of the body; underframe reinforced; full rewire; crash pillars renewed; windows replaced; new toilets installed; and asbestos pipework safely exchanged. In addition, the stock will all be dual-braked and dual-heated.

Given the scale of the overhauls, it is perhaps unsurprising that a typical rake of 10 Mk 1s could cost in the order of £4million – excluding the purchase price; the kind of figure traditionally associated with steam overhauls.

Naturally, consideration is being given to

providing sheltered accommodation for these passenger-carrying assets in the longer term.

It would seem logical to imagine Jeremy Hosking entering the charter train operating company circuit by applying for a separate steam safety case, but this notion has been rebuked. Instead, his and the trust's locomotives and stock will continue to be operated by DB Schenker and West Coast Railway Company; recent events involving the latter notwithstanding.

That aside, a collection of iconic engines, a luxury train and a fully equipped centre of engineering expertise underline confidence in the market and are something to keep a close eye on in the years ahead. ■

'The Bournemouth Flyer'

Virgin Trains, DRS and *The Railway Magazine* have joined forces to promote and operate a charity excursion to visit Bournemouth air festival on August 22, 2015. Proceeds from the train will be donated to air ambulance charities.

The train will be hauled by BR large logo Class 37 Nos. 37025 and DRS No. 37401* in BR large logo blue, hauling a rake of Mk 2 carriages. (* DRS Class 37s will substitute if one or both locos are unavailable)

Starting at Chester (approx 07.00), picking up at Crewe, Stafford, Tame Bridge Parkway and Birmingham International, arriving in Bournemouth at around 12.20. The air show begins at 13.00. Full details at www.railwaymagazine.co.uk



ATTRACTIONS INCLUDE:

The Red Arrows, Battle of Britain Memorial Flight (Hurricane, Lancaster, Spitfire), Vulcan XH558S, Typhoon. (\$ subject to availability)



FARES: Standard class adult £85, child £20, first class £125, child £30.

No railcard discounts. First class includes full breakfast and warm light bites on return with other complimentary snacks and drinks throughout.

TO BOOK: Call 01507 529529 (08.30-19.00 weekdays, 08.30-12.30 Saturdays)



All proceeds from the train will be donated to the North East and North West Air Ambulance services.

1960s RAILTOUR



Timing logs for normal service trains are naturally few and far between given the vast number of such runs – but when it comes to railtours, there is no shortage of passengers armed with stopwatches and notebooks! **Keith Farr** recalls some of the most notable specials of the 1960s.

IN my March offering, I touched on a steam-worked railtour in north-east London just before electrification of the Liverpool Street ‘Jazz’ suburban lines. That was in 1960, when the popularity of such tours was growing: for performance enthusiasts, the apogee had been reached the previous year when the A4 *Sir Nigel Gresley* reached or exceeded 100mph three times in one day on the Stephenson Locomotive Society’s Jubilee King’s Cross to York return special.

For ‘track-bashers’, railtours visited obscure sections of single line and rare curves; and enthusiasts for pre-Grouping steam could enjoy such excursions as the ‘Adams Tank Railtour’ of 1961, when a ‘radial’ 4-4-2T hauled three elderly non-corridors on a tour of Surrey.

Imagine an autumn morning at Waterloo in 1964: eight coaches of BR Mk 1 and SR Bulleid stock ooze steam from their heating system, while enthusiasts in standard ‘gricer’ uniform – long raincoats, or sports jackets and ties – are

striding earnestly back and forth. Their train is the Locomotive Club of Great Britain’s ‘Vectis Railtour’ of October 4, headed by Q1 0-6-0 No. 33026, representing perhaps Bulleid’s most successful all-round design.

In defiance of the adage ‘handsome is as handsome does’, the Austerity 0-6-0 took its enthusiastic cargo competently to Aldershot, where it ran round the train to continue tender-first to Guildford. Even rarer motive power – for the territory – then backed down in the shape of No. 70000 *Britannia*, before continuing via Reading, Basingstoke and Fareham to Portsmouth Harbour. Unusually on such an outing, the train’s occupants then took to the sea, crossing by regular ferry service to the Isle of Wight for an itinerary that included a non-stop run from Ryde to Ventnor in six pre-Grouping non-corridors headed by O2 No. 28 *Ashley*.

Back at Portsmouth Harbour, *Britannia* was waiting to return us to Waterloo; and the start was frisky, the occupants of the rear coach

Right: The extremely rare sight of a ‘*Britannia*’ at Portsmouth Harbour. The occasion was the ‘Vectis’ railtour of October 4, 1964 when the Locomotive Club of Great Britain ran a special from Waterloo to the Isle of Wight, which saw No. 70000 *Britannia* used between Guildford and Portsmouth and on the return from there to London.
R PATTERSON/COLOUR-RAIL.COM



experiencing a pronounced ‘tail wag’ on the curve through Southsea High Level. But, as Bevan Price’s log (summarised in Table 1) shows, onward progress to Havant was sedate and on the Portsmouth Direct line the gradients and curvature through Rowland’s Castle kept speed down to 41mph. The 1-in-80 to Buriton tunnel lowered the rate to a disappointing 22; but how strange *Britannia*’s two-cylinder ‘clumping’ exhaust sounded in that quiet countryside, where steam itself was rare enough!

A temporary restriction below Petersfield spoiled the climb to Haslemere, where the gentry were doubtless enjoying their pre-prandial gins-and-tonic. But the Pacific managed 60mph before mounting the 1-in-100 to the summit at 46; over the top, a lightning acceleration produced a momentary 78, quickly checked to 65mph for Witley curves.

A cautious passage of Guildford was followed by a fast run home, with another rapid downhill dash – to 71mph – at Worplesdon; and, after slowing for Woking Junction, *Britannia* stormed through Woking itself with cylinder cocks open and staccato exhaust startling the crowds on the up ‘fast’ platform. Fighting into speed, the ‘Standard’ was up to 74 in the Byfleet dip and 75 on the level at Esher, before a careful approach from Vauxhall, electrics ‘howling’ past on parallel lines, saw us at Waterloo in 96min from the start.

Despite the loco’s bursts of exuberance, this was six minutes more than booked; but the net time approximated to the scheduled 90min. In 1964, as now, there were no regular non-stop Portsmouth-Waterloo bookings and the crew would have been unfamiliar with either the loco or the road, possibly explaining the slow climb to Buriton. Nevertheless, *Britannia*’s energetic

TABLE 1: PORTSMOUTH-WATERLOO

Train:	LCGB, ‘The Vectis Railtour’, Waterloo-Guildford-Portsmouth-IoW-Portsmouth-Waterloo			
Date:	Sunday, October 4, 1964			
Loco:	7MT 4-6-2 No. 70000 <i>Britannia</i>			
Load:	8/264/285 tons			
Recorder:	B Price			
Miles	Timing point	Actual m s	Speed mph	Gradient 1-in
0.00	PORTSMOUTH HBR	0 00	-	87R
0.76	Portsmouth & S’sea	3 04	33	245R/186F
1.54	Fratton	4 38	25*	Level
3.89	Hilsea Halt	8 30	50	871F
7.88	HAVANT	13 55	24*	240R/L
11.06	Rowland’s Castle	19 20	41	147R/120R
15.81	MP 58½ (<i>Buriton</i>)	27 30	22/58	100R/80R
19.46	Petersfield	32 55	44/16* pw	100F/273R
22.90	Liss	39 30	38/31	115F/80R
27.50	Liphook	46 24	55/60	L/179R/250F
31.33	HASLEMERE	50 40	46/78	100R/80F
35.88	Witley	54 50	65*	122R
38.06	Milford	56 44	70	82F/630R
39.88	Godalming	58 24	58 eased	100F/200F
43.98	GUILDFORD	63 10	22*	Level
47.53	Worplesdon	67 32	71	116R/111F
49.99	WOKING	70 38	33*¶	152R/326F
53.89	Byfleet & New Haw	74 16	74	387F
55.21	Weybridge	75 22	71/75	330R
62.28	Surbiton	81 07	70	Level
67.01	Wimbledon	85 29	63	Level
70.34	CLAPHAM JCT	89 07	35*/46	338F
72.96	Vauxhall	92 45	36*	199R/L
74.18	WATERLOO	96 04	-	141F/726R

Sched: 90min

¶ at Woking Junction * speed reduced by brakes

“The start was frisky, with the occupants of the rear coach experiencing a pronounced ‘tail wag’ on the curve through Southsea High Level”

RECOLLECTIONS



finale rounded off an enjoyably varied day.

Still on the Southern, some readers will remember the 'East Devon Railtour' of February 28, 1965, so popular that it was repeated a week later. Again organised by the LCGB and starting from Waterloo, this was a masterpiece of organisation rivalling that of the 'Atlantic Coast Express'; for it visited Lyme Regis, Seaton, Sidmouth and Exmouth.

Motive power was rebuilt 'Merchant Navy' Pacific No. 35022 *Holland-America Line* from Waterloo to Sidmouth Junction and back from Exeter (Central), with Ivatt 2-6-2Ts, a former GWR 'pannier' and a BR 2-6-4T providing haulage on the branches. On the main line, the attraction was an apparently unprecedented

booked non-stop run in either direction between Waterloo and Yeovil Junction with a fast schedule for the eight-coach train.

The morning of Sunday, March 7 was misty and the start from Waterloo inauspicious, with a half-minute stop beyond Vauxhall scuppering the chance of a non-stop record. Through the suburban area, the running was undistinguished, but Nine Elms driver Holloway may have been holding back to avoid further signal checks.

As it was, 74mph at Byfleet was followed by a brief slowing through Woking, after which speed was held at around 60mph on the 1-in-314/298 to the fabled milepost 31. The rate then increased to 79mph at Newnham, between Hook and Basingstoke, where it was

reduced to the ordained 65mph, maintained on the 1-in-249 to Battledown. It is here that Exeter line expresses dive under the up Bournemouth line and head west, and where the real excitement began.

Beyond Battledown, the uphill tendency gradually changes to downhill, of which driver Holloway took full advantage, with *Holland-America Line* making 80mph by Overton and 88 at Hurstbourne, an unusual location for such a speed. Remember that this was before the last days of Bulleid steam when, egged on by enthusiasts, certain drivers appeared to have 'forgotten' the Southern's 85mph ceiling.

Descending to Andover, we ran into fog and driver Holloway eased his mount a little before opening out to attain 82mph after the 'hump' at Red Post Junction, where the MSWJR line used to diverge for Cheltenham; its stub still serves the army base at Ludgershall. The 1-in-165 to Grateley was then carried at a very commendable 72mph, before another 88 down Porton bank presaged the unusual experience of passing slowly through Salisbury without stopping.

Despite taking 32½min out to Woking, the 'East Devon Railtour' was now within 'even time' from the start – and the glorious gallop continued, with 69mph up the gentle grades of the Nadder valley, a minimum of 59 on the 1-in-145 to Semley and no fewer than three 90s on the switchback beyond, in the dips at Gillingham, Abbey Ford and Sherborne. Intervening minima, with the help of impetus, were 76mph at Buckhorn Weston tunnel and 63 above Templecombe, after 2½ miles of 1-in-80/100.

So, the average speed over the Semley-Sherborne switchback, started at 59mph and finished at 91, was 80.3mph; and the Waterloo-



The LCGB's 'East Devon Rail Tour' in 1965 was so popular that it had to be repeated a week later. Standard tank No. 80041, which made an astonishing assault of Honiton bank (see page 23), stands with a topped-and-tailed rake at Seaton Junction on February 28, 1965. G S COCKS/COLOURRAIL.COM

Yeovil Jct average was 61.8mph – or 65.6mph based on a net 112min for the 122½ miles.

The return journey from Exeter was spoiled by signal checks and I have not tabulated it.

Holland-America Line started well enough from Exeter Central, reaching 67mph down to Broad Clyst and tackling the broken climb to Sidmouth Junction (now Feniton) at 51. The subsequent minor dip produced 72mph and the 1-in-100/90 to Honiton tunnel was taken at 53.

On the descent to the valley of the Axe, progress was interrupted by a momentary signal stop above Seaton Junction, losing impetus for the long climb to Hewish, where the visiting rebuilt 'Royal Scot' *The Hussar* did so well in the 1948 Locomotive Exchanges. On the 'East Devon Railtour', with the train's long shadow chasing us across the lineside meadows in the mellow evening light, No. 35022 reached 75mph on the easiest part of the climb before another check near the summit.

Once clear, *Holland-America Line* took advantage of the 1-in-80 descent through Crewkerne to touch 84mph, coming to a stand at Yeovil Junction in a few seconds under 53 minutes for the 48¾ miles from Exeter, or about 46min net: invigorating, but not the stuff of records.

'Warship'

The 1964/65 timetable, incidentally, was the first one based on 'Warship' haulage of Waterloo-Exeter semi-fasts, although singling of much of the line had yet to come. Some sections of double track have now been restored and most intermediate stations, some reopened, enjoy an hourly service to and from London.

Restarting from Yeovil Junction, *Holland-America Line* attained 64mph at Sherborne, which the 1-in-80 towards Milborne Port lowered to 48. There followed another lightning dash, typical on this switchback route, to 90mph below Templecombe, before adverse signals again interrupted progress. Nonetheless, we managed 78mph down the Nadder Valley towards Salisbury and, later, a brief 80 on the descent from Grateley to Andover.

The climb to Overton, partly at 1-in-165, then lowered speed to 67; but, after whistling through Basingstoke at 76 and touching 79mph afterwards, we experienced at Winchester one of the most severe signal checks imaginable without actually stopping; estimated by eye, the minimum was about 1 mph!

Notwithstanding 77mph at Brookwood and at Esher, signal checks made our Yeovil Junction-Waterloo time 133½ minutes – 14½min longer than on the down journey. But the net time was about 117min and, thanks to the driver's skill in handling the Winchester check, we had achieved the aim of running from Yeovil Junction non-stop.

Holland-America Line was not the only tour participant that had broken records that day. Less well-known is the astonishing assault on Honiton bank by BR 2-6-4T No. 80041 in the course of taking the three-coach Lyme Regis portion of the special from Seaton Junction to Sidmouth Junction. This 'snippet' was recorded by the late Mark Warburton, against whose beautifully produced logs of No. 35022 the same day I have checked my own.

Exmouth Junction driver Richardson must have flogged his Standard tank mercilessly to attain 63mph in six minutes from Seaton Junction – up 1-in-80! As if this were not enough, once over Honiton, the 2-6-4T

TABLE 2: WATERLOO-YEOVIL JUNCTION

Train:	LCGB, 'The East Devon Railtour' (2), 9.02am Waterloo-Yeovil Jct -Lyme Regis/Seaton/Sidmouth/Exmouth-Exeter-Waterloo				
Date:	Sunday, March 7, 1965				
Loco:	Rebuilt 'Merchant Navy' 4-6-2 No. 35022 <i>Holland-America Line</i>				
Load:	8/273/295 tons				
Driver:	G Holloway (Nine Elms)				
Fireman:	G Goodison (")				
Recorder:	K S Farr				
Distance	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.00	WATERLOO	0	0 00	-/0	141R/226F
3.90	CLAPHAM JCT	7	12 58	38	L/338R
7.20	Wimbledon		17 01	52	347R/741F
11.95	Surbiton		21 47	66/71	L/378F
17.00	Walton-on-Thames		26 07	69	L/446R
20.35	Byfleet and New Haw		28 56	74	1334R/330F
21.60	West Byfleet		30 00	72	387R
24.25	WOKING	27	32 29	58* sigs	326R
27.90	Brookwood		36 12	61	314R
30.90	Milepost 31		39 11	59	298R/304R
33.15	Farnborough		41 18	68	Level
39.75	Winchfield		46 44	76	337R/L
42.15	Hook		48 37	75/79	480R/386F
47.70	BASINGSTOKE		53 11	65*	249R
50.30	Worting Jct	50	55 35	65	249R
52.30	Oakley		57 20	71	Level
55.45	Overton		59 55	80	550F
59.05	Whitchurch		62 33	85	345F/550F
60.95	Hurstbourne		63 51	88/84	194F/275R
66.20	ANDOVER JCT		67 34	85* fog	178F
67.50	Red Post Junction		68 32	76/82	220R/330F
72.55	Grateley		72 25	72	264R/165R
77.95	Porton		76 33	84/88	245F/140F
83.50	SALISBURY	78	82 39	-*/38	610F/L/115R
86.00	Wilton South	83	87 07	52	300F
91.75	Dinton		92 48	68/64	235F/400R
96.05	Tisbury		96 38	-/69	L/300R
101.05	Semley		101 18	59	270R/145R
105.15	Gillingham		104 18	91	100F/130F
107.40	MP 107½		105 57	76/92	100R/100F
111.85	TEMPLECOMBE		109 08	-/63	80R/100R
114.25	Milborne Port		111 14	-	170F
117.95	Sherborne		113 56	91	80F
122.50	YEOVIL JCT	123	118 58	-	250R/250F

* sig stop, 28sec c 112min net

This and following tables show distances to the nearest 0.5 of a mile.



Above: Waiting for the 'off' at Waterloo with the LCGB's 'East Devon Rail Tour' on February 28, 1965, is 'Merchant Navy' No. 35022 *Holland-America Line*.
G S COCKS/COLOUR-RAIL.COM

"Exmouth Junction driver Richardson must have flogged his Standard tank mercilessly to attain 63mph in six minutes up 1-in-80!"

touched 85mph downhill before making a disconcertingly rapid stop at Sidmouth Junction home signal in 11¾min for the 11.1 miles. On the climb, the tank engine would have been exerting some 1,200 equivalent drawbar horsepower for about three minutes, equalling the maximum effort of the similarly dimensioned 4MT 4-6-0 No. 75006 on test in 1953. That No. 80041 was unencumbered by the weight of a tender to lift up the gradient would have been to its advantage.

Moving to former Great Western territory, we find the LCGB's 'North and West Railtour' of Sunday, June 21, 1964 taking enthusiasts from Paddington to Swindon Works behind No. 7808 *Cookham Manor*, continuing to Shrewsbury via Maindee East Curve (Newport) and Hereford with *Clun Castle*, and concluding with a fast run to Paddington behind a 'stranger' in the considerable form of Stanier Pacific No. 46251 *City of Nottingham*.

Again with eight coaches, the performance of the 'Manor' was fair, but that of the double-chimney 'Castle' disappointing, albeit

compensated by the attractive scenery of the 'North and West' main line. But, once the big red Pacific had taken over at Sutton Bridge Junction, Shrewsbury, the train seemed to come alive: for the first time during the tour we could feel the acceleration, even at speed.

Participants were particularly impressed by driver Johnson allowing his loco to reach about 90mph on the descent from Hollinswood, between Wellington and Wolverhampton, before making a firm brake application for a scheduled stop at Cosford.

Of necessity, we could not hurry through the West Midlands and between Birmingham Snow Hill and Leamington progress was interrupted by signal checks and relief line running. We nevertheless managed a couple of '80s', down Hatton bank and before Banbury, where we made an unscheduled stop. But the 43.2 miles from Birmingham – where we were already 35min late – had taken 59 min against the 44 scheduled.

Our departure from Banbury was therefore 52min in arrears, of which driver Johnson



appeared determined to regain as much as possible – as the log recorded by the late E G Rudkin demonstrates (Table 4). So, *City of Nottingham* was up to 62mph by Aynho Junction, where the Oxford line diverges south, tackled the 1-in-200 climb to Ardley at 57, and touched 92mph below Bicester.

After slowing to 58mph at Ashendon Junction, where the link from Grendon Underwood Junction, on the former Great Central main line, used to trail in from the North East, 76mph on the level beyond Haddenham presaged a fast climb into the Chilterns. Thus speed was still 67mph at Princes Risborough and 64 at the top of the 1-in-167 to Saunderton summit. In terms of power output, this may not approach recent exploits by preserved Pacifics, let alone diesel performance on the transformed Chiltern line, but it was exciting in 1964.

Due caution was paid to the Wycombe curves before the 'City' tackled the rise to Beaconsfield at 61mph and touched 82 downhill through Gerrard's Cross. One might then have expected another '90' but, as it was Sunday, Denham signalbox was unmanned and we had to take the platform loops, moderating speed accordingly. What seems surprising, in retrospect, is the 83mph attained after Greenford, on the Northolt-Old Oak Common section of line now singled and served by one 'parliamentary' train daily.

A gentle finish saw the 'North & West' into Paddington in a tad more than 68min for the 67½ miles from the Banbury restart, against a generous schedule of 91min pass-to-stop. Overall time from Birmingham, excluding that standing at Banbury, was 127min 19sec, while the net equivalent non-stop time was about 110min for the 110¼ fairly complex miles.

Despite various impediments en route, the 35min late start from Snow Hill had been eroded by six minutes, while the schedule from Banbury had been cut by 23.

We now go to the East Coast Main Line – but not for the usual Gresley Pacific panegyric. For the Gainsborough Model Railway Society's 'Newcastle Railtour' of September 9, 1967 was worked from Peterborough to the King Edward Bridge, over the Tyne, by Swindon's 4-6-0 No. 7029 *Clun Castle*.

Exchange

Shades of the Locomotive Exchange of 1925 when *Pendennis Castle* showed the LNER how to run express trains economically and punctually between 'The Cross' and Doncaster! The main difference was that '*Clun*', with the benefits of high superheat and double blastpipe and chimney, had only 325 tons behind its tender compared with up to 480 tackled by '*Pendennis*' 42 years earlier.

Taking over from a Brush Type 4 diesel at Peterborough, *Clun Castle* started 13min down before mastering the climb to Stoke competently, but without 'fireworks'. Table 5 summarises the late Frank Hartley's log showing that speed lay entirely between 64mph at Tallington and 57 at Stoke summit, passed in 27¾min for the 23¾ largely uphill miles from the start. For an A3 or A4, such an ascent with only nine coaches would have been unexciting but acceptable in day-to-day running. But one should remember that Swindon's 4-6-0 weighs only 80 tons against the 103 of a Gresley streamliner, it has a smaller boiler, and its grate area is just under 30sq ft against 41.3 for a Gresley Pacific.

After a permanent way slack near Grantham, '*Clun*' continued briskly down to the Trent

TABLE 3: SEATON JUNCTION-SIDMOUTH JUNCTION

Train: LCGB 'The East Devon Railtour' (2)
Date: Sunday, March 7, 1965
Loco: BR 2-6-4T No. 80041
Load: 3/98/105 tons
Driver: Richardson (Exmouth Jct)
Recorder: M B Warburton

Miles	Timing point	Actual m s	Speed mph	Gradient 1-in
0.00	SEATON JCT	0 00	-	80R
1.70	MP 149½	2 55	48½	80R
2.70	" 150½	4 00	56	80R
3.70	" 151½	5 01	61	70R/80R
4.70	" 152½	5 59	63	80R
5.70	" 153½	6 58	60	132R
6.90	Honiton	8 00	69*	90F
10.20	MP 158	10 31	85	100F
11.10	SIDMOUTH JCT †	11 45	-	100R/165F

† at Home signal

Valley, cutting the schedule to the Newark stop by a few seconds. The smart work continued over the Dukeries, with a minimum of 58mph at Tuxford and a brief 78 on the descent to Retford. So, the start-to-stop time for the Newark-Retford 18½-mile sprint almost exactly matched the tight 20min booking.

Heading north, via the old route through Selby, there was little of note, with signal checks before and after Doncaster and a couple of severe 'pw' slacks between York and Thirsk. But the recovery up the Vale of York was quite energetic, with a maximum of 71mph on the gently rising grade through Northallerton; and, despite a chequered start, *Clun Castle* almost exactly kept the 51-minute schedule from York to Darlington. The undulations thence to Durham were tackled competently, with nothing

PRACTICE & PERFORMANCE

less than 60mph on successive lengths of around 1-in-200 to Bradbury, and were followed by the most exciting section of the journey.

After slacking through Durham, 7029 was opened out in earnest, the bark increasing in tempo and, one imagines, audible from both the cathedral and the castle. Down the 1-in-150 to Chester-le-Street, *Clun Castle* accelerated like wildfire, exhaust beats merging into a purr and turning heads from the bustling market place below as we sped over the viaduct at 80+. Rapidly we continued, past Tyne Yard and Leamside, then brakes on, and very slowly, to King Edward Bridge North Junction.

So, it was high above the Tyne that *Clun Castle* brought its train to rest in fractionally under 90min from York, or about 85 net, against the 95min booking: not outstanding in terms of power output, but this was 1967, not 2015, and No. 7029 is not *Earl of Mount Edgcumbe*. Altogether, '*Clun*' had regained five minutes of the late start from Peterborough, despite numerous checks totalling about 15min.

On the bridge, the last surviving KI Mogul, No. 62005, replaced No. 7029, which was too wide for the sharply curved platforms of Newcastle station.

The Peppercorn 2-6-0 reminded us, after several hours of Swindon sure-footedness, that steam locos sometimes 'lose their feet' and that they can clank; but we should not criticise a loco that, since preservation, has regularly tackled Britain's most tortuous and steeply graded main line with the Fort William-Mallaig 'Jacobite'.

The return from Newcastle to King's Cross was made behind restored No. 4472, which at that time bore a single chimney.

Flying Scotsman nudged 90mph down Stoke and made a stirring exit from Peterborough over the Nene Bridge, emphasising the difference between the steady purr of *Clun Castle*, punctuated by the 'tick-tick-tick' of its vacuum relief valve, and the Gresley three-cylinder *scherzo* metamorphosing into a rip-roaring crescendo of sound.

So ended a memorable day, with two locos in good form and both hearty of voice. ■



Above: In September and October 1967, Great Western Railway-design 'Castle' class 4-6-0 No. 7029 *Clun Castle* was in demand for railtours and on September 9 worked up the ECML with a King's Cross-Newcastle railtour organised by the Gainsborough Model Railway Society (see table 5). A week later, the loco hauled an Ian Allan railtour from London to Leeds and back and on September 17 passes East Ardsley returning to the Capital. COLOUR-RAIL.COM

■ Thanks for assistance to Railway Performance Society member Martin Barrett and to all those named in the text, also present or former RPS members.

TABLE 5: PETERBOROUGH-NEWCASTLE

Train: Gainsborough Model Railway Society, 'The Newcastle Railtour'
King's Cross-Newcastle-King's Cross
Date: September 9, 1967
Loco: 4-6-0 No. 7029 *Clun Castle*
Load: 9/302/325 tons
Recorder: F Hartley

Miles	Timing point #	Sched	Actual m s	Speed mph	Gradient 1-in
0.00	PETERBOROUGH	0 13L	0 00	-	270R
3.15	Werrington Jct	7	6 51	51	330F/L
8.45	Tallington		12 35	64	528R/330F
12.40	Essendine	16	16 21	62	440R/264R
15.90	Little Bytham		19 39	64	L/200R
20.80	Corby Glen		24 38	57/61	200R/L
23.75	Stoke	27	27 40	57	178R
29.10	GRANTHAM	32	32 20	73/38* ^{pw}	200F
39.00	Claypole		41 59	78	440F/220F
43.75	NEWARK	47 13L	46 46	-	300F
0.00	NEWARK	0 12L	0 00	-	Level
7.35	Crow Park		9 04	67	Level
10.25	Egmanton		11 50	58	200R
17.35	Grove Road		18 21	78	200F/178F
18.50	RETFORD	20 12L	20 04	-	Level
0.00	RETFORD	0 12L	0 00	-	440R
6.55	Scrooby		7 54	70	440F/L
9.10	Bawtry		11 22	39*	198R
12.75	Rossington		15 43	63	198F
15.35	Potteric Carr		20 41	22* sigs	Level
17.35	DONCASTER	19	23 21	53/39* ^{sigs}	Level
24.40	Moss		31 31	61	Level
31.15	Templehirst		38 10	67	270R/337F
35.70	SELBY	38	43 05	37*	357F/283R
45.35	Naburn		53 24	66	L/390R
49.55	YORK	55 16L	59 26	-	Level
0.00	YORK	0 17L	0 00	-25* ^{pw}	Level
5.55	Beningbrough		11 13	55	571F/L
9.75	Tollerton		15 31	61	Level
18.00	Sessay		23 11	67/15* ^{pw}	741R/L
22.20	THIRSK	25	29 26	58	Level
26.50	Otterington		33 27	69	629R
29.95	NORTHALLERTON	33	36 28	71	671R
33.75	Danby Wiske		40 35	40* ^{pw}	Level
38.95	Eryholme		45 25	67	690R/L
44.10	DARLINGTON	51	51 05	41*	391F/426R
49.55	Aycliffe		56 48	63/60	L/220R
54.25	Bradbury		61 08	69/62	L/203R
57.00	Ferryhill	65	63 40	71	528F
61.95	Croxdale		68 11	60/65	L/150F
66.15	DURHAM	75	73 35	26*	163R/101F
71.90	Chester-le-Street		79 17	82	L/150F
74.70	Birtley		81 35	70	198F/150F
77.60	Low Fell		83 54	76	715F/200R
79.70	King Edward Bri N Jct	95 12L	89 51	-	198R/L

The recorder used signalboxes as timing points at many locations

TABLE 4: BANBURY-PADDINGTON

Train: LCGB, 'The North and West Limited',
Paddington-Swindon-Shrewsbury-Paddington
Date: Sunday, June 21, 1964
Loco: 8P 4-6-2 No. 46251 *City of Nottingham*
Load: 8/269/285 tons
Driver: Johnson
Recorder: E G Rudkin

Miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.00	BANBURY # 52L	0	0 00	-	1077F
5.15	Aynho Junction	16	6 35	62	Level/200R
10.25	Ardley	22	11 45	57min	200R/563F
14.05	BICESTER NORTH		14 55	86	200F/192F
17.00	Blackthorn		16 53	91/92	200F/L
20.05	Brill		18 55	86	450F/200R
23.40	Ashendon Junction	34	21 51	58	200F/L
27.40	Haddenham		25 11	74/76	200R/L
32.75	PRINCES RISBORO'	45	29 45	67/64	200R/167R
35.90	Saunderton		32 32	68	164F
40.90	HIGH WYCOMBE	56	38 26	35*	179F/L
45.75	Beaconsfield		43 35	61	225R/460R
50.05	Gerrard's Cross		47 20	77/82	254F
52.65	Denham		49 48	32* RL	175F
55.40	West Ruislip		53 14	57 ML	Level
59.65	Greenford	76	56 50	81/83	264F
64.15	Old Oak Common W Jct		60 55	42*	264R/214F
66.15	Westbourne Park	84	64 07	-	1760F
67.40	PADDINGTON 29L	91	68 11	-	Level

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ITINERARY

Days 1-2. London to Wengen. We depart London St Pancras International by Eurostar to Paris. Here we transfer to the high-speed TGV service for Strasbourg. On the morning of Day 2 you have some free time to explore Strasbourg. You may like to visit the city's Old Town or Petite France district. This afternoon we head back to the railway station for our train to Switzerland. We arrive into peaceful Wengen this evening, a traffic-free mountain resort with breathtaking views of the Lauterbrunnen Valley.

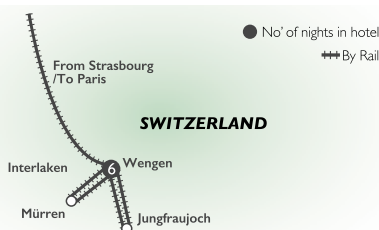
Days 3-4. The Wengen-Männlichen aerial cableway. Our excursion today takes us on this innovative cableway, originally built in 1954. Within five minutes, the difference in altitude reaches 2,970m and we are in Männlichen. After some time to look around, we continue our journey to Grindelwald on Europe's longest gondola cableway. Explore this town, located at the foot of the north face of the Eiger before we complete our round trip by cable car and return to Wengen for dinner. Day 4 is spent at leisure.

Days 5-6. The Jungfrau Express. Today is unquestionably the highlight of our tour as we travel on the Jungfrau Railway to the Jungfraujoch. As we climb from Kleine Scheidegg the distinctive string of red and yellow carriages disappear into the tunnel through the Eiger. During the journey the train pauses at two separate observation stops before arriving at the 'Top of Europe', 3454m above sea level. Here there is plenty of time to explore the Ice Palace and to enjoy lunch before we descend back to Wengen. Day 6 is free to spend at leisure,

exploring the Bernese Oberland using your included GRJ Swiss Travel Card for 50% fares.

Day 7. The Schilthorn. Today we take an excursion to the summit of the Schilthorn. From Mürren we join the cable car for our ascent 2970m above sea level. The views are truly unparalleled and on a clear day we are able to admire a magnificent vista over the entire Alpine region. After our descent, there is the opportunity to stop at Stechelberg to visit the mighty Trümmelbach Falls. Nestled deep into the canyon, the falls have carved a path for themselves through the hillside making this a waterfall with a difference. The best way to explore the different chutes is via the subterranean path leading through the rock.

Day 8. The journey home. After breakfast, we depart Wengen by rail travelling via Interlaken, Basel (on the high-speed service) and Paris where we connect with the Eurostar service back to London.



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G R E A T R A I L J O U R N E Y S



PIER PLEASURE

A type of line rarely featured in mainstream publishing is the pier railway, yet there were once more than a dozen in the UK, four of which are still in use. **Richard Riding** provides a historical survey.

BETWEEN 1814 and 1957, about 100 seaside pleasure piers were built around Britain's coastline and half still exist in some form or another. Fifteen of them featured railways or tramways.

The first piers were built to receive passenger-carrying steamers and their length was often determined by the depth of water available at each location, the general rule being the shallower the water the longer the pier. As it was a time-consuming and laborious task for passengers to walk to and from steamers, especially if carrying luggage, rail-based transport was often provided.

Some pier lines had a head-start, as rails laid during construction to aid transport of materials and workers were sometimes retained afterwards. Once the steamer trade began to tail off after the First World War, several lines fell into disuse and others were lost when piers were breached during the Second World War to dissuade the expected German hordes from gaining a foothold via such structures.

RYDE, ISLE OF WIGHT

LAST year, Ryde pier celebrated its 200th anniversary, making it the oldest surviving structure of its type in the country.

Confusingly, it is actually three piers in one, all running adjacently. The original pier, designed by John Kent, was built in shallow waters and opened to promenaders in July 1814. It took a year to construct and was initially 1,740ft long, built on wooden piles. Steamer operations across the Solent began shortly afterwards and the pier was later extended to 2,305ft.

To cope with the increase in visitors to Ryde, a second pier was opened alongside in August 1864 and equipped with a horse-drawn tramway. The Ryde Pier Company had originally looked into the possibility of a light locomotive rather than horse power or wind propulsion and in March of that year had tried a Manning Wardle 'B' class 0-4-0ST named *Vectis* (works No. 111). It was the first steam loco to work on a pier line, but unfortunately caused the structure to vibrate alarmingly, prompting the company to opt for horse traction after all.

In 1870/71, the line was extended southwards from Esplanade station to enable passengers to connect with Isle of Wight Railway trains at Ryde St John's Road, giving it a total length of 1¼ miles. It was operated by at least half-a-dozen double-decker cars in addition to single-deckers and baggage vans, and a turntable was sited at the pier head. A second

steam engine, this time a tram loco, was hired from Merryweather & Sons for trials in 1876, but that experiment was also very short-lived.

In 1880, the all-new railway pier was opened alongside (see later) and the route of the tramway section from Esplanade to St John's Road was utilised in connection with that, the tramway reverting to its original length on the pier only. Steam traction was reintroduced in

1881 in the form of two Bradley gas-fired locos, but they were hastily converted to coke-firing prior to delivery. Four years later they were withdrawn and horse traction returned in 1884 while the tram pier was reconstructed.

The opportunity was taken to electrify the half-mile of double track and a third-rail system was put in place by Siemens the following year. Current was supplied by a 12hp Otto engine,



Two species of pier railway in one location – that was the treat for visitors to Ryde before closure of the tram line in 1969. In this August 1960 scene, a packed tram nears the pier head as O2 0-6-2T No. 30 *Shorwell* runs light along the parallel BR pier. A GRAY/COLOUR-RAIL.COM





SOUTHEND-ON-SEA

THIS is the world's longest seaside pleasure pier. It was preceded by a 600ft-long wooden section, opened in June 1830, which by 1846 had been extended to a mile and a quarter into the shallow waters of the Thames estuary.

A baggage line was essential and after ownership of the pier had passed to the chairman of the Eastern Counties Railway, a wooden, single-track, baggage conveyance line, probably of 3ft 6in gauge, was laid and served by three hand-propelled trucks. To the relief of the pushers, a truck fitted with a sail was available when the wind co-operated.

When the pier passed into new ownership in 1873, the line was adapted to take passengers as well as baggage and for this purpose, the wooden rails were replaced by iron flat-bottomed rails fixed to the decking, on which three small enclosed carriages and a flat truck were drawn by two horses in tandem, each journey taking 15 minutes. Although the horses wore rubber shoes to protect the wooden decking, the line was closed after only six years because of wear and tear.

Unsurprisingly, use of the pier declined without this form of conveyance and another six years were to pass before work started on construction of what was virtually a new pier, designed by John Brunlees, alongside the old structure. After it was opened in 1889, work began on laying a new 3ft 6in-gauge electrified single track along the east side of the pier, with power supplied at 200v DC via a centre rail.

Originally one green, four-wheeled, open-sided tramcar, supplied by the Falcon Works of Loughborough, driven by a 13hp Crompton motor and fitted with cross-bench seats, operated on the line. The new pier was opened officially on August 1890 and two trailer cars were bought the following year to cope with increased demand.

An extension and a passing loop opened in 1898 and another extension was opened by the Duke of Kent in 1929, making it – at 7,080ft (1.3 miles) – the longest in the world, and it retains that record today.

The power supply was uprated to 500v in 1902 and doubling of the track and widening of the pier were carried out between 1928 and 1931. Eight years later, the pier was taken over by the Royal Navy for the duration of the Second World War, but by 1949, annual passenger figures had reached an astonishing 4.5million!

To cope, four seven-coach trains were ordered that year from AC Cars Ltd and

the power line carried on 18in-high posts. While two of the horse-drawn trains were retained, albeit modified as trailers, two new single-decker electric cars were introduced in 1886 and remained in service until 1927 (by which time the line had been taken over by the Southern Railway) when they were replaced by two petrol-driven Drewry rail cars. At rail nationalisation in 1948, the line passed to British Railways, which

continued to run it much as before. The Drewry cars were re-engined with Perkins diesel engines in 1959/60 and continued quite happily until January 26, 1969 when the tramline pier was closed and most of the stock broken up.

Since then, that side of the structure has been abandoned to the elements and continues to be a rusting eyesore.

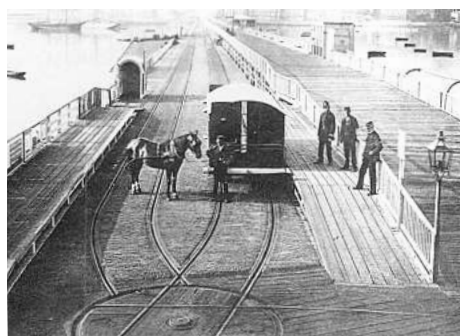
The third structure – the Ryde train pier – was built jointly by the London Brighton & South Coast and the London & South Western Railways, and opened on July 12, 1880, but as those companies had no rolling stock on the island, it was operated by the Isle of Wight Railway and the Isle of Wight Central Railway. Built adjacent to the 1864 pier, it enabled steam-hauled 'main line' trains to run through from St John's Road to meet passengers disembarking from ferries at the pier head.

That two parallel transport systems providing effectively the same service, each with their own stations at both ends of the pier, should have survived almost 90 years until as late as 1969 is remarkable, especially as they shared the same operator for much of that time.

Following the 1963 Beeching Report, two of the pier head station's four platforms were shut by British Railways, but the route itself survived and in the winter of 1966/67 was electrified for use by ex-London Underground stock, which replaced the steam trains and continues to run on Britain's fourth-longest pier to this day.

Left: The three-piers-in-one structure at Ryde can be seen in this 1920s aerial view. On the left is the railway pier with stations on curves at each end. Next to that is the tramway pier and on the right the pedestrian pier. All pictures RICHARD RIDING COLLECTION unless stated.

Below: The tramway pier at Ryde was the only one with a turntable. It allowed horse-drawn vehicles to be turned and gave access to the car shed. LENS OF SUTTON





Southend pier features a conventional signalling system, this one controlling a passing loop. NICK PIGOTT

gave sterling service for almost three decades until October 1978 when (following a pier fire two years earlier), the railway was closed for safety reasons. In September 1980 the local council proposed to close the pier as well. This caused a public outcry and although most of the trains and track were sold for scrap in 1982, a grant from the Historic Buildings Committee in 1983 meant that repair work could begin. Two years later, the council appointed contractors to rebuild the railway using 3ft-gauge track.

It reopened on September 17 that year with two Severn-Lamb six-car diesel-hydraulic units and was officially opened on May 2, 1986 by the Princess Royal when one of the cars was named *Sir John Betjeman* after the former Poet Laureate and seaside pier lover, whose favourite was that at Southend. The other unit is named *Sir William Heygate* after a former Lord Mayor of London who had campaigned for the pier to be built in the 19th century.

The present 2,180-yard (1.23-mile) railway has two terminal roads at each end and a mid-way passing loop. The two trains, each able to carry 182 passengers and consisting of a motor car at the seaward end with enclosed trailers, continue to run despite damage caused to the pier by a ship in 1986 and by another fire, which destroyed the pier head railway station on October 9, 2005. A new platform was opened by the Mayor of Southend in September 2009.

Some of the pier's earlier trains can be seen in the pier museum, which opened in 1989 in the old workshops at the shore terminus.

SOUTHPORT

SOUTHPORT pier has three claims to fame; it was the first to be built of iron, it is acknowledged generally to have been the first built purely for pleasure and, with a length of 4,380ft, it is currently the second longest in the UK.

The Grade II listed structure was designed by Scottish engineer John Brunlees and opened officially in August 1860, replacing an earlier wooden jetty built in 1850, which had collapsed. The new structure extended to 3,600ft, so it took a while for promenaders to reach the end, calling for some kind of conveyance.

A single track was laid down the centre of the pier and a single, hand-propelled, carriage went into operation in May 1863. Such was the success of this early conveyance that the pier was widened and a proper track laid along its south side, complete with 2,400 yards of cable for traction operated by a 4hp steam-operated engine, whose winding house was midway along the track.

It opened in 1865 and 50 passengers were accommodated in each of two open

HERNE BAY

HERNE BAY pier, in Kent, is generally regarded as being the first to have a railway along its entire original length (3,633ft). Nominally designed by Scottish engineer Thomas Telford and built of timber by local carpenters, the £50,000 structure was operational by May 1832, but not completed fully until the September.

Baggage was transported to and from steamers by a three-stage 'train' comprising a closed car and an open carriage, both for passengers, and a flatbed trolley for baggage. The whole affair was wind-propelled by means of a square sail.

Obviously, such motive power would only work in one direction at any particular time and porters who accompanied the train were required to get off and push if there was insufficient puff or the wind was blowing in the wrong direction. Known locally as *Neptune's Car*, speeds of 15mph were often achieved. Sadly, such a silent and relatively swift mode of transport caused the death of a lady handicapped by a wooden leg when she was struck accidentally in 1840.

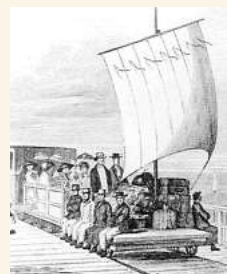
This first pier fell into disrepair and was demolished in 1864. The replacement, opened in August 1873, was originally only 415ft long and unable to accept steamers, but it was extended to 3,787ft and reopened officially in September 1898 to become the third longest in the country after those at Southend and Southport.

To ease the movement of building materials, the pier incorporated a tramway that was retained after construction and used to carry passengers and luggage. The unenclosed 3ft 6in-gauge track featured a third rail slotted into the deck and power from a gas engine and generator installed in the pavilion, which also provided lighting for the pier. Two American-built tramcars were put into public service in April 1899 and, for a penny apiece, steamer passengers, anglers and promenaders were shuttled to and fro.



Above: Recovery of the Herne Bay car that fell off the pier on July 16, 1901, resulting in the death of a passenger.

Right: Reliant on a favourable wind Neptune's Car runs on Herne Bay's first pier during the early 1800s.



On July 16, 1901, a tragedy resulted in the death of an elderly lady passenger. While passing along the pier, the front trolley left the rails, jumped through the railings and plunged into the sea, taking the occupants with it. The driver jumped without first applying the brake and he, along with other passengers, escaped the trolley's involuntary flight. Remarkably, the vehicle was little damaged and was recovered at low tide.

During the First World War, the steamer trade was non-existent and, with the closure of the tramway, the cars were scrapped. But all was not lost. During the 1925 August Bank Holiday, trippers were introduced to a new, petrol-electric tramcar supplied by Strode Engineering. It was unreliable, however, and in 1934 was replaced by a 48-passenger battery-powered car towing a trailer.

Yet again, war forced the pier to close; it shut in September 1939, was breached and fortified as a precaution against invasion... and the railcars were scrapped.



The American-style Silver Belle diesel ran from 1954-72.

'toast rack'-type carriages, cutting journey time by about a third. In August of that year, an accident severely injured two passengers when it derailed and crashed into the protective railings lining the track.

Conversion to third-rail electric traction with a 500v DC supply took place in 1905 for the 3ft 6in gauge line.

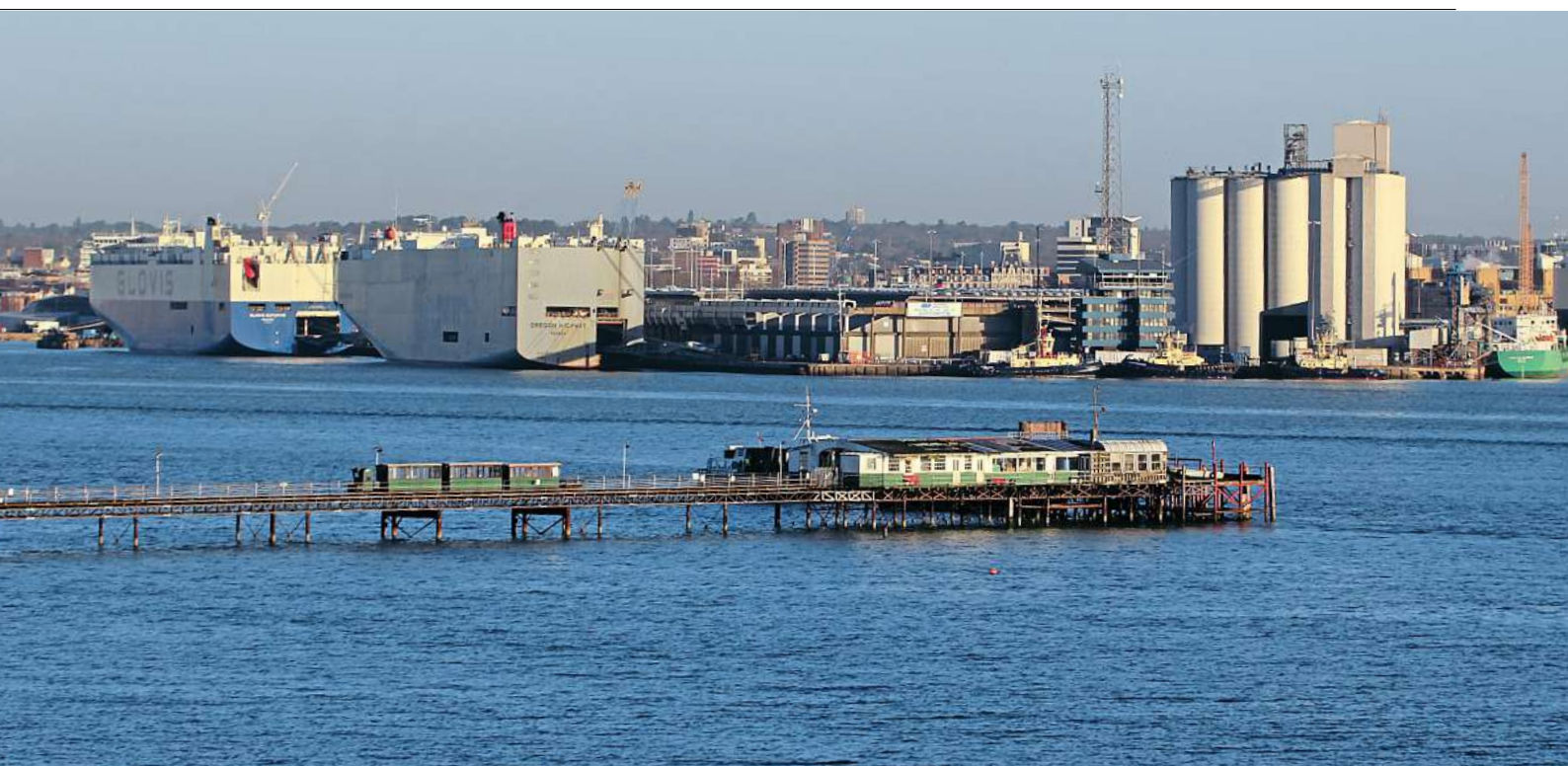
In common with many piers, Southport was beset by numerous problems, including silting-up of the seabed. Although closed during the Second World War, it was not breached and instead provided a platform for

searchlights to protect nearby Liverpool.

A 1ft 11½ in gauge track replaced the 3ft 6in line in 1950, operated by a Hudson-Hunslet diesel, but just three years later, that rolling stock was replaced by an American-style diesel train, named the *Silver Belle*. Comprising four open and two closed cars, it ran for more than 20 years, but after being damaged in a derailment in 1970, it was replaced in 1972 by a Bo-Bo diesel-hydraulic, *English Rose*, and four Severn-Lamb coaches.

In 1998, the pier was closed on safety grounds and the Southport Pier Trust, which had been formed six years earlier to campaign for its restoration, together with Sefton Council, raised funds to start the renovation in two phases. The first was completed in 2002 and included a widened deck with a new 3ft 6in tram track laid down the centre.

In August 2005, a new twin-section, articulated, battery-powered, tramcar built by UK Loco Ltd and costing £325,000, entered service. It runs every day except Christmas Day, carrying up to 80 passengers on a half-hourly service up and down the council-owned pier.



Top and above: Two views of the extraordinary Hythe tramway, which has been running largely unchanged since 1922 and has been recognised by an entry in the Guinness World Records. Top: GREG MAPE; Above: RICHARD RIDING

HYTHE

HYTHE'S 2,100ft pier in Hampshire, designed by James Wright and John Dixon, was opened on New Year's Day 1881. Bereft of amusements, it was built primarily as a landing stage for the ferry service across the River Test to Southampton Town Quay.

Initially, baggage was transported via hand carts, but their constant use eventually damaged the wooden decking so much that it had to be replaced in 1896. The reconstruction work was undertaken by a local undertaker.

The half-mile-long pier reopened in July 1909 and the line was then serviced by two open-sided, hand-propelled, four-wheeled trucks. Such was the demand that further vehicles were added.

After the First World War, the line was adapted for passenger traffic in 1922 and relaid at 2ft gauge on the south side of the pier with an electrified 200-volt third rail on the seaward side. The 700yd-long track was spiked to the wooden decking and fenced off to protect promenaders.

Three First World War Brush-built, four-wheel, battery-powered locomotives were bought second-hand from the Ministry of Munitions and had their Exide 'Ironclad' batteries removed, two of the locos (works numbers 16302 and 16307) being put into service and the third being used for spares.

They push/pulled three 1920s Drewry Car Co bogie coaches with a total seating capacity of 35, supplemented by wagons for baggage, mail and, perhaps uniquely for a pier line, freight (fuel oil tanks for the ferries).

The line is still in use today, having become one of the great anachronisms of the South Coast. Now just seven years short of its passenger-carrying centenary, it has an entry in Guinness World Records as the world's oldest continually operating public pier train.

The line's moment of glory occurred in June 1944, just before D-Day, when King George VI rode in a specially cleaned set of coaches after crossing from Southampton.



BLACKPOOL NORTH

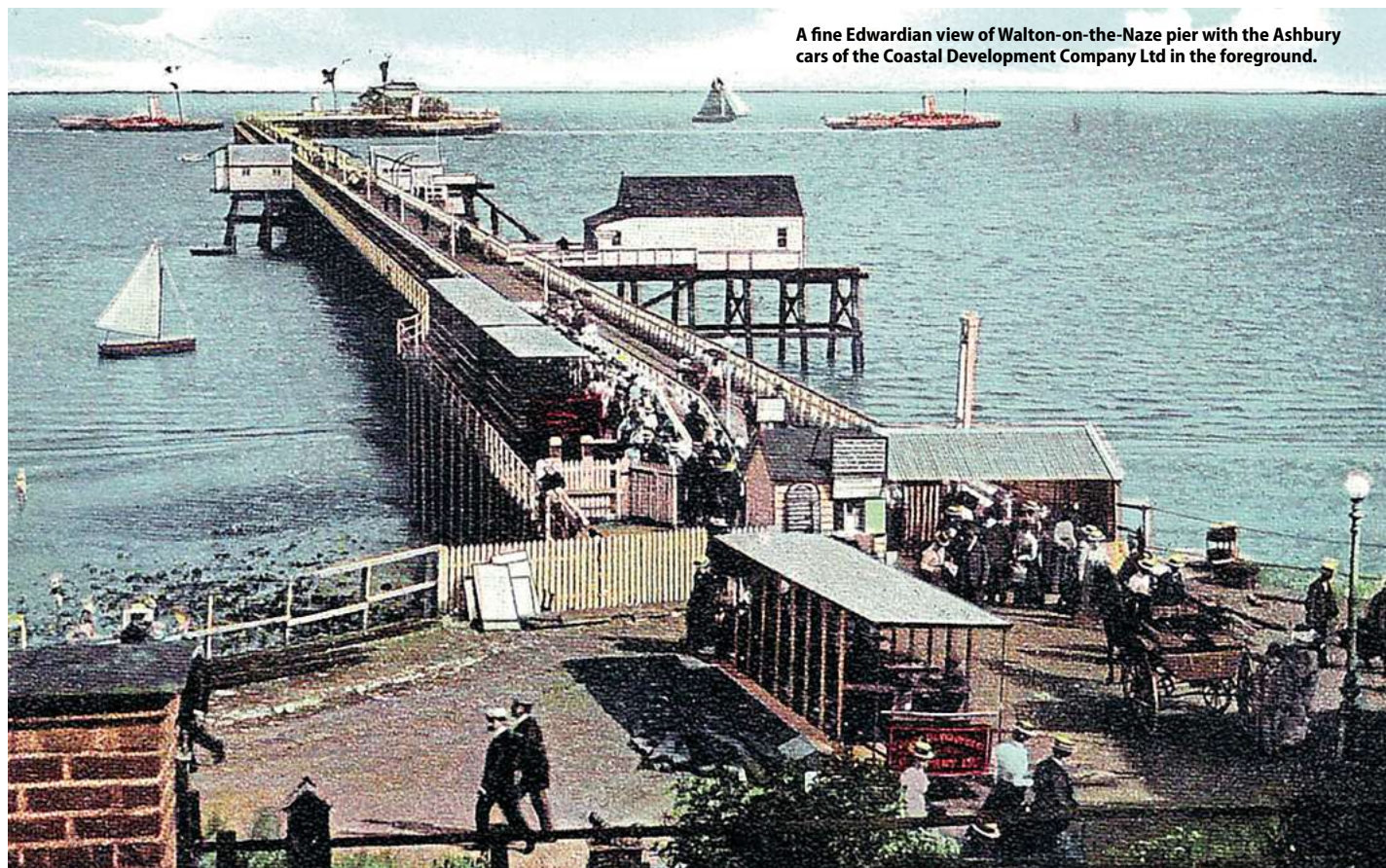
DESIGNED by Eugenius Birch, who was responsible for no fewer than 14 piers, Blackpool North is one of three in the Lancashire resort and dates back to May 1863.

Its tramway, however, didn't open until September 1991 and has already closed.

Possibly Britain's shortest tramway at 273 yards, it was a 3ft-gauge single-track line operated by a diesel-hydraulic railcar,

built by Harry Steer Engineering of Breaston, Derbyshire, and comprising three enclosed single-deck bogie cars, powered by a 2.3-litre Perkins engine located in the centre car. The burgundy, grey & cream-coloured cars had doors on the seaward side only and accommodated 56 seated and standing passengers.

It was ideal transport in poor weather and for senior citizens bound for the Pier Theatre until the line closed in 2004.



A fine Edwardian view of Walton-on-the-Naze pier with the Ashbury cars of the Coastal Development Company Ltd in the foreground.

WALTON-ON-THE-NAZE

OWNED and promoted by the Coastal Development Company, Walton-on-the-Naze's pier (its second) in Essex was opened in August 1898. Being 2,600ft in length, a single-track electric railway of 3ft gauge was incorporated and ran the full length on the north side, taking current supplied by a Parker generator via a central rail.

Three open 32-seat carriages mounted on Peckham trucks ran together, the motor truck being powered by two 15hp Crompton motors. After the 1915 season, the track was lifted and by the following year it had been replaced with a novel, battery-driven, flangeless-wheel car that ran in a 6ft-wide wooden trough, the car kept on course by horizontal guide wheels.

Built by Electricars Ltd, the vehicle could be driven from either end and ran on six pneumatic-tyred wheels, of which the central pair had the driving axle. It featured basic 'toast-rack' seating for 20 passengers. The steering wheel was locked for operating on

Right: An early postcard view of Walton pier showing the open-sided cross-bench cars mounted on Peckham trucks. Each car could accommodate 32 passengers.



the track and brakes were foot operated.

This extraordinary vehicle was destroyed when fire engulfed the pier on May 30, 1942, thus saving the authorities the task of breaching the pier as an anti-invasion measure.

During its rebuilding after the war, a 2ft-gauge single-track light railway was used in the reconstruction and that was later adapted for passenger carrying, featuring a loop and turntable at the pier head.

A second-hand 1939 Ford-engined

Baguley petrol locomotive hauled two open 18-seat bogie cars, and following a couple of changes of motive power, both Lister diesels, a little levity was introduced when the face of 'Thomas the Tank Engine' was painted on the smokebox door.

After severe storms in January 1978, the line was closed and today a 'road-train' plies to and from the pier head, with an American-style 'locomotive' pulling three open carts.

RAMSEY, ISLE OF MAN

BUILT to the design of John Goode and opened in July 1886, the Queen's Pier at Ramsey was originally 2,248ft long and utilised a 3f-gauge railway during construction, which was subsequently retained as a baggage line, using seven trucks and a wagon pushed by hand.

In 1901, when the pier was extended to 2,748ft, a hand-propelled passenger car was added. Modernisation took place in 1937 with the arrival of a Hibberd 'Planet' petrol loco, attached to which was a 10-seater 'toast rack' carriage. A Ford 8-powered Wickham railcar was introduced in 1950.

After steamer visits ceased in 1970, the pier fell on hard times and the tramway closed in September 1981.

The pier has since suffered from vandalism and its future is in the balance, despite the continued efforts of the Friends of Ramsey Pier to save the structure.



The 'Planet' loco and shuttered trailer at the shore end in 1975. KEITH TURNER



A rare early view of Felixstowe pier's single-track 3ft 6in-gauge luggage line. The railway fell into disuse on the outbreak of war in 1939.

FELIXSTOWE

FELIXSTOWE pier was built for the Coastal Development Company, formed in 1898 and incorporating Belle Steamers, which operated a fleet of small ships along the East Coast.

Having already provided a pier at Walton-on-the-Naze in 1898, the company turned its attention to nearby Felixstowe. The resulting half-mile structure was opened in August 1905 and featured a single-track, 3ft 6in-gauge, electric tramway, fed from a central rail on which ran two cars and a trailer, powered by Thomas Porter motors.

Interestingly, a 1904 British-built, open-top, double-deck tramcar, bought in 1926, had been in service as an Ipswich Corporation tramcar. The body was detached and mounted on a Brush AA truck and powered by two Westinghouse motors, while the lower saloon was used as a waiting room at the pier head.

The tramway was closed in September 1939 at the outbreak of the Second World War and the pier, being close to occupied Europe, was sectioned, but survives to this day, albeit in truncated form and with the decking rebuilt in concrete.

SMALLER BRITISH PIER RAILWAYS

Although the aforementioned seaside piers were the principal possessors of railway or tramway tracks, they were not the only ones. Here are the other British piers that featured rails, mainly for the carriage of baggage.

Weston-super-Mare

Eugenius Birch's 1,040ft Birnbeck pier is one of two in the Somerset resort of Weston-super-Mare and links with the tiny islet of Birnbeck. It was opened in June 1867 and a short luggage railway was added in 1884, upon which manually propelled trolleys ran for a short period. The pier was closed to the public in 1992 and, fine structure that it is, has been deteriorating ever since and is unlikely to survive.

Minehead

This was another pier that was destroyed during the Second World War in order to give a clear line of fire for guns in a harbour. Designed by J J Webster and opened in 1901, the 700ft structure featured a track along its deck for a baggage handling trolley. It is believed that this disappeared with the rest of the pier in May 1940.

Sheerness

This Kentish pier opened in September 1835, but it was not until 1899, when it was rebuilt with iron piles, that a baggage track was introduced and laid along the left side of the structure,



complete with passing loop and a waiting room. The pier became unsafe, was closed in 1955 and demolished in 1971.

Deal

The Kent town of Deal had two piers before the present structure was opened by the Duke of



A short luggage line was opened on Weston-super-Mare's Birnbeck pier in 1884, upon which manually propelled trolleys ran for a short period. (The line and shed on the left were for lifeboat use.)

Edinburgh in November 1957. The first, designed by John Rennie and built in 1838, was washed away in 1857. Pier maestro Eugenius Birch designed its 1,000ft replacement, incorporating a tramway for conveying baggage and goods.

Opened in July 1864, the pier unfortunately became a 'magnet' for errant shipping and was badly damaged on several occasions; the knockout blow occurring on January 29, 1940 when the damaged *Nova* ploughed through it.

The remains of the pier and its tramway were demolished soon after in order to give nearby coastal guns a clear field of fire during the war.

Beaumaris

Frederick Foster's pier at Beaumaris, Anglesey, constructed half on stone and half on wooden piles, opened in 1846 and was the third oldest UK pier. It suffered storm damage and fell into disrepair after being hit by the paddle steamer *Great Emperor* in April 1865. Repaired in 1871-72,

it was rebuilt again in 1895 and extended to 570ft, when a 2ft 6in-gauge baggage railway was added and the opportunity taken to add a T-shaped pier head to facilitate loading.

The railway fell into disrepair leading up to the First World War, was never renovated and was finally removed during the early 1960s, although a section was retained. After a £2 million refit, the pier reopened in 2012, but with no railway.

Bangor Garth

Stretching across the Menai Straits and opened in May 1896, Bangor Garth pier was built by James Webster as a steamer and ferry landing stage as well as an amusement and entertainment centre.

Construction of the 1,550ft structure was aided by a 3ft-gauge tramway, which remained in use as a passenger baggage line. Following *SS Christiana's* collision with the pier in 1914, the tramway fell into disuse and was not replaced when the pier underwent repair work in 1921.

NB. Many other structures, such as cobs, moles and jetties, generally built of stone, are often misleadingly termed piers and therefore do not qualify for inclusion. Nor (apart from the exceptional example of Ryde) do extensions of main lines that have been carried on to pier-like structures (e.g. Lymington).

Richard T Riding was editor of 'Piers', the Journal of the National Piers Society, from 2002-2013.

THE GRAND OLD

Richard Hardy has achieved things most of us can only dream about... running locomotive sheds at the height of the BR steam era and overseeing the changeover from steam to modern traction at one of Britain's largest traction depots. Last month's issue traced his life from childhood until the end of the 1940s. In this concluding part, we follow his progress through the Eastern, Southern and Midland Regions and up to BR headquarters



RICHARD HARDY

PART TWO



RICHARD Hardy was just 26 years old when he took over as shedmaster at Woodford Halse depot in the autumn of 1949, but he felt "like a biggish pebble in a small pond", for although Woodford was an important depot on the former Great Central main line, the village was small and the stationmaster and shedmaster both held positions of some importance in the community. He was thus expected to behave off the job as well as on it.

"I also believed in leading by example, once defusing a potentially difficult situation – in

which a main line fireman was refusing to work on a rough B17 – by sharing the footplate with him and doing the firing to Leicester so that I could understand the nature of his grievance."

Dick and his wife Gwenda were happy at Woodford, but after just seven months there, a message arrived to say that the all-powerful Leslie Parker, Locomotive Superintendent of the Eastern Region, was sending Dick to Ipswich as relief shedmaster.

"I was distraught when I heard this, for it came just a day after Gwenda had returned from hospital with our first child, Anthea. I felt I'd

done enough relieving and that I should be left to consolidate my job and settle down for a while. I therefore asked if someone else could go instead, but was informed the next day that Parker's response had been: 'If Hardy does not go to Ipswich, he will stay at Woodford for a very long time'.

"Reluctantly, Gwenda and I realised how much damage I might do to my career by refusal." There was a somewhat humorous aspect to the move, however. A few days earlier, Dick had, after considerable effort, succeeded in ridding Woodford Halse of one of its worst locomotives – B17 No. 61647 *Helmingham Hall*. Not only did it retain an old low-pressure boiler, but it was the roughest and most uncomfortable engine it had ever been his misfortune to come across and he had finally managed to get rid of it... to Ipswich!

"The first thing I did when I got there in April 1950 was confine it to the Yarmouth goods," he laughed.

"So there I was, back on the Great Eastern section, still only 26 and in charge of a sizeable main line depot with more than 90 locomotives and some 480 men under my control.

"I had heard that Ipswich men were inclined to be difficult, and what I saw and heard at the start made me wish I'd defied Mr Parker after all, for discipline was lacking and my office was not the inner sanctum it had been at Woodford; in fact, its front door opened onto a forecourt facing the main line and seemed to be used by anyone who wanted to air a grievance.

"I may have been very young, but when someone came in and sat down, lit up a cigarette and generally made himself comfortable, I had



Drivers at Ipswich took a real pride in their regular engines, particularly the Mid-Suffolk branch loco, J15 No. 65447, which had burnished firebox stay heads and a specially painted cab interior. Dr IAN C ALLEN/TRANSPORT TREASURY.CO.UK

MAN OF STEAM



Representatives of the former LMS, GWR and LNER at Woodford Halse engine shed on March 2, 1963. "As shedmaster here, I was expected to behave off the job as well as on it," says Dick. COLOUR-RAIL.COM



Richard at the Heritage Railway Association's annual dinner in 2013, at which he was presented with a Lifetime Achievement Award. NICK PIGOTT

to take a firm stand, even though they were a lot older than me. I also had to deal with the artful types who knew exactly how to run a freight in such a way as to drop enough time to lose the train's path, but not so slowly as to be readily noticeable. Gradually, I began to earn some respect among the trouble-makers and before long, they changed their ways and I began to enjoy working with them.

"One thing I went to great lengths to ensure was that crews got their own engines and that, if humanly possible, those engines had their shed days and examinations on their crews' rest days – for when locos are associated with particular men, both become as one. Some drivers worshipped their engines and their firemen took pride in not allowing safety valves to blow-off and in not making black smoke."

One evening, Dick was going through the engine list with one of his running foremen, Bill Thurlow, who had done his firing on the '1500s' (LNER B12s) while they were still in blue Great Eastern livery. He and his driver had had their cab painted white inside and his remark that they "don't do that sort of thing these days" set Dick thinking.

One set of regular drivers, Jim Calver and

Charlie Parr, already took a greater-than-usual pride in their B12, No. 61535, and it was in a beautiful state of polished steel, copper and brass. The floor was scrubbed clean, the seats were covered and there was even what looked like a gold chain for the whistle. So the next day, Dick asked Jim if he would like a cream cab interior? The old boy was almost moved to tears at such a prospect, so the shed painter was set

"The floor was scrubbed, the seats covered and there was even a gold whistle chain"

to work and No. '35 became the first engine for years to have a cream cab interior, with chocolate sides.

Not surprisingly, it started a fashion. The crews of No. 61566 also asked for a cream cab, but the driver of No. 61253 would have none of that 'cissy stuff' and asked for his cab to be painted Royal blue. Even the Mid-Suffolk branch engine, J15 No. 65447, gained a cream cab and every stay-head on its firebox front was

burnished. "Some might say those were small things, but the more you can give a man to cherish, the more reward you will receive back," comments Dick, whose reputation as a 'people person' was now beginning to spread throughout the Eastern Region.

"Of course, we had no more idea than the man in the moon what it all cost financially or whether some of the decisions we so blithely took were justifiable, for under the nationalised British Railways, we had no budget and no targets. In fact, I never even saw a budget until I reached Divisional Manager level in the mid-1960s. How different it all is today, when every penny has to be accounted for!"

Ipswich depot had several rural out-sheds, the most primitive of which was Laxfield, at the far end of the Mid-Suffolk Light Railway. Even in the 1950s, it was a timewarp from a bygone era, with few working signals, ancient coaches and a *laissez-faire* attitude.

"One day, I decided to ride on one of its engines with driver George Rowse and when we got to Kenton, the home signal was at danger and we came to a stand. We whistled at some length and eventually were called into the station by hand. From a muttered conversation

Right: A Sunday morning on Ipswich shed in the 1950s and three B12 class 4-6-0s await preparation for the week ahead. Although most of the workforce were proud men, there were quite a few trouble-makers when Dick arrived and he had to act quickly to deal with lax practices and indiscipline. Dr IAN C ALLEN/TRANSPORT TREASURY.CO.UK



THE DICK HARDY STORY

on the platform, which I was not supposed to hear, I gathered that this particular signal had been passed at danger for months past, and what the hell did George think he was doing stopping at it!"

Another amusing anecdote was related to Dick by Arthur Rumbelow, one of the Ipswich shed foremen. In his days as a driver a few years previously, an urgent message had come through to take the breakdown train to the passenger station. 'Rummy' and his fireman knew that a J15 had come onto the shed a few minutes earlier and was standing on the ashpit road, so they jumped into the cab, checked there was plenty of steam on the pressure gauge, collected the breakdown vehicles from a siding and set off along the main line. They were moving nicely towards the tunnel when Arthur looked at the pressure gauge again and, with his pipe stuck firmly in the corner of his mouth, calmly remarked: "I'd have a look at that fire if I were you, old mate."

The firehole door was opened and to the two men's horror, the firebox was completely empty!

The hot coals had been dropped into the ashpit by the previous crew and the only things dancing on the firebars were a few bits of ash.

By then, they were inside the tunnel, but they somehow managed to claw their way into the station and dump themselves in a siding. Not surprisingly, there were some pretty pertinent questions asked at management level and the mirth of fellow enginemens ensured that



Stewarts Lane driver Sammy Gingell (right) was a shed-master's dream – a man who would take any engine on any train with any fireman. Here he is with Dick and shed foreman Fred Pankhurst. R C RILEY/TRANSPORT TREASURY

Arthur and his mate were never allowed to forget the incident.

During Dick's time at Ipswich, the King's Cross shedmaster vacancy became available, but he and Gwenda had grown fond of Suffolk and so he let it pass ("a silly thing to have done"), and by mid-1952 he was beginning to realise that, once over the age of 30, his chances of promotion would be fewer. So when the Southern Region advertised the post of shedmaster at Stewarts Lane (the depot responsible for the prestigious 'Golden Arrow') he applied and, much to his surprise, was appointed.

"I was about to start one of the most fascinating periods of my life – more than two years of hard work, long hours, worrying times and verbal battles... all the delights and miseries of working with 600 outspoken south Londoners, not to mention men of Kent, a few Devonians, one or two Cornishmen, numerous Irishmen, Welshmen and Scotsmen, three Poles, two Singhalese, several West Indians and a Nigerian.

"It was a large shed, ashes everywhere, engines belching smoke and, at busy times, a



The pride of Stewarts Lane depot was the famous 'Golden Arrow', for which 'Britannia' No. 70004 William Shakespeare was cleaned and polished daily. Here, the pristine Pacific passes Bromley South in 1957. NEIL SPRINKS/COLOUR-RAIL.COM

never-ending battle to find enough engines to go round. There were a few pointed remarks about my youth, but most people were too busy to worry about the new boss. There were several violent disagreements, but my men and I were agreed on our desire to keep Stewarts Lane as the top depot in the district – and never to let Hither Green or Bricklayers Arms work a boat train, no matter how short we were of men or engines!

"For working the 'Golden Arrow' and the heavy "Second Arrow", we had two 'Britannia' Pacifics, No. 70004 *William Shakespeare* and 70014 *Iron Duke*, which were always cleaned to perfection. Also allocated to us were three 'Merchant Navies' and 16 Bulleid Light Pacifics. The total allocation in my time was 126 engines and in the summer the entire stud got no rest.

Strange quirk

"In 1953, the Bulleids encountered axle problems and were temporarily taken out of service, so – in what was a strange quirk of fate for me – we were sent some Edward Thompson-designed B1s from the Eastern, North Eastern and Scottish Regions, while Nine Elms depot received Gresley V2s. Some of the B1s came from Norwich, where they'd been under the tender loving care of an old friend of mine, shedmaster Bill Harvey (*subject of the Nick Pigott Interview in the March 1994 RM*), and they performed very well on the Southern... considering that the only person who knew anything about them was me!"

Dick hadn't been in the Stewarts Lane hotseat long when he realised that much of the depot's great work was being achieved by paying men more than the hours they'd worked. This had got out of hand so that, by 1952, even the simplest tasks were negotiable. As the majority of men regarded it as their right to be paid overtime whether worked or not, and as even those responsible for the compilation of the pay sheets were booking themselves overtime, he

realised that he was going to have his work cut out putting a stop to such practices.

"It wasn't easy... but at least I didn't have a bucket of coal emptied over my desk by an aggrieved driver, as my predecessor had!"

Although Dick became passionately involved in Southern life, he admits that he'd had enough of the intense stress and pressure by the time he returned to the Eastern Region in January 1955. In addition to the steam traction in south London, he'd also been responsible for the 130 motormen who drove the third-rail electrics. Their problems, although minor compared with those of their steam brethren, nevertheless had to be dealt with against the backdrop of an unremitting suburban service.

The Southern's zest for punctuality had encouraged Dick to rise to the occasion, but it had devastated his home and family life, forcing him to work seven-day weeks. In high summer, his Saturdays were often 12 to 14 hours long and he was in the office for at least half a day on most Sundays, summer or winter.

"I'm thankful I went there, though, for the job taught me lessons that were to serve me well during the rest of my career – and the men, whether footplate, shed, clerical or supervisory, were all amazing."

The next stage in that career would see R H N Hardy back at Stratford, having been promoted to Assistant District Motive Power Superintendent. By 1955, the Stratford District's staffing and motive power allocations had been reduced from their LNER peak, but still stood at a massive 3,500 men and 500 locomotives – a fortieth of the entire UK fleet!

Apart from the huge central MPD, Dick and his chief, T C B Miller, were responsible for the sizeable depots of Colchester, Parkeston, Southend, Hertford and Bishops Stortford, plus sub-sheds at Epping, Clacton, Walton, Braintree, Maldon, Southminster, Walthamstow Wood Street, Enfield, Chelmsford and any number of places housing one or two engines only, such as



No, not the Eastern Region; the conductor rails give the game away as Stratford shed's B1 4-6-0 No. 61329 passes Herne Hill with the 8.35am Victoria-Ramsgate on May 23, 1953. The loco was one of several from other BR Regions lent to the Southern while its own Bulleid Pacifics were temporarily withdrawn for axle checks. R C RILEY/TRANSPORT TREASURY.CO.UK

Ware, Buntingford, Devonshire Street, Goodmayes and so on. On top of that there were the electric motormen's signing-on points at Ilford, Gidea Park and Shenfield, and the stabling point at Liverpool Street – the scene of many desperate last-minute engine changes. There were also 350hp diesel shunters in Temple Mills Yard.

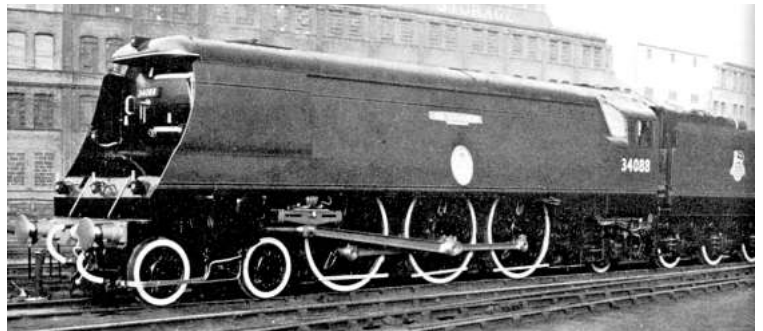
Stratford itself comprised two main shed buildings in a huge rambling area dotted with a mass of smaller structures, huts, nooks and crannies that appeared not to have changed much since Dickensian days. "A running foreman needed years of experience to know where to find his men in that sprawling shanty town," recalls Dick.

The bulk of the suburban service was in the hands of N7 0-6-2Ts and L1 2-6-4Ts, but the link structure was an unusual one in that the suburban work was senior to the main line work, so men in their early-50s were taking charge of 'Britannia' Pacifics on the London-Norwich expresses several years before going into the L1 links and then on to the N7s. As more and more diesel locos and multiple units began to arrive at the depot from 1957 onwards, it became

increasingly difficult to recruit decent young men as firemen, which made life difficult for the older drivers. Many longed to get back to the main line work they'd forsaken years before.

"Providing the intensive Liverpool Street 'Jazz' service every morning and evening became a real hand-to-mouth existence," says Dick. "We would often deliver engines with five minutes to spare, get Liverpool Street stabling point to service incoming engines in 45 minutes and force into traffic locos that were so rough that nobody had dared to run faster than 30mph with them for weeks past. Some of the B17s and K3s were also like that, but we had no option but to slip them onto passenger trains

Right: During Dick's tenure at Stewarts Lane, the Emperor of Abyssinia made a state visit to Britain and Pacific No. 34088 213 Squadron was especially prepared to haul his train from Portsmouth to Victoria. Luckily, Dick had his camera at work that day!



heading away from the capital. We usually chose trains worked by 'foreign' crews from other sheds for that sort of job as they wouldn't know too much about it until after they'd got started!

"Despite all that, I think I can honestly say that we never once cancelled a passenger train. We always managed to find an engine and crew from somewhere."

During his time at Stratford, Dick heard from his former mentor Ted Hailstone in 1957 that he was about to reach retirement age and that he would like Dick to travel with him one last time.

Ted's regular engine was the pioneer A4, No. 60014 *Silver Link*, and although the former apprentice was by then a senior executive, wild horses wouldn't have stopped Dick donning overalls and wielding the shovel once more. "Ted was rather emotional as he didn't really want to call it a day, but I fired to him from King's Cross to Leeds and back and managed to put into practice the lessons he'd taught me all those years previously, much to his satisfaction."

Eventually, it was announced by BR that steam was to be eliminated on the ex-GE lines and – although Dick accepts that it seems odd for someone with 'steam in his blood' like him to say it – he was a happy man when he was

promoted to District Running & Maintenance Engineer in 1959, for the prospect of being responsible for the traction side during that great revolution was an exciting one from a management point of view.

"Mind you, I wasn't exactly a diesel man at that stage," he says. "The first Brush Type 2, No. D5500, had arrived at Stratford in October 1957 and, oh how I hated it! Its first trip was on the 10.36 Liverpool Street to Clacton and I wished it would fall to bits, but sadly it didn't."

"The Brush 2s could just about manage a 'Britannia' job on the Norwich service, but when the D200 English Electric Type 4s came along, they were much better suited to 'Britannia' work... when they weren't out of service for teething troubles that is."

"The EE Type 3s, the D6700s, also had their problems when they first arrived. One of the most worrying things I remember about those is that they wouldn't budge an inch until the controller was about half open – and then they would shoot forward like a rocket! English Electric soon put that right."

"As for the Paxman-engined Type 1s, we nicknamed them the 'Plumber's Nightmares'."

The dieselisation of the GE main line, electrification of Clacton and conversion from 1,500V DC to 25kV AC on the Shenfield, Southend and Chelmsford services took place

"Some locos were so rough we didn't dare exceed 30mph"



Above: Stratford depot took a pride in keeping its Liverpool Street 'pilots' in pristine condition. N7 No. 69614 makes a stark contrast to the coaling plant in November 1959. RAIL PHOTOPRINTS.CO.UK

between 1959 and 1962. It was, says Dick, the most rewarding, unforgettable experience. "We were up against time and were being challenged by operational and human problems we had never faced before; a way of life was changing for every man in the loco department and they had to learn to drive not only electrics but as many as five or six different types of diesel."

Sadly, the arrival of the 25kV overhead wires was to have a tragic element during the transition period, for despite warning notices posted at depots and the issuing of personal instruction booklets, men who had for decades been used to hopping up onto bunkers and tank tops to deal with the coal or water continued to do so by force of habit, and more than one touched the wires with terrible results.

In October 1959, BR sent Dick to Switzerland to visit the Sulzer diesel works at Winterthur and he was also shown around the Swiss Federal Railways running shed at Zurich. He had never before seen such a standard of cleanliness and it made him determined to try to emulate that when the new Stratford diesel depot was officially opened by the Queen in August 1960.

"Thanks to the selflessness of my superiors, it fell to me to take Her Majesty on a tour of the facility. First of all, I ensured that a particularly



Left: Now this is something you would never see on a British footplate – a glass of wine! It was, reveals Dick, quite common for SNCF steam crews to have a tippie on duty.

vocal anti-royalist among our workforce was put on other duties that day, then I arranged a line-up of four locomotives outside what was left of the old steam shed – two spotless diesels, a clean B1 4-6-0 and a dirty little old J15 0-6-0 – to portray the changes that had taken place over a period of 60 years.

"I showed the Queen around, almost oblivious to the fact that BR chairman Dr Richard Beeching and members of the Eastern Region board were walking right behind me, and introduced her to some of our senior men, including two crippled ex-drivers in wheelchairs. I then showed her into the cab of a brand new Brush Type 2, D5694, and explained the controls.

"When the time came for the Royal Train to leave the depot, all the locomotives alongside were packed with men, standing on the cabs, roofs and nose-ends of the diesels, and on the coal of the steam loco tenders, cheering themselves hoarse. The diesel horns were



sounding, but clear above it all was the shrill Great Eastern whistle of the little J15, bidding *au-revoir* to Her Majesty and signalling the end of steam at Stratford.

"It was all very emotional. I may have worked hard to bring about modernisation, but equally no-one made greater efforts to get the best out of the remaining steam before it became a thing of the past in November that year."

Dick had not had a bank holiday (not even a Boxing Day) off since 1948, but the relatively smooth running of the Liverpool Street operation now meant that he could go away. Like many true railwaymen, however, he treated himself to a 'busman's holiday'... travelling to France to experience main line steam running on the SNCF's lines north of Paris.

Wine, not tea!

His first cross-Channel trip had been in 1958 and, needless to say, he hadn't taken long to persuade the crews there to let him fire their locos. Doubtless helped by the fact that French enginemans managed to get away with drinking wine on the footplate instead of tea, he made many acquaintances, several of whom accepted his invitation to sample footplate life in Britain.

In August 1962, the Hardy career path took a radical turn, for he was selected to attend the British Transport Staff College in Surrey for a 16-week course of study into far broader managerial fields than he had been accustomed to. The reason for his selection became apparent at the start of the following year when he was promoted to acting Locomotive Engineer for the whole of the Eastern Region.

ER dieselisation was in full swing and part of Dick's new job involved regular meetings with the companies building the new fleet, particularly Brush Traction and English Electric.

"Initially, I wasn't very impressed with the first batch of Brush Type 4s, Nos. D1500-D1519," he said. "We eventually got them sorted out after a number of modifications, but I regretted the BR HQ's decision to concentrate on that class to the exclusion of English Electric's Type 4 prototype, DP2, which was rugged, reliable and respected wherever it was



A beacon of modernity amid the grime... Stratford diesel depot in January 1961, just five months after its official opening. Dick was based here from 1955 to 1962 and played a key role in the transition. KEN FAIREY/COLOUR-RAIL.COM



Above: Stratford during Dick's time there. On the right is the 'New Shed' (actually built in 1871), in the centre is the works, with the paintshop to the right of it, and on the left is one of the carriage shops. TRANSPORT TRASURY

sent – just what was needed to back up the excellent 'Deltic Type 5s.'

Towards the end of September 1963, Dick was asked if he was prepared to go to Lincoln as acting Traffic Manager for seven months. Although it meant being away from home for another lengthy period, he was reluctant to turn it down, for the days of the Lincoln District were numbered and he knew that experience in traffic management would enable him to compete for one of the Divisional Manager positions when the rationalisation of the various ER departments was completed in 1964.

There was, however, a downside to the job, for he knew he would have to preside over the numerous line closures and traffic withdrawals Beeching had announced for parts of rural Lincolnshire. "I had the task of raising morale and trying to keep people believing in what they were doing even though I was under pressure from my superiors to remove every redundant asset I could find," he recalls. "An old GNR inspection saloon was put at my disposal and

I travelled to every corner of the Lincolnshire passenger and freight network while I was there.

"At the village station of New Bolingbroke, I was received by a fiery, white-moustachioed little stationmaster. He wore his best uniform, saluted me smartly, showed me round his manor with dignity and sent me on my way. One could feel his pride as well as his contempt for the changing scene, for we both knew that the day of the rural stationmaster was nearly done. It was sad to see the 'old railway' disappearing, but I think I did a fair job of trying to please everyone

"It's not generally known that there was a plan to close King's Cross station!"

before having to leave the area in May 1964."

Dick's star was certainly in the ascendancy at BR HQ level, for he was selected to become the first Divisional Manager of the new King's Cross Division, which came into existence the following month and controlled the whole of the East Coast Main Line from King's Cross to just north of Grantham. "It is not generally known that there was a plan, well-developed by



Above: A highlight of Dick's life was showing Her Majesty the Queen around Stratford depot in 1962. Here, he explains to her the controls of Brush Type 2 No. D5694.

the mid-1960s, to close King's Cross station," said Dick. "Main line traffic would have been diverted through the goods depot into St Pancras and electrification to Moorgate would have taken care of the inner suburban services. No practical railwayman could see the plan working or could understand why management should even consider so stupid a scheme, except to release a valuable property redevelopment site.

"Mercifully, it all came to nothing and at my last meeting before I left the division in 1968, I was able to tell the staff that the closure was dead and buried and that electrification was on the way. The sound of applause still rings in my ears."

In May 1968, Dick was summoned to BR headquarters and told they were looking for 'a large man of aldermanic appearance' to take charge of the Liverpool Division, which in those days of intensive freight workings, was a much more complex and higher-paid post than the relatively straightforward East Coast Main Line job. It employed 8,000 staff when he arrived and was in the latter stages of the changeover



VIP visit: A bowler-hatted Richard shows British Rail chairman Sir Henry Johnson (centre) around Bidston dock during his time in charge of BR's Liverpool Division.



A reunion on the North Norfolk Railway in 2011 with former colleagues from South Lynn shed. The loco, No. 43106, was one of several 4MTs allocated there in the 1950s.

THE DICK HARDY STORY

from steam to diesel. In fact, the last steam-hauled train left Lime Street station three months after Dick's arrival and, to the astonishment of chief footplate inspector John Hughes, the new chief rolled up his sleeves and fired 'Black Five' No. 45110 for part of the journey!

Richard Hardy had arrived as he meant to continue and when he found on his desk a plan to remove the post of shedmaster at Edge Hill depot 'on the pretext that an assistant area manager could look in twice a week', he determined to scrap the plan immediately. "There were more than 200 'highly individualistic' Liverpudlians at that shed and with the experience I'd had over the years, I knew it was folly to let them look after themselves," he explains. "So I appointed Jack Mitchinson, one of the men with whom I'd served my apprenticeship at Doncaster and whose caustic humour I knew would be a match for the sometimes volatile 'Scousers'!"

"Another thing that annoyed me was the situation at Northwich depot; diesel locos would arrive off their duties with fuel tanks nearly empty and then have to run light to Crewe or even Birkenhead to fill up – a scandalous waste of time, money and crews and a curse to running foremen with few men to spare for such a futile exercise. Obviously, a fuelling point was needed at Northwich, but that would be at a cost and the London Midland Region's consequent opposition to the idea only served to sharpen my resolve.

Marvellous

"The solution lay in a siding at Kirkdale, Liverpool, where a small DMU fuelling point was about to be closed. It had two old steam engine tenders, so one Sunday, those venerable vehicles found themselves on a journey to Northwich. Pipes were connected, a tanker arrived and by the end of the day we had our fuelling point! Availability and punctuality improved overnight and although the LM Region hierarchy refused to accept the situation officially, I think they were pleased as I didn't hear anything more about it."

In Dick's five and a half years running the railways of Merseyside, he particularly came to admire the Class 86 electric locomotives that were the mainstay of the inter-city service to London. "They were marvellous machines and the men were proud of them and keen to show off their paces. People say there's no longer the skill or the artistry that there was with steam, but they forget that things happen much more quickly at higher speeds, so the need for vigilance and responsibility is just as great."

The job wasn't all tough. Recalls Dick with a smile: "There was a period when some lady carriage-cleaners were in trouble and when they arrived in my office to appeal against their punishment, they were dressed to kill, hair *a la mode* and made up to perfection. They were softly spoken, wide-eyed and innocent, and I'm afraid I let them win the day – but I decided that all future appeals by carriage-cleaners would be heard by an older, greyer and far less impressionable colleague!"

Despite Dick's success, BR as a whole was still undergoing seismic changes and in the next national 'field reorganisation', the Liverpool Division was to be abolished.

"My family and I were happy on Merseyside and didn't want to leave, but although I had achieved many improvements there, the BR top



Left: How times change... as recently as the early 1990s, it was quite common for members of the public to be allowed to wander off platforms to take photos of steam specials. This is Stratford-upon-Avon in 1991 and Dick's wife, Gwenda (right) is posing alongside V2 Green Arrow with her lifelong friend Pat Carden. Note the photographers and passengers in the background... not a high-viz vest in sight! RICHARD HARDY

brass knew that I wasn't really a 'bottom line' man in accounting terms and therefore not worthy of further promotion in general management. So, having been responsible for 5,690 souls in Liverpool, I found myself posted to BR's Melbury Terrace office in London with a staff of just two (a secretary and a clerk).

"To many people, my transfer seemed a scandalous waste of a man whose strengths were in team management, but the post was an influential one involving the training and career development of young engineers and I surprised myself by growing to love it, especially as it enabled me to cut through 'red tape' and make sure it was tied up again with the job well done!"

Dick spent nine years in the role before retiring at the age of 59 in December 1982, by which time he was involved in the appointment of all BR engineers, including department heads.

The year before his retirement, Dick had been offered the chance to fire A3 No. 4472 *Flying Scotsman* along the whole length of the

arduous Settle & Carlisle line and he considers the run he made over Ais Gill in pouring rain with a heavy train to be an achievement every bit as rewarding as the footplate journeys he made during the war years. The driver, Jimmy Lister, was an ex-Scottish Region man who'd worked at St Margaret's shed and who knew A3s like the back of his hand. As the train halted at Garsdale, he turned to Dick and said: 'Well, Mr Hardy, I'm not sure who you are but you are a credit to your profession'.

"I was nearly 58 and had been in charge of men like him for years and yet I felt 10ft tall when he said that," beamed Dick.

Since then, of course, Richard Hardy has never turned down an invitation to take the shovel or regulator on even the shortest of preserved lines and has become so well known in national steam circles that even a latterday Jimmy Lister would know who he was!

Still blessed with bags of energy and enthusiasm on his retirement, he has thrown himself into advisory and honorary roles in the heritage world – including a directorship of the Ffestiniog Railway and the chairmanship of the Steam Locomotive Operators Association from 1987 to 1993 – a role so 'politically' sensitive at the time that it demanded most of the managerial and diplomatic skills he had gathered during his career.

So active has Dick been in preservation since leaving full-time work (not even a rare life-threatening virus in the late-1980s could halt him) that the judging panel of the Heritage Railway Association had no hesitation two years ago in unanimously awarding him its *Railway Magazine*-sponsored Lifetime Achievement Award. To that prize, Dick can add any number of fine mementos, but none as vital as the most important of all in old age – his memory. For he is blessed with a splendid and unusually clear power of recollection and is able to describe in fine detail characters, conversations and experiences from 70 or 80 years ago.

Summing up his career, he tells me: "I've been a very fortunate man, privileged to work with some of the finest people anyone could wish to meet. I have had a truly wonderful life on the railway."

■ *Railway Magazine* readers can get a special discount on Dick's book, *A Life on the Lines*, which can be bought for £12.00 plus p&pp (a saving of £3). Go to www.posthousepublishing.com, then follow the link and quote the following code – *RailwayMagazine2015* – when requested.



Kindred spirits... Dick at Chesterfield with a statue of the 'Father of Railways', George Stephenson. NICK PIGOTT



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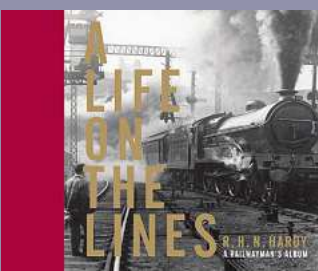




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A Life on the Lines by R.H.N. Hardy

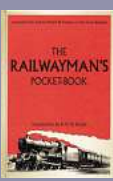
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In conjunction with the extensive feature about R.H.N. Hardy in this month's *Railway Magazine*, we are offering readers a special price of £12.00 (RRP £15.00) plus postage and packing for his book *A Life on the Lines*

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THE 'BITTERN LINE'



In the seventh of our series examining the branch lines of Britain, **Chris Milner** spends a day in Norfolk to see what the Norwich-Cromer-Sheringham line has to offer.



IN the 1950s, Norfolk had more than 100 operational stations situated on main and branch lines, criss-crossing the county and linking a plethora of small towns and villages. Today, sizable towns like Hunstanton, Swaffham and Fakenham are isolated from the network.

With the nationalised railway losing £300,000 a day six decades ago, many routes were deemed unprofitable, and closed even before the era of the Beeching 'axe'. With East Anglia at that time showing the fastest rise in car ownership in the country, the Beeching closures of the 1960s left Norfolk with just 30 stations. A subsequent report suggested an even more radical pruning with the main line ending at Norwich, but the Government of the day rejected the idea.

One of the biggest casualties was the Midland & Great Northern Joint Line, which provided a long route from Leicestershire, through south Lincolnshire, South Lynn, Fakenham, Melton Constable, Sheringham and Cromer, to reach the resort of Great Yarmouth.

It's debatable what level of patronage a route like that would attract today had it survived, given the changes in demographics, but fortunately, a small part of the much-loved M&GN survives – the section from Cromer to Holt via Sheringham. The part west of

Sheringham is operated as a heritage line by the North Norfolk Railway, with the eastern segment belonging to Network Rail and forming the far end of the branch featured in this article.

Until 2010, they were separated, with terminal stations facing each other across Station Road, but the lines – known respectively as the 'Poppy Line' and the 'Bittern Line' – have since been physically

reunited for occasional railtour and stock transfer purposes.

The Norwich to Sheringham 'Bittern Line' is 30½ miles long, with stations at Salhouse, Hoveton & Wroxham, Worstead, North Walsham, Gunton, Roughton Road, Cromer and West Runton, and is currently operated as part of the Abellio Greater Anglia franchise.

Although the railway first arrived in Norfolk in 1845, it was an Act of Parliament in 1872

Above: With its disused platform evident, the rural station of Worstead plays host to Abellio Class 156 No. 156402 as it makes a brief call while working the 13.44 Sheringham-Norwich service on April 10. All pictures taken on April 10 by CHRIS MILNER unless stated.

Right: The guard makes a final check before closing the doors on unit No. 156412, about to depart from West Runton with less than two miles to the Sheringham terminus for the 09.45 from Norwich.





Easing into Cromer Beach station is DMU No. 156409, passing the Grade II-listed signalbox, which is being turned into a signalling museum by volunteers.



A historic moment as Standard Pacific No. 70013 *Oliver Cromwell* hauls the first passenger train to traverse the newly laid link between the 'Bittern Line' and the North Norfolk Railway's 'Poppy Line' on March 11, 2010. MIKE PAGE

that laid the foundations for the East Norfolk Railway (later to become part of the Great Eastern Railway) to build a single line from Norwich towards the Norfolk coast at Cromer, the first section opening as far as North Walsham on October 20, 1874.

In 1877, the railway reached Cromer, the station being situated on a steep escarpment at the south edge of the town.

The town had become fashionable as a resort earlier in the 19th century, with wealthy Norwich banking families making it their summer home. Visitors were attracted then, and still are today, by the town's Grade II Victorian pier with its theatre and lifeboat station, surrounded by sandy beaches. Even today, Cromer and nearby Sheringham remain popular for family holidays and day trips.

In 1906, a connecting line was completed

from just south of Cromer High station to join the Norfolk & Suffolk Joint Railway (a venture between the M&GN and the GER). Linked to a triangular junction west of the town, trains could run either to Sheringham or into the M&GN's Cromer Beach, which is a terminus.

The Norfolk & Suffolk Joint Railway included a tunnel under the Cromer High-Norwich line – the only tunnel in the whole of Norfolk! On September 10, 1954, Cromer High was closed and Beach – which, as its name suggests – was much handier for the sands as well as the town, and became the main station. High remained open for goods traffic until March 1960.

Beach station building is a half-timbered affair that once included a bar, but after BR introduced conductor-guard working in 1966, the ticket office and other facilities became

PRIVATISATION

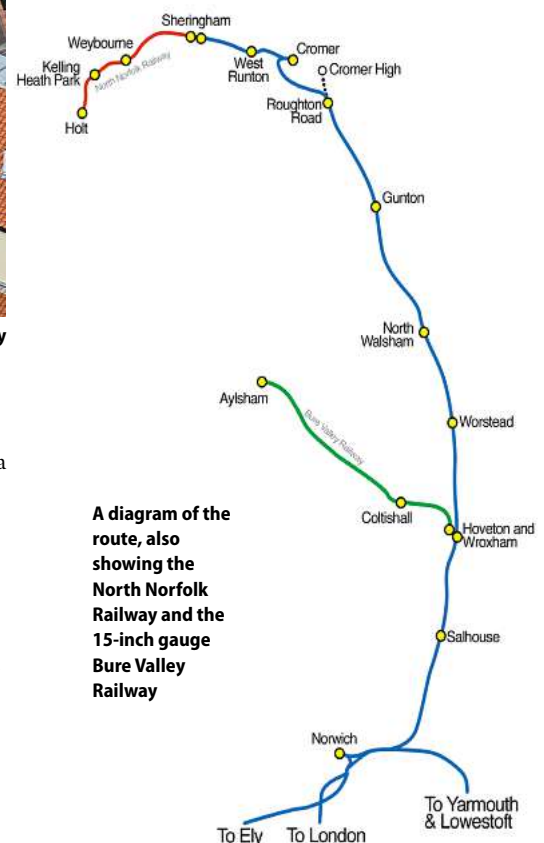
UNDER Privatisation, the first franchised company to operate services on the Norwich-Cromer line was Anglia Railways, part of GB Railways, which ran the franchise from January 1997 to August 2003. It sold its business (including its freight operation), to First Group, which continued to run the franchise until the following March.

First lost the re-tendered franchise to National Express, which took over on April 1, 2004, using the unusual trading name 'One', its trains noticeable for the rainbow colour flash at the cab ends.

Not one of the best marketing successes, One was re-branded National Express East Anglia (NXEA) from February 2008, the livery being a smarter grey & white. In a little over 18 months after the franchise change, the DfT announced that NX would not get the optional three-year extension as the company had defaulted on the East Coast franchise – although after a change of Government in 2010, NXEA did get two small extensions until February 2012 while franchise reviews took place ahead of a new competition.

The present incumbent is Abellio, the international arm of the Dutch national operator Nederlandse Spoorwegen, which operates under the Abellio Greater Anglia name and took over from February 5, 2012.

Originally intended as a short interim franchise of 29 months until July 2014, their term has been extended until October 15, 2016.



A diagram of the route, also showing the North Norfolk Railway and the 15-inch gauge Bure Valley Railway



A Bure Valley Railway train can be glimpsed to the left of Wroxham signalbox as No. 156402 passes on the main line.

BOOMING PASSENGER USAGE (ENTRIES AND EXITS)

STATION	2004/5	2012/3
Sheringham	130,284	190,844
West Runton	16,451	25,124
Cromer Beach	133,704	194,444
Roughton Road	8,255	13,052
Gunton	12,640	18,400
North Walsham	135,575	242,386
Worstead	15,454	21,140
Hoveton & Wroxham	76,754	119,696
Salhouse	3,529	8,412

Source: Office of Rail Regulation

surplus and the building fell into disuse. It has been refurbished and operates as a pub. A supermarket now stands in the former goods and engine shed yard area.

The station's 1922-vintage signalbox became redundant when the line was re-signalled in 2000, control passing to Norwich, but it survives as a Grade II listed building, complete with its 36-lever frame, and work is underway by volunteers to turn it into a small signalling museum. Details can be found at www.cromerbox.co.uk

One thing that has changed is service patterns. In 1961, BR operated 15 weekday trains between Norwich and Cromer, including

'The Broadman' to Sheringham. By 1966, these had dropped to 12 weekday and Saturday workings each way (14 in summer), with a summer holiday train from Derby and Leicester. Winter Sundays saw just two services.

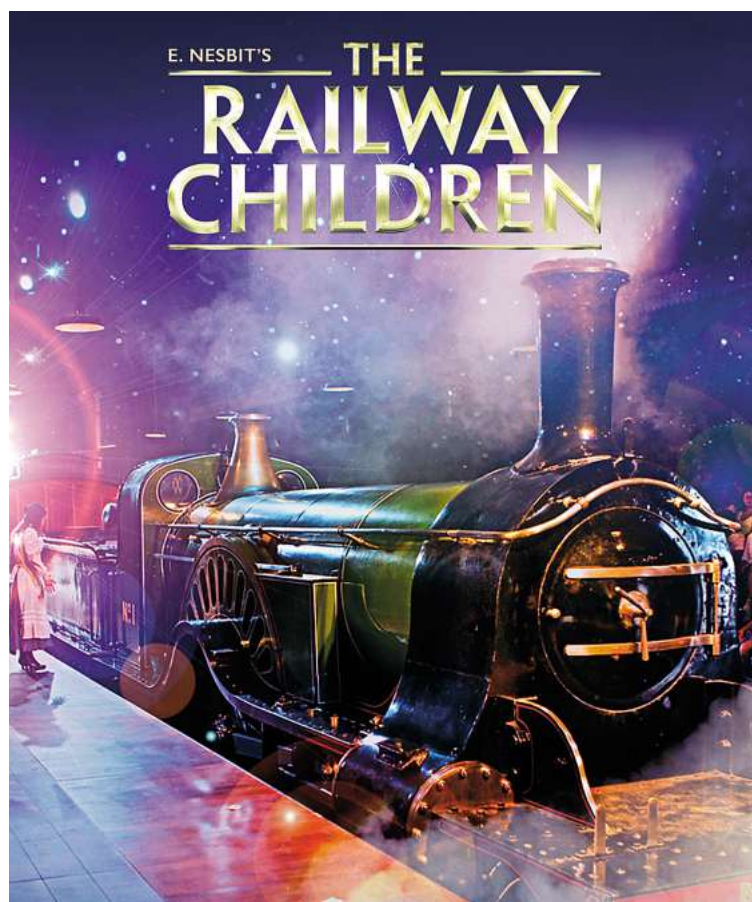
There had been some small improvements by 1996. With rail privatisation in full swing in 1996, there were 14 trains a day to Sheringham and 15 to Norwich. Outside the peak hours there were gaps that varied between 1½ and two hours, and not all stations were served.

In 1997, a single daily through train between London Liverpool Street and Sheringham was re-introduced, but was not well used and was discontinued.

Today, under the Abellio franchise, there are 17 trains in each direction, with a late train on Friday and Saturday from Norwich at 23.05 (22.44 FSX). One of the biggest improvements has come to Sunday services, with 13 trains – a far cry from the paltry two offered by BR which, incidentally, proposed total closure of the line in 1968. Overall, the Bittern Line has its best service ever, but the average journey time from Sheringham to Norwich is just 58 minutes, no real change from 50 years ago.

Many of the improvements can be credited to the Bittern Line Partnership, formed in 1997 to encourage more use of the line, well ahead of the 2005 announcement by the Strategic Rail Authority of pilot community rail schemes. The branch was designated a community line in 2007.

The partnership has produced a leaflet and a downloadable PDF packed with ideas for



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Taking its name after Gunton Hall, the now privately owned Gunton station features a superbly restored Great Eastern Railway building – a stark contrast to the basic ‘bus shelter’ facilities today’s passengers have to use. Unit No. 156412 rushes through the station non-stop with the 10.47 Sheringham-Norwich.

days out. There is also a day ranger ticket available at £9 adult, £6 senior.

The current service is usually operated by Class 156 DMUs, which can get busy in summer, although a pair of 153s can appear, and very occasionally a Class 170 ‘Turbostar’.

Charter wise, occasional steam specials run over the connection at Sheringham, and North Walsham-based Nenta Tours promotes charter trains to many UK destinations from the Norfolk area.

Unusually for a branch line, there is some freight traffic. Gas condensate from the North Sea, fed via a pipeline at Bacton, is stored at a terminal in North Walsham before being moved on an as-required basis by GB Railfreight to Petrochem Carless, Harwich.

A journey on the line provides plenty of interest. After passing the large Norwich Crown Point traction depot, trains share metals with services on the ‘Wherry Line’ (Yarmouth/Lowestoft) for the short distance to Whitlingham Junction, before heading for the first stop at Salhouse, six miles from Norwich and serving a small community.

Hoveton & Wroxham is the next station, the fourth busiest on the line, with both up and down station buildings and canopies still in use. Like all stations on the Bittern Line, it is unmanned, and the evidence of a longer platform is a hint at the railway’s more popular times.

This is the alighting point for the 15-inch Bure Valley Railway, which runs for nine miles to Aylsham. Connected to the station’s down platform by a footbridge, the BVR was built on the trackbed of the former East Norfolk Railway branch, which ran to Coltishall, Aylsham and County School, but was closed by BR in 1982. Laid on the former standard gauge trackbed, the narrow gauge line was opened in 1990 and

today has intermediate stations at Coltishall, Buxton and Brampton.

The original 50-lever Wroxham Junction signalbox is Grade II listed and leased from Network Rail by the Wroxham Signalbox Trust, which moved it 20 feet to its current location and is undertaking a full restoration.

It is at Wroxham that the Bittern Line becomes single track and the next halt is at Worstead. A mile from the village it is named after, a building and canopy survive on the up side. On the down side, the disused platform is extant and at the north end the privately owned signalbox stands in a resident’s garden. There are well-stocked flower tubs on the platform.

“Unusually for a branch line, there is some freight traffic – North Sea gas condensate”

The line’s busiest station is North Walsham. Formerly one of two stations in the town (the M&GN station, North Walsham Town, closed in 1959), it is today devoid of any brick buildings, having modern shelters on both platforms. There’s a ticket machine and passenger information screens, but little else. The two-platform station acts as a passing point for up and down trains.

Next to the station is the gas condensate terminal and a motorcycle museum. The station was once the junction for trains to Mundesley on the coast.

The next station is Gunton. There is no village of that name, the station name coming from Gunton Hall, having been primarily for

the convenience of Lord Suffield, who was a major investor in the original East Norfolk Railway Company.

The substantial former down side station building survives, but in private ownership. It has been beautifully restored in a GER style, with luggage trolleys, scales, period signage and even a two-wagon train, whose home-made replica locomotive looks decidedly ‘dodgy’.

The penultimate station before Cromer is Roughton Road, a single-platform, halt-style affair that opened in May 1985 to serve a new housing development on the edge of Cromer, and is only about 200 yards from the site of the former Cromer High station.

Cromer Beach terminus, mentioned earlier, is where trains to and from Sheringham reverse, before heading west along M&GN metals to West Runton, another small rural station with only a shelter and passenger information screen. This and Cromer Beach are the only two surviving M&GN stations on the national network.

First-time passengers expecting the ‘main line’ station at Sheringham to be large and the steam railway’s station to be just a platform are in for a shock, for the opposite is the case. The Network Rail facility is one of the most basic in the country, having just a ‘bus shelter’-type structure, a ticket machine and a passenger information screen. It was opened in 1967 so that BR’s DMUs didn’t have to keep negotiating a level crossing in order to access the much grander ex-M&GN station, which has survived in largely original condition and now serves as the North Norfolk Railway’s headquarters.

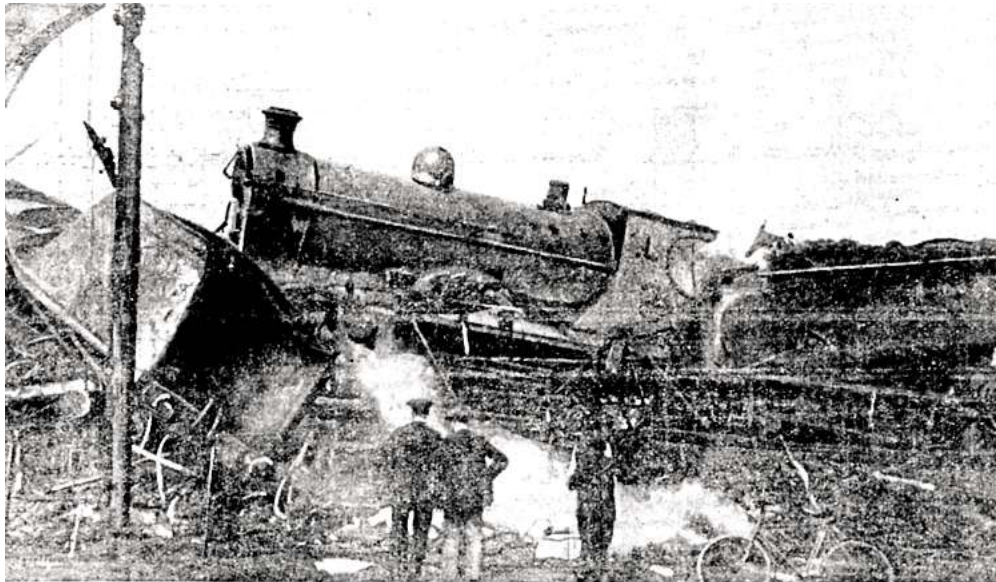
So, for a day out with a difference, a trip on the Bittern Line is a good choice, especially if you take a break at Cromer and enjoy a bag of fish & chips on the pier! ■

100 YEARS AGO...

THE BLACKEST DAY IN BR

A century ago this month, the name of a tiny Scottish farming community became a chilling byword for disaster.

David Stewart-David tells the dreadful story of what will hopefully remain for all time the UK's worst train disaster – Quintinshill – and touches upon recent allegations of an official cover-up



The leading locomotive of the double-headed Euston-Glasgow sleeper lying on top of the wreckage of the troop train.

At 6.43am on Saturday, May 22, 1915, a southbound troop train running at speed on the Caledonian Railway main line collided head-on with a local train at Quintinshill, just north of the Scottish border. The 21-vehicle troop train was hauled by McIntosh 4-4-0 No. 121 and its occupants were soldiers of the Royal Scots Regiment heading to Liverpool to embark for Gallipoli.

Just over a minute after the first collision, a sleeping car express from Euston to Glasgow, double-headed by CR 4-4-0s Nos. 140 and 48, ploughed into the wreckage. Almost immediately, fire broke out in the troop train's wooden-bodied and gas-lit vehicles. Many of the soldiers injured by the force of the impact were subsequently killed in the inferno.

The final death toll has never been accurately established as the regimental roll list was destroyed by the fire, but has been estimated at 227. A further 246 people were injured.

There were few passengers in the two-coach Carlisle-Beattock local train, which had been standing close to Quintinshill signalbox with 'Cardean' 4-6-0 No. 907 at its head, and only two of the fatalities came from that train. The robustly built sleeping cars of the down express protected their passengers to some extent, keeping the death toll in that train down to single figures. It was in the troop train that the vast majority of the deaths took place and a number of bodies were never recovered, having been wholly consumed in the blaze.

Head-on collisions on a double-track main line ought to be almost impossible to occur. We are today used to the phrase 'an accident waiting to happen' and it can be said that this was true of the Caledonian's method of operating trains at Quintinshill.

There, two passing loops had been laid to handle the extra volume of First World War traffic. It was therefore possible to put trains

'inside' on both up and down main lines to allow other trains to pass. There was also a trailing crossover near the signalbox, which made it possible, although undesirable, for a northbound train to be reversed onto the up main line. This was a common procedure when engineering work blocked one line, but the Caledonian had also authorised it as a routine way of shunting northbound local trains out of the way so that late-running northbound expresses could overtake.

This was asking for trouble, for although trains stabled in such a way were protected by signals, it made the avoidance of head-on collisions dependent on signalmen following the rules with absolute precision. At Quintinshill they did not.

The shift change at the remote location was

"One signalman wrote the train times on a piece of paper and the other copied them into the register"

supposed to be at 6am, but the signalman who should have started duty then – James Tinsley – had an arrangement with his mate, George Meakin, that the latter would stay on until 6.30, allowing the other to hitch a lift in the cab of the engine hauling the 6.10 local train from Carlisle as far as Quintinshill, thus saving Tinsley a 1½-mile walk or bike ride from his home in Gretna. It is not known exactly how long or how often the two men – who were both aged in their early-30s – had been doing that, but it is thought to have been going on for about two years.

To disguise their subterfuge, Meakin would write the movements and timings of the post-6am workings down on a piece of paper so that Tinsley could copy them into the train register in his own handwriting.

Partly due to heavy wartime traffic, overnight Anglo-Scottish expresses were often

handed over from the London & North Western Railway at Carlisle behind time and this was the case on May 22, which was also Whit weekend. Two sleeping car trains from Euston – one to Edinburgh and Aberdeen and the other bound for Glasgow – were each half an hour late, causing the Caledonian to despatch the 6.10 stopper ahead of them, even though it was known that the passing loops at Quintinshill would be blocked by goods trains by the time it got there.

On this occasion, the down loop was occupied by a freight... and an empty coal train was about to enter the up loop as the local train arrived and was reversed over the trailing crossover onto the up main line. The signalman who should have conducted this manoeuvre was Tinsley, who of course had just jumped down from the footplate, so Meakin performed the shunting function for him and then accepted the first northbound sleeper.

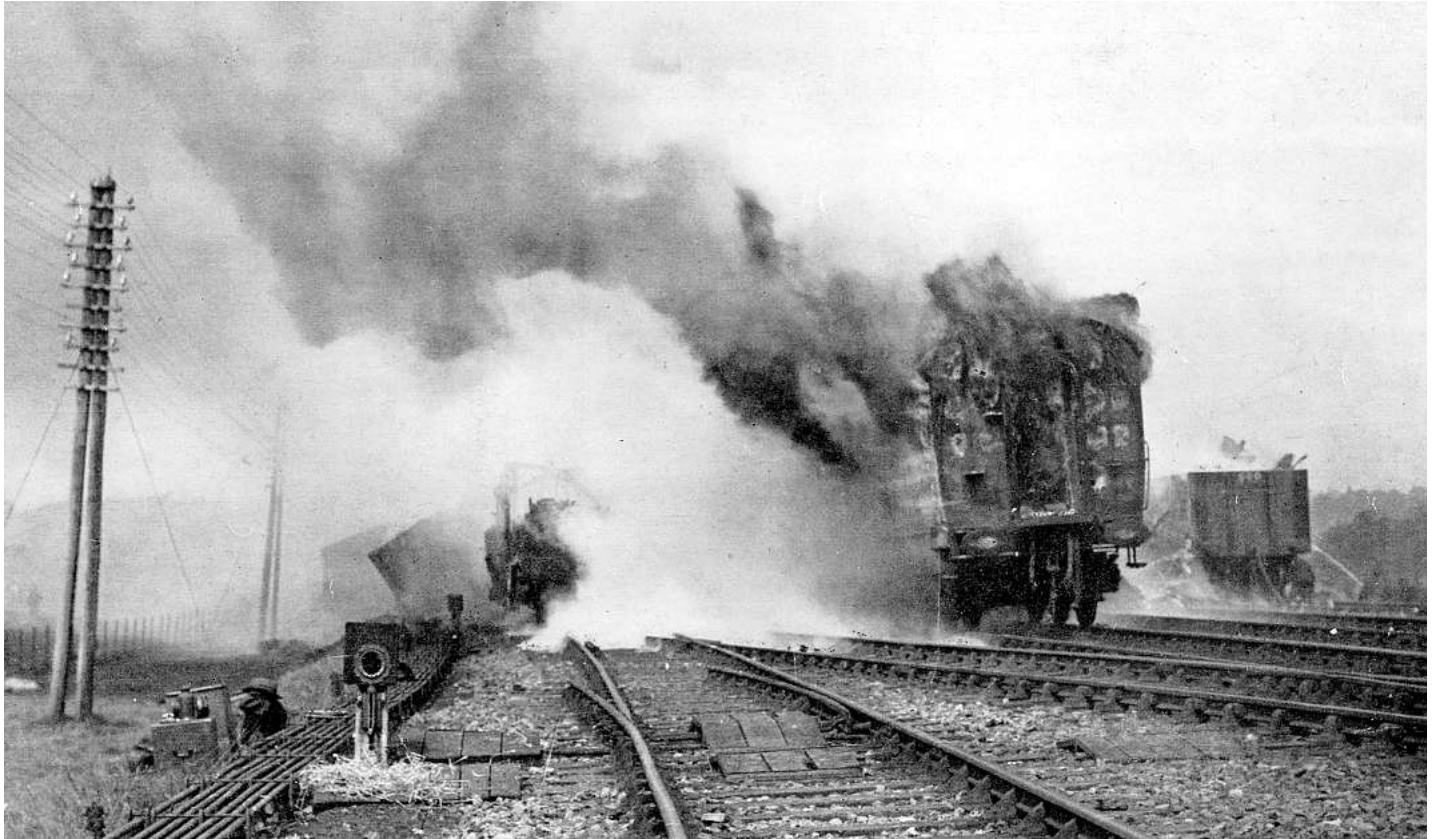
When Tinsley entered the 'box, he was almost certainly flustered, possibly because he was a little later than on some of his previous tardy arrivals, and possibly because there were now three trains standing outside with two more imminent.

Meakin duly handed over to him and retired to a chair in the corner to read the newspaper Tinsley had brought with him and to chat with the guards of the two freight trains, who under the rules should not have been in the signalbox at all. Tinsley then set about copying Meakin's entries into the register.

At this point, the fireman of the local train, George Hutchinson, came into the 'box to fulfil Rule 55 (notifying the signalman of a train's presence). As Tinsley had already ridden with him on the footplate from Gretna Junction, he did not feel it was necessary to formally report the presence of his train, so merely signed the register and walked back to his locomotive.

The trouble was that Tinsley, absorbed in copying the entries into the register and not

BRITISH RAILWAY HISTORY



Most of the coaches involved in the disaster became an inferno as gas in their lighting cylinders set fire to the mainly timber vehicles, incinerating many of the soldiers' bodies.

having shunted the local passenger train onto the main line himself, had completely forgotten it was still there, even though it was standing in broad daylight just 65 yards away.

At 6.34, one of the signalmen (it was never established who as both men made denials) had sent a 'train out of section' code to Kirkpatrick, the next signalbox north, to notify the signaller there, Sawyers, that the empty coal train was safely refuged in the up goods loop. What should then have happened is that a 'blocking back' signal should have been sent to Sawyers to notify him that the up main was blocked by the local. No such message was sent.

The signals for the Edinburgh-bound sleeping car train (which had been accepted by Meakin as Tinsley entered the box) were then pulled off and it passed at 6.38. What Tinsley should have done next is allow the local train to run back onto the down main so that it could follow that sleeper as far as Kirkpatrick, where it would once again be set aside to allow the second sleeper to pass. Instead, he pulled off the down signals for the Glasgow-bound express and, at 6.42, was offered the troop train from the north, sending back a code to accept it. Four minutes later, he acknowledged Kirkpatrick's 'train entering section' signal for the troop train and offered it forward to the Gretna Junction signaller, who accepted it.

He then pulled off all the up signals that had been protecting the local train – the very one on which he had just travelled!

The catastrophe that followed was horrific.

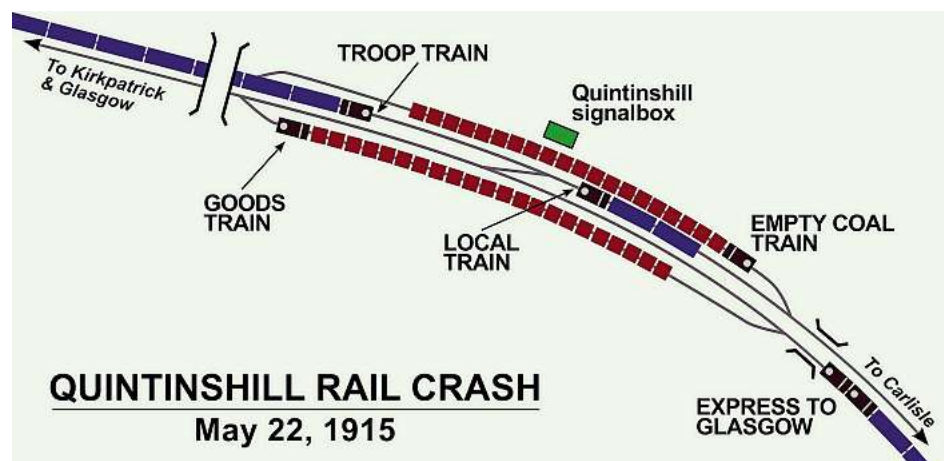
At 6.49, the troop train, travelling at an estimated 70mph on a falling gradient, smashed violently into the heavy 'Cardean' – and the majority of its 21 vehicles (more than half of which were of timber construction) telescoped and splintered, reducing the length of the train from 213 yards to just 67.

The driver and fireman of the troop special were killed instantly by the impact as coaches cannoned into their engine, some vaulting across the top and landing in front of it. The local train was hurled backwards by 40 yards and the coupling between the loco and the two coaches broke, sending the latter back 136 yards and throwing the tender sideways onto the

down main line. The engine of the troop train fell onto its side, straddling both main lines.

In the signalbox, the off-duty Meakin, who had been oblivious to what his mate was doing, was just on the point of going home when the smash occurred. Seeing that Tinsley had 'frozen' with shock and was doing nothing, he rushed back to the frame and threw all the signals to danger, screaming to Tinsley to send the 'Obstruction Danger' bell codes to Gretna and Kirkpatrick boxes. At the same time, the engine crew of the coal train and the guard of the local ran along the line towards Gretna, waving frantically to warn the driver. But it was too late.

Just over 60 seconds after the first collision, ►



the double-headed 600-ton, 13-coach Glasgow-bound sleeping car train hurtled headlong onto the scene, first smashing into the 'Cardean's tender and then mowing down many survivors who were on the track trying to rescue their injured comrades. The first three of its coaches were telescoped into one.

Once the hellish sound of tortured metal and splintering timber had finally subsided, hundreds of men lay trapped under a mountain of twisted, burning wreckage as the pressurised gas cylinders fitted to many of the old Great Central coaches of the troop train ignited to cause a huge blaze that engulfed the vehicles.

For the victims – many of whom had allegedly been locked into their compartments – the horrors of the war front they had been heading for had come to them before they had even left Scottish soil.

The holocaust continued to burn for almost 24 hours, as the charred bodies of the victims were laid out in fields alongside the line.

The 'Cardean' (along with the troop train engine) was damaged beyond repair, but its fireman, George Hutchinson, survived, as did the driver – for both men had jumped off the footplate and thrown themselves under the adjacent coal wagons when they saw the troop train bearing down on them.

Hutchinson had, however, perhaps without necessarily being aware of it at the time, played a major role in the disaster.

When he went to the signalbox to perform Rule 55, he should, under the terms of that rule, have ensured that Tinsley or Meakin had placed metal lever collars on the up main signals, thus preventing their use and protecting his train. Neither signalman had bothered to use them but if the fireman had been more

BIZARRE AFTERMATH

ONE of the most extraordinary aspects of the crash is that the charred bodies of four children were found in the wreckage – but no-one ever came forward to claim them.

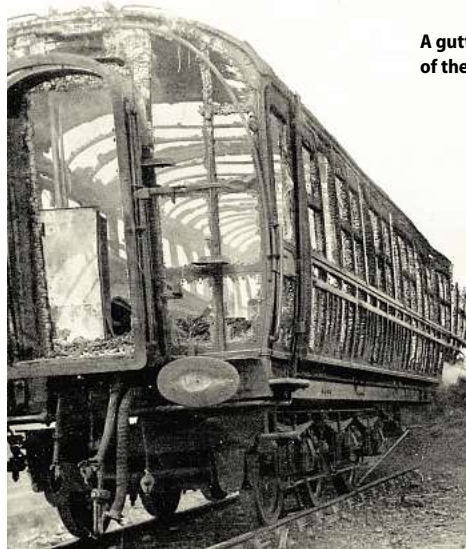
conscientious or safety-conscious, he would not have left the 'box at 6.46 to return to his engine but would have stayed until he'd ensured that the collars had been placed.

Many thousands of words have been written about Britain's worst train crash in the ensuing years, many concentrating on the cause of Tinsley's incredible loss of memory. It has recently been suggested that he might have been suffering from some kind of condition, perhaps sleep apnoea, but there is no real evidence to bear this out. It is far more likely that with five trains and a register forgery to deal with in a crowded signalbox containing five people, he was distracted by the more hectic-than-normal situation and simply forgot.

The psychology of confusion and disorder under stress is today far better understood, thanks in part to aircraft 'black box' cockpit recordings, but that was not the case in 1915.

It is, however, surprising that Tinsley should have forgotten about the local on that particular morning, for the 'Cardean' that had unusually hauled it was one of the Caley's biggest and most prestigious types – an express passenger engine that had been diagrammed for this humble duty as an ex-works running-in turn.

The inspecting officer who prepared the accident report was Lt Col Druitt. He was, as might be expected, severely critical of the two signalmen, but made few adverse comments



A gutted 12-wheel coach is damped down in the aftermath of the blaze, which burned for almost 24 hours.



**Front cover of *The Daily Mirror* the following Monday.
©John Frost Newspapers/Mary Evans Picture Library**

about the Caledonian Railway. Yet the company had contributed to the accident in two other ways apart from authorising the practice of berthing down trains on up lines.

Firstly, it is virtually certain that the stationmaster at Greta was aware that Tinsley was in the habit of cadging a lift on the 6.10 and that he therefore must have been falsifying the train registers. Yet he turned a blind eye. More importantly than that, however, the CR had neglected to enforce the routine use of signal lever collars, a fact that emerged at the inquiry.

It became clear after the accident (which at the time was referred to as 'the Greta disaster') that very few signalmen bothered to use collars on the CR at that time and that the rules concerning them were lax. They were provided, but not routinely used.

That underlying culture of sloppy operation can perhaps be partly attributed to the great burden of extra wartime traffic the Caledonian was carrying while, in that first full year of the conflict, still trying to cater for holidaymakers and commuters as though there had been little change from peacetime. But such pressures cannot justify unsafe practices.

It is now thought by some historians that the Caledonian, with the implicit backing of the hard-pressed wartime Government of the day,

came to a prior agreement with the two signalmen to ensure that they took full blame in return for short prison sentences and guaranteed employment afterwards, thus deflecting criticism away from the railway company.

Tinsley and Meakin were both charged with culpable homicide and were sentenced in September 1915, Tinsley to three years penal servitude and Meakin to 18 months' jail. However, both were freed after just 15 months and were immediately re-employed by the CR, albeit as a lamp man and goods guard respectively. Hutchinson, the fireman of the local train whose duty had been to implement the vitally important Rule 55, was also charged but was acquitted on the instruction of the judge.

Relatively recent research into the archives has raised the possibility that the Caledonian's management covered up the shortcomings of its policy, safety regime and supervision, and did nothing to mitigate the position of the two signalmen in the hope that it would escape censure itself. It is now thought that Tinsley might indeed have had a mild medical condition affecting his concentration but that the CR had taken no steps to act on it – another reason why the company's management would wish to 'keep things quiet'.

If he had been feeling unwell that morning, the fact that heavier-than-usual traffic had overloaded the tracks outside his 'box might well have been too much for him to cope with.

In his famous book *Red for Danger*, L T C Rolt writes: "Imagination can scarcely conceive what the feelings of Tinsley and Meakin must have been as they watched, as from some grandstand, the frightful sequences of their carelessness taking place. Surely they are to be pitied rather than blamed, for have we not all been equally careless and forgetful on occasion, but with no such fearful result?"

Colonel Druitt's report made a number of recommendations, including the abolition of gas lighting, but, surprisingly, it otherwise contained no significant recommendations or proposals for changes in working methods – another reason why some historians believe the conspiracy theory of an official cover-up.

Fortunately, many more lessons have been learned from crashes since then, helping to bring about the remarkable situation prevalent today, in which no passenger has died in a British train crash for a record-breaking eight years. Long may that continue to be the case. ■

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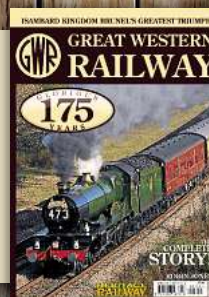
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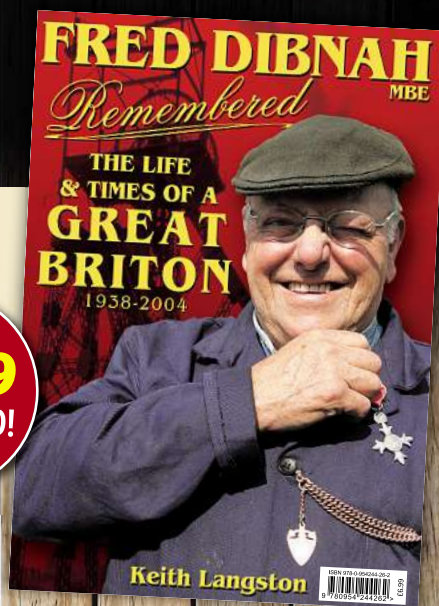


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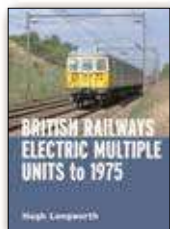
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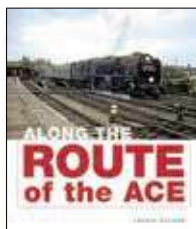
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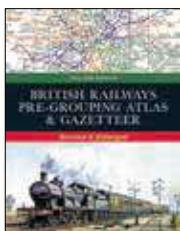
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A HIDDEN GEM

THE RAILWAY THAT TIME FORGOT

It is rare these days to stumble upon a working railway system that appears to have been completely overlooked by the passage of time. **J Harding** reports on a living relic in the foothills of the Alps.

TUCKED away in the south-eastern corner of Germany lie a number of peat bogs resulting from ice-age glaciers. One of these, between the spa resorts of Bad Aibling and Bad Feilnbach, continues to be worked by a company supplying local health clinics – and is thus one of the last truly industrial narrow gauge railways in Europe.

The entrance to this hidden gem – the Füglein Peat Works Railway – is barely noticeable these days due to the peat-processing plant having been demolished in the 1980s. Today the loading point is concealed behind an unassuming

convenience store and the track layout of the factory yard is much reduced from its former size, but those prepared to look beyond the obvious will enter a magical woodland glade containing a lovely old steam-age shed.

The 19th century building appears to have changed barely at all since its last steam engine was scrapped in the mid-1960s and it is still used by the railway's Schöma and Diema internal combustion locomotives.

The line is metre gauge, which is quite unusual for continental peat railways, and the owner's family legend has it that a gauge different to that of a neighbouring line in the same Kollerfilze bog extraction area was deliberately chosen to stop the rival 'snatching' wagons for its own use.

Between 1877 and 1899, the

peat harvested in the area mainly served as a fuel for the locos of the then Royal Bavarian State Railways, which ran an adjacent rival extraction operation under its own management until 1895.

At the beginning of the 20th century, the Füglein undertaking belonged to a brewery in Munich, which harvested the peat to burn in its malting plant. At that time, the company employed about 80 staff, and two Krauss steam locomotives (0-4-0T No. 2753 of 1892 and 0-6-0T No. 3139 of 1894) operated on the 15-kilometre network.

These days, three 'modern traction' locos and a number of

"Those prepared to look beyond the obvious will enter a magical woodland glade containing a fine old steam shed"

steel-bodied peat wagons are based on the remaining two and a half kilometres of line. The trains are usually worked by Schöma 4wD No. 4230 of 1977, with two other 4wDs (Diema Nos. 1669 of 1954 and 2058 of 1957) kept in

the shed as reserve.

After leaving the factory yard, trains pass the engine shed and cross a scenic brook on a quaint bridge. The overgrown and barely traceable tracks thread their way through idyllic and barely accessible woodlands, eventually emerging into a clearing where the peat excavation site is reached via a reversing point. Trains run intermittently several times a week, but not always daily, as it depends on the spa clinics' demand.

Since the light railway runs all year round, two snowploughs sit close to the loco shed. Following



Like a scene from a fairy story... the engine shed of the Füglein Peat Works Railway, still in daily commercial use despite its almost mythical appearance.

heavy snowfalls, double-heading is occasionally required to clear the track using the snowplough, before peat transport can continue, but normally one-man operation is the order of the day, with the same employee acting as engine driver, excavator operator and lorry driver at the terminus, where the peat is transferred to a truck. This then delivers to the clinics, which process the peat for medical application purposes.

Thanks to the owner's passion for old technology, 1950s vintage cable-operated cranes and excavators are used at both ends of the line for loading and unloading. An old handcar and a 400mm gauge peat trolley are turn-of-the-century relics that have survived in the factory yard.

Seven years ago, the line doubled up as a forestry railway when local residents were granted logging rights in the bog area as part of a LIFE-Nature-Project. At that time, the railway was used for bringing the cut timber down from the rough moorland terrain, but has since reverted to peat-extraction use only.



Deep in the forest, something stirred... 1950s-vintage cranes excavate the peat as Schöma diesel No. 4230 waits to take the loaded wagons to the unloading point. Both pictures taken on May 8, 2014, by J HARDING.

Politeness wasn't always the forte of some early *Railway Magazine* editors!

THE way *The Railway Magazine* answers readers' questions is always of interest, even though the subject itself may not be familiar. One also appreciates the politeness of the responses.

Recently, when browsing through some old copies, I discovered that this was not always so, at least as far as the matter of politeness was concerned. For example, in November 1902, reader Mr Woods wrote "I was travelling on September 7 from Liverpool Central to Cleethorpes; that train was hauled by locomotive 268. I have one of your large plates of this engine, but I find that the funnel did not correspond with your large plate: the funnel was like engine 1017. I shall be glad if you can give me any information on this point."

This seems a perfectly reasonable observation, and nowadays would probably even generate some further correspondence. This was not so at the time, the answer being:

"Would you take the trouble to write to the Editor of an illustrated paper and say: 'You have a picture of Mr Brown in a silk hat. I saw him today and he had a straw hat on. Can you give me any information on that point?'"

Some answers were less instantly dismissive, in that they did actually address the question, even if there was a sting in the tail. In January 1904 'Saracen' wrote: "Apparently all Midland Railway engines (except the latest Belpaires) have fitted to their boilers two safety valves, a brass covered one above the firebox and another on the dome. Would not one valve be sufficient, seeing that the more apertures there are in the boiler shell the weaker the engine becomes?"

Part of the answer contained the following: "Such theoretical conclusions do not always apply in practice... you can surely credit our locomotive designers with some knowledge of their business!"

Any nit-picking by a reader could receive a swift rebuff. Take for

Sir Nigel Gresley and the mallard: Your views

I WAS saddened to read that the two grandsons of Sir Nigel Gresley have objected to the inclusion of a mallard duck alongside the statue planned for King's Cross station.

Whilst I can understand that they needed to be consulted on the statue, I'm not sure that they should have the final say over the way donations from the general public are spent. They had the opportunity to raise money themselves for this purpose and have not done so.

I'm a little intrigued by their comment that the inclusion of a duck is not 'in keeping with their grandfather's image'. I'm not sure that he has an 'image' outside of the railway world and certainly for the majority of the many thousands who travel through King's Cross today, his name means almost nothing.

I would ask them to reconsider. Otherwise the statue will simply be 'another man in a suit', ignored by the travelling public.
CHRISTOPHER CLARK
Oakham, Rutland.

AS an admirer of Sir Nigel Gresley, I decided to contribute towards the statue to honour him at King's Cross. A significant factor in prompting my contribution was the clever and witty inclusion of a mallard duck; which worked on so many levels and lifted the statue out of the ordinary. Frankly, the statue as now

proposed will be little more than a man in a crumpled suit.

The change may be small, but the impact is so significant that the three-man team who spent many months putting together this carefully formulated scheme resigned en masse when the original plan was dropped.

Tim Godfrey, Gresley's grandson, is on record as stating he thinks the duck's inclusion is "ridiculous". He is, of course, entitled to his opinion, but he is only one of many hundreds of people who have an interest in this project.

The amount of money I contributed was modest, but frankly I feel let down; and my suggestion is that the Gresley Society Trust should reconsider its decision. If, however, it is decided to drive the change through, they should

contact all those who have already contributed to the scheme and ask them whether they wish their donations to remain within the scheme as now amended, or whether they would like their money refunded.

MIKE PINDER, email

THE reasons for including the mallard make complete sense ... and the reasons for excluding it make very little sense. Perhaps the Gresley Society will be swayed by public opinion to change its mind.

Meanwhile, I am greatly looking forward to seeing the new-build Bullied turf-burner some day. Clearly April is a good month for imaginative engineering schemes!

PETER KING, email



Sir Nigel feeding his mallards in the garden of his Salisbury Hall home, late 1930s.

Everyone has a right to express their view

DESPITE the comments in your leader article (Feb), I think the press has every right to complain about maintenance overruns, such as happened in December.

The rail industry is subsidised by the taxpayer at around £4billion annually (does any other industry receive as much?) so everyone has a right to express their view on the level of service. Network Rail must be taken to task for failing to finish track work in the apportioned time. If the roads agency took possession of the M1, blocking all traffic, over Christmas, and then the work went over schedule, the media would, rightly, raise a stink.

MIKE HUGHES, email

Tube extension would fill up at Clapham Jct!

READER Martin James (March) asks why the Northern Line branch to Battersea won't be extended to Clapham Junction, as would seem to be the natural thing to do.

I understand that TfL have stated that if the line were to be extended to Clapham, trains would simply fill up there and thus be of little use to anyone else. The fear is that a Clapham terminus would mean many commuters detraining at Clapham

and thus 'clogging up' the new extension before it could be used by those for whom it is intended!

IAN SMITH, email

North, South, East and West at Acton

ACTON must be one of the few places to have stations named after all four points of the compass, with North Acton, South Acton, East Acton and West Acton all still open for business.

In addition, there are Acton Central, Acton Main Line and Acton Town. Seven Acton stations in total. And nearby Ealing manages three out of four, but misses out on East Ealing.

There may be other places where the name appears in at least seven station names, but there cannot be that many with all four compass points included. Can *RM* readers suggest any other candidates?

BASIL HANCOCK, email

Estonian hump yard

THANKS for an excellent article on marshalling yards. There is a 15- or 16-track hump yard at Ulémiste, near Tallinn, in Estonia, which was certainly in use last time I was there in 2011. All the freight sorted there is to and from Russia.

RICHARD FROST, Herne Bay, Kent

Diesel depots: How are the mighty fallen!



WHEN I saw the photograph in the November issue of what looked like a 'temporary hut' opened by DB Schenker in Doncaster to replace the wonderful ex-Great Northern Railway shed there, I thought it must be a one-off affair. However, I have since had the misfortune to see this structure erected by DBS to replace another major locomotive depot - Bescot - and it's almost exactly the same type! Can we expect all motive power depots to look like this in future? **PETER WOODS, Diss, Norfolk**

THE WANDERINGS OF KITCHENER...



MILITARY LOCOMOTIVE ON BR SHEDS: What was Longmoor Military Railway's WD 2-10-0 No. 601 *Kitcheener* doing on Glasgow's Eastfield shed on June 23, 1957, on the city's Polmadie shed on July 28, 1957, and at Carlisle Kingmoor on June 1, 1958? Top left and lower: COLOUR-RAIL.COM Above: BRIAN MORRISON



Above: When Stratford shed was desperately short of engines in 1957, other BR Regions came to the rescue, Old Oak Common letting it have 94XX 0-6-0PT tank No. 9401. The stranger is seen with J69 No. 68596 at Spitalfields. R C RILEY/TRANSPORT TREASURY.CO.UK



Off the beaten track

I AM an ex-Saltley depot man and enjoyed reading your Off the Beaten Track articles (February and April).

A particular aspect of the photo of 'Scot' No. 46162 at Doncaster caught my eye. It was the shedplate 21A.

Saltley crews were known as 'Seagulls' because they went everywhere and **** on everyone, so it's good to see one of our old locos going far and wide too.

ROGER STANBRIDGE, Birmingham

WITH regard to 'Black Fives' at Waterloo in the 1960s, I believe an 8F 2-8-0 appeared on an up Basingstoke commuter train one day. I'm not sure which one it was, but when it got to Basingstoke, the Southern driver apparently said: "These Black Fives are great engines!"

GRAHAM STACEY, Egham, Surrey.

REGARDING the letter about the run of 'Grange' No. 6858 to Huddersfield in 1964, my understanding was that at Sheffield Victoria, the waiting relief fireman was willing to risk it, but his driver was adamant that he would not take a "foreign-looking contraption", so the inspector (dressed in a pinstripe suit and a Homburg hat!) took the controls. This presumably makes the inspector responsible for the engine striking the platform at Darley Dale!

PETER CLARK, email.

Long-term future of the heritage rail industry

AT last and long overdue, there are beginning to be signs that some people in the heritage movement are starting to give serious consideration to our long-term future. Brian Simpson's view on main line steam and David Morgan's thoughtful piece about apprenticeships (March) are a useful part of what will inevitably be a fraught process, not least because of the strength of the emotions raised.

So let me offer some first thoughts for consideration by others: 1) The pressure on Network Rail and the train operating companies to increase the speed, reliability and number of trains is huge and will continue so for the foreseeable future. Inevitably, there will come a point where main lines will have no or almost no capacity available for steam charters, which will by necessity have to use minor lines. Whether there will still be space for them in major termini is perhaps doubtful.

2) The foreseeable time when there will be no lineside signalling will have major cost and technical implications. 3) There is at present in existence sufficient steam traction suitable for main line haulage to cater for foreseeable needs and there is little or no commercial requirement for new builds. 4) There are more steam locomotives in Britain than are needed to cater for the existing heritage need, but a

shortage in operating condition.

5) In the relatively short term, as the older generation departs, heritage lines will become a part of the general offering for tourists in their areas, in direct competition for the tourist pound with all other attractions.

6) To succeed in the commercial sense it will be necessary for each line to develop its own unique selling proposition; the mere fact that it runs steam-hauled trains will no longer be wholly sufficient.

7) Skill dilution is a very real threat to our industry. It is now necessary for the present training programmes to be enlarged significantly and the number of paid staff on the line will also require to be increased as will 'young volunteer' programmes.

8) Our industry will require to become commercially more professional than now. Some lines are already leading the way.

9) Over the next generation or two, it is probable that the size of our industry will shrink substantially.

The possible consequences of paragraph 9 are profound and it is not possible to plan for them in any other than a general way. But it is necessary to think about these issues. The 'what if?' scenario might be highly unpleasant but it represents reality.

JOHN PARTRIDGE, Dorset.

'Two-Together' railcard has saved us £300

THE letters in the February and March issues about a ticket inspector who required proof of age from a senior railcard holder prompt me to ask: Why don't the issuers use a photograph on the senior rail card?

A friend and I bought a 'Two Together' railcard in September and it has both our photographs on, so that any inspector can see that we are the correct people travelling.

Incidentally, the Two Together card has already saved us almost £300. This for an annual cost of £27.

RICHARD BRADLEY, Richmond, N Yorks

Your colour supplement showed me what I missed

I WAS delighted with the supplement to the March issue showing the wide variety of liveries adopted by railway companies in the years before the First World War.

Soon after I started to read *The Railway Magazine* in 1943, a friend of my parents gave me a set of issues from 1906 to 1910... but without the colour plates. After all these years, I can at last see what I missed!

BRUCE NATHAN, Crowthorne, Berks.

Our thanks to the many readers who made highly complimentary remarks about the Edwardian & Victorian supplement - Ed.

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Multiple Aspects with Lord Berkeley

What a complete 'stitch-up'!

DB and SNCF's perfect solution to keep out competitors in Europe

THE debate on rail liberalisation in Europe continues. In spite of strong evidence from the UK and some other member states that competition above tracks brings better service quality, efficiency and cost savings, France and Germany have long led the opposition to any competition above rail for passenger services and done their best to frustrate fair competition in rail freight.

Now DB and SNCF have both come up with a method of introducing 'competition' in their own country: they will compete with themselves within their own holding company... and keep all others out!

So, in France, SNCF TGVs compete with low-cost TGV Ouigo, both services run by SNCF and, in Germany, DB announced recently that it will introduce alternative low-cost inter-city services, using older rolling stock, and allowing cheaper regional tickets, and even introduce wi-fi – something its only real inter-city competition, HKX, introduced in 2012.

This new competition above rail is a complete smoke screen! DB controls the assets, the ticket selling and the timetable of both the newly created competitors in Germany, as does SNCF in France. If they really wanted competition, they would also agree to sell tickets for all operators at their outlets and allow other operators to use their state-owned rolling stock at competitive prices; in fact, they would welcome proposals in the 4th Railway

Package for their infrastructure managers to be not only independent, but given responsibilities for capacity allocation, network management and maintenance in a way that treats all operators fairly.

At the moment, those few private passenger operators find it very difficult to obtain suitable train paths, even when it's evident nobody else is using them!

SNCF says it now welcomes competition, but not in France since, according to SNCF president Guillaume Pepy, there are "important social issues that must be addressed first".

No doubt this includes reducing the number of strikes from 400 a year, and reviewing the remuneration of train drivers, who retire at the age of 50 on a pension of their final year's salary, no doubt index linked.

A recent study quoted in *La Vie du Rail* magazine said that SNCF's freight and passenger operators used 43% and 22% more staff-hours respectively for the same operation as their competitors.

SNCF and DB are both feeling the pinch from other transport modes, particularly long-distance coaches.

Freedom to ask NR anything...

NETWORK Rail became subject to the Freedom of Information Act on April 1.

Railway enthusiasts will now be able to ask the most difficult questions about signals, points, track alignment, birds nesting in NR trees, why possessions overrun, and all manner of

different questions. This is because, from September 1, 2014, NR became state owned by taxpayers and therefore, 'our' railway.

It can refuse to answer questions on the grounds of 'commercial confidentiality', but that is all.

The company will have its work cut out in responding, but I hope it does not result in an abuse and the kind of ossification of the system that one sees in the NHS today.

What sort of HS2 do we want?

THANKS to the many readers who commented on my article on HS2 in the last edition of *The RM*, regarding through services, platform heights and different types of trains.

All useful comments, confirming my view that neither Government nor HS2 seem to have a clear idea of what they are trying to achieve – and why.

Do they want a discreet high-speed network with no through running onto the classic lines, so they can demonstrate 100% reliability and efficiency, or do they think that passengers might just prefer through trains to different destinations – to avoid the hassle and worry of changes?

This latter option is what happens in the rest of Europe. Even at this stage, it's not too late to change things.

berkeleyafg@parliament.uk

■ (The independent views expressed do not necessarily reflect those of *The RM* or the Rail Freight Group, of which Tony Berkeley is chairman).



Railways in Parliament

Welsh franchise devolution

LORD Berkeley asked Her Majesty's Government what plans it has to devolve responsibility for the Wales & Borders rail franchise to the Welsh Government; and how the interests of stakeholders and customers in England would be protected under such a change.

Transport Minister Baroness Kramer replied: "The UK Government is proposing to devolve executive franchising functions to the Welsh Government, to enable it to lead on the procurement and management of the next Wales & Borders franchise.

"We continue to work with the Welsh Government on the details of the devolved franchise, including how cross-border routes are procured and managed. Cross-border routes are vital for passengers on both sides of the border; having sufficient safeguards in place to protect all cross-border rail users is extremely important.

"In order for the Secretary of State for Transport to ensure proper accountability, it is likely that services primarily serving English markets will be placed into other franchises for which the Secretary of State for Transport is the franchising authority.

"No final decision has been made at this stage on which services would be affected."

Gospel Oak wired in 2017/18

JEREMY Corbyn (Islington North) asked the Transport Secretary what progress has been made on the electrification of the Barking to Gospel Oak line.

Transport Minister Claire Perry said: "The detailed Network Rail study of engineering works is expected to be completed in August.

"The indicative completion date of electrification is June 2017, with the electrified freight links to the route being complete by December 2018."

GW electrification

LORD Stoddart of Swindon asked whether electrification of the Thames Valley lines is likely to be completed on time and at the original cost; and if not, why not.

Baroness Kramer replied: "I have been advised by Network Rail that work is progressing well and they are aiming for completion at the end of 2016."

Dudley branch hope

IAN Austin (Dudley North) asked if the Department for Transport will assess the feasibility of reopening the branch line through Dudley town centre.

Claire Perry replied: "The Government announced in January 2015 that it was providing Black Country Local Enterprise Partnership funding to establish a Very Light Rail Innovation Centre.

"The promoters will also look at the possibility of reopening the branch line."

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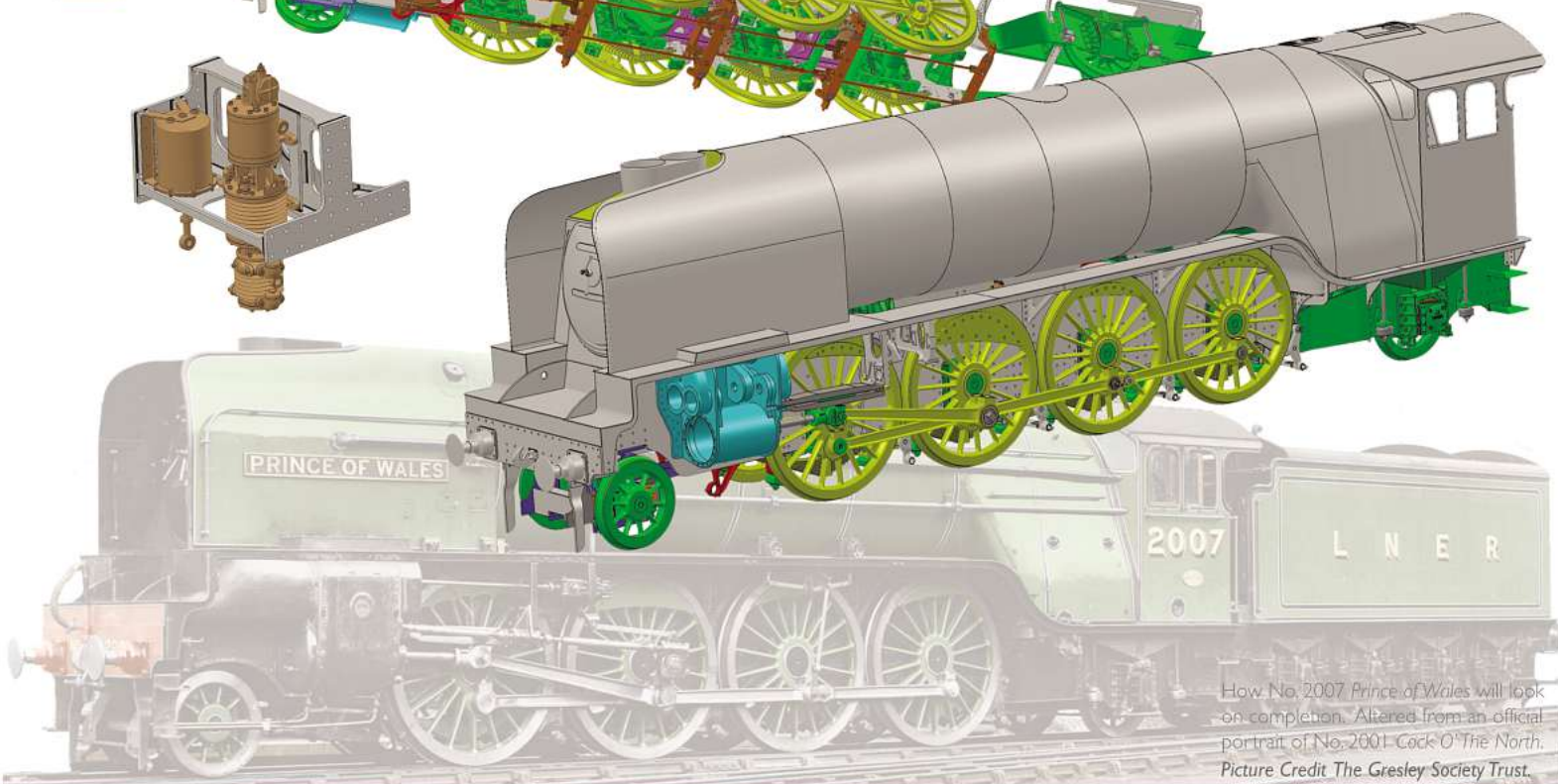


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Gresley Society photo competition winners

YOUR CHANCE TO WIN £250

THE winning entries in the Gresley Society Trust's 2014 photographic competition are reproduced on this and the next two pages.

The trust is running another competition this year and entry is open

to non-members, too. First prize is £250, 2nd prize £100 and 3rd prize £50.

The photos must have been taken in 2015 and feature a Gresley-designed vehicle. The entries will be judged by Brian Stephenson, Nick Pigott and Mike

Esau, whose decision will be final. The closing date is December 31, 2015. Full details and rules can be obtained from www.gresley.org or from Ian MacCabe, 12 Drury Lane, Hunsdon, Hertfordshire SG12 8NU.

2nd

Prize £100: PAT KILNER.
'Morning Glint' – The Great Marquess thunders through Burrs country park with a post-Christmas train on the East Lancashire Railway

6th

Commended: JACK BEESTON
The six surviving Gresley A4s lined-up for 'The Great Goodbye' at NRM Shildon.





Gresley Society photo competition winners

3rd Above

Prize £50:
ANDREW NEWBEGIN

Spit & Polish: A4s Bittern and Union of South Africa being smartened up for the Shildon Great Gathering.

1st Top right

Prize £250:
GEOFF GRIFFITHS

Bittern passes a 'Pendolino' at Rugeley Trent Valley while en route from Euston to Chester.
(Geoff has generously donated his winnings to the trust's King's Cross Gresley statue appeal.)

5th Below

Commended:
TREFLYN LLOYD-ROBERTS

D49 class 4-4-0 No. 62712 Morayshire, panned near Kinneil station, on the Bo'ness & Kinneil Railway.

4th Lower right

Highly Commended:
ANDREW J SOUTHWELL

Bittern cruises past Beeston Castle, Cheshire, on its way from Crewe to Chester with the 'Cathedrals Express'.





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Kelmarsh LMS, Ryde St Johns, Salford Priors LMS, Virginia Water. **SHEDPLATES:** 1G, 2F, 5B, 10C, 16E, 17A, 19B, 30A, 30D, 31A, 31B, 51A, 52B, 53B, 55D, 63A, 67A, 70A, 71A, 74B, 74E, 81A, 84B, 84F, 86A, 87G, 88A, 88C. **SINGLE LINE TABLETS:** Ashwater-Tower Hill, Delabole-Port Isaac Road, Launceston-Egloskerry, Staithes-Hinderwell, Topsham-Lympstone. **SINGLE LINE TOKENS:** Bronwydd-Conwil, Broom North-Alcester Stn, Clifford Sidings-Kinton, Ettington-Kinton, Strathcarron-Kyle of Lochalsh. **SIGNAL BOX DIAGRAMS:** Byfield RSCo, Steens Bridge, Waterhall GWR. **SIGNAL INSTRUMENTS:** Harpers, LNER Wentworth Jct, LNWR Mytholmroyd, MR Rotary, Preece. **CLOCKS:** GER, GNR, GWR, Highland Railway Longcase, LB&SCR, LNWR, NER. **STATION SIGNS:** Great Barr, Halesworth Alight for Southwold, Sandy, Shiplate, Trains to Newcastle. **CAST IRON SIGNS:** GCR Cleaning Engine Fires, GW&GC Wagon Doors, LD&ECR Trespass, LNWR & Furness Gate, S&DJR Firebuckets, SMJR Bridge Weight, TVR Level Crossing. **SEAT BACK PLATES:** Fangfoss, Grantham, Hutton Cranswick, Magdalen Road, Newark, Pontefract Baghill, Spalding. **POSTERS:** Bridlington, Burnham on Sea, Clapham Junction, GWR Brixham, Hexham Abbey, Southwold, SR Rambles, St Andrews. **DIRECTOR'S PASSES:** Cheshire Lines, Eastern Counties & Norfolk Ry, GNoFSR, Highland Railway, Weston Clevedon & Portishead Ry, York & North Midland Railway. **HANDLAMPS:** LNER Charwelton, Doncaster, Donington Road, Lincoln, Royal Train GNR. **GWR:** Brass Tenderplate, Channel Island Airways Badge, Gate Boss, Ladies Room 3rd Class Steamers Doorplate, Pocket Watch, PWM654 Ruston Plate, TVR Cathays Wagonplate, Whitchurch-Aberystwyth Carriage Board. **LMS:** 5535 Smokebox Ex LNWR Experiment, Caledonian Rly Tannerdice Cash Bag, Great Lancashire Rly Coat of Arms, Furness Ravenglass Seal, Irish Traffic Manager Brass Plate, LNWR Camden Truncheon, LNWR Drum Clock, SMJR Bridgeplate. **LNER:** 0 Gauge A4 Model 60007, 55 001 St Paddy Flamecut, BR(N) Agents Totem Clock, Flying Scotsman Headboard, GCR Loco Whistle, GCR Sailors Cap Band, Lamp Lighter, York Newcastle & Berwick Rly Coat of Arms. **SR:** Flags ex Golden Arrow Headboard, Golden Arrow/Fleche D'or Pullman Boards, King Arthur Class Whistle, London & Southampton Rly Coat of Arms, SER Truncheon.



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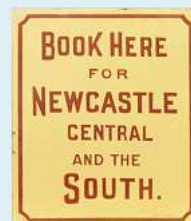
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Previous page: Class 92 No. 92033 stands at Glasgow Central on April 16 with the empty stock from Polmadie depot.
ANDY DAVIS

SIDELINES

Tornado boiler back from Germany

TORNADO'S freshly overhauled boiler has returned to Darlington. The 118A-design boiler was delivered from Meiningen Locomotive Works, Germany, after six months away.

The A1 Trust locomotive is due to make its public return to steam on May 30 with a Pathfinder tour between Crewe and Appleby.

Apple green to take over at Nene Valley

THE Nene Valley Railway will host *Tornado* and matching apple green N2 tank No. 1744 this summer.

The pair will run together at the Peterborough line's A Weekend With Tornado on August 29-31 and its steam gala on September 12-13.

The Gresley Society's N2 appearance is planned to make amends for its unavailability at the NVR's February gala.

Poppy Line's new volunteer initiative

THE North Norfolk Railway has moved to dispel the notion that volunteering at the railway involves getting one's hands dirty.

A new marketing campaign at its three stations – 'Clean Hands/Dirty Hands' – explains that there are numerous roles that don't involve oil, grease and coal dust!

GWR absentees

KINLET Hall's planned visit to the North Yorkshire Moors Railway spring enthusiasts' event via the main line was cancelled because it couldn't be satisfactorily gauged by Network Rail.

The second planned guest for the April show, South Devon Railway 57XX 0-6-0PT No. L92, was also absent because it was required at its home line.

Lawley opens

TELFORD Railway's Lawley Village extension was formally opened on April 4. Turn to page 90 for more.

Robertsbridge links up with NR as extension project bid gets a lift

THE Rother Valley Railway has a connection to the main line again – and now it's crossing the road...

There is cause for a double celebration at the Rother Valley as its Robertsbridge headquarters was linked up to Network Rail in March, followed by the news that the Highways Agency will allow the construction of a much-debated level crossing on the busy A21.

Robertsbridge was connected to the national network on March 20 via the disused bay platform and headshunt, as previously outlined in *The RM*. New pointwork was installed with a combined NR, London Underground, Andrew Wood (contractor) and RVR team.

RVR Heritage Trust chairman Gardner Crawley said that the link-up was a "red letter day for our railway".

The connection is ostensibly for the transfer of engineering equipment for testing and training purposes, but potential



Looking towards the RVR and NR's respective stations on March 20, the new main line connection is via the track in the immediate foreground. **PETER BROWN**

for incoming railtours has not been ruled out once the RVR has joined with the Kent & East Sussex Railway.

Steam-hauled charter passengers would change to heritage railway trains to Bodiam and Tenterden, while

the main line locomotive and its stock would service at Robertsbridge.

The development comes ahead of the completion of the Rother Valley's own five-coach platform and building, next to the Southern franchise-served

station. The RVR's three-mile extension to Bodiam has also been given a major boost with the revelation that the Highways Agency will not oppose the construction of a new level crossing on the A21, which dissects the original light railway trackbed to the east of Robertsbridge.

The consent comes with a number of restrictions, including a limit to the number of trains that traverse the road each day. The railway now hopes that its plans for a barrier-gated crossing over the bypass will be fully accepted with full planning permission from Rother District Council in June.

The application should have been heard in January, but the complexity of the proposal has repeatedly pushed back a final decision, which also has to take into account the potential for localised flood risk with the re-instatement of embankments.

The opening of the 13-mile RVR/KESR is expected in 2018.

EOR marks 150 years

A TRIO of Eastern Region tank engines was assembled in Essex to mark 150 years of the Loughton-Ongar branch.

The Epping Ongar Railway's April 25-26 gala brought together North Eastern Railway pedigree Y7 No. 985 and J72 No. 69023, alongside Great Northern N2 No. 1744.

The EOR's own GWR 'Large Prairie' No. 4141 interrupted the regional flavour to bring the operational stud to four.

The J72, N2 and 5105 tanks handled the main passenger trains, while the diminutive Y7 was entrusted with brakevan rides between North Weald and Ongar, with a solitary ballast

hopper wagon marshalled in between.

However, injector troubles saw the J72 bow out of Sunday's proceedings and it was substituted by Type 3 diesel No. D6729.

The branch's next steam event will be GWR themed, with No. 7820 *Dinmore Manor* booked to attend a gala on June 5-7. Further guest locomotives have yet to be confirmed.

Like the April show, passenger trains will shuttle over the rare 2¼-mile section of track beyond North Weald to the extremity of the line at Epping Forest.

The EOR has ambitions of



eventually building a linking station with the Underground's station in Epping – and is to extend closer (see page 12).

Tiny engine and tiny train! Y7 No. 985 drifts towards Ongar during the EOR's 150th anniversary event. **SIMON WEBB**

'Duchess' returns to Dereham

DUCHESS of Sutherland will grace the 14-mile Mid Norfolk Railway again in June.

The LMS Pacific will be the star guest for the Dereham-Wymondham line's June 19-21 steam gala; a repeat of its successful visit in 2013.

It is hoped that green-liveried No. 46233 will run alongside fellow Stanier-designed 'Black Five' No. 45231

The Sherwood Forester, with MNR

gala planners still in negotiations with its owner Bert Hitchen.

Summer resident 'Austerity' 0-6-0ST *Cumbria* (3794/1953) will also run.

The Furness Railway Trust-owned locomotive is in the final stages of overhaul at the Ribbles Steam Railway.

Negotiations are also ongoing for a fourth locomotive to attend the event.

Bulleid trio lead 'rivals' gala

A PAIR of "Spam Cans" will herald the return to steam of a 'Merchant Navy' following a quarter-century-long restoration.

Bulleid 'Light Pacifics' No. 34007 *Wadebridge* and No. 34092 *City of Wells* will visit the Gloucestershire Warwickshire Railway for its annual 'Cotswold Festival of Steam' from the Mid-Hants and Keighley & Worth Valley Railways, respectively.

Although the massive rebuild

of ex-Barry scrapyard No. 35006 *Peninsular & Oriental Steam Navigation Co* is not fully complete, it is hoped that the loco will be posed in light steam at Winchcombe, where gala-goers will have the chance to 'cab' the Bulleid 4-6-2.

The GWR says that it is having problems sourcing a third visiting locomotive that fits the 'Speed to the West' theme of the May 23-25 gala.

Historic Stratford N7 heads for static display

THE last fire died in the firebox of N7 tank No. 69621 on April 18 as it steamed for the final time in the foreseeable future.

Although its owner, the East Anglian Railway Museum (EARM), hasn't ruled out a return to steam, it admits that a long spell of static display is more probable. The N7's chances of re-steaming largely depend on what condition the boiler is found to be in upon inspection, and what finance is available.

Since the revelation last summer that the A J Hill-designed engine would be able to run for a 10th season, No. 69621 has proved popular at the Churnet Valley Railway until the final expiry of its boiler certificate in April.

It was given a number of send-off events, including a train supported by members

of the EARM on April (complete with a 'Stratford Pride' destination board) and a final day of operation on a photo-charter organised by Martin Creese paired with a rake of box vans.

For the last few weeks of running the N7 was also sporadically adorned with a replica headboard of the LCGB 'Great Eastern Suburban' railtours – the original trains that marked the imminent cessation of steam on lines out of Liverpool Street in 1962.

The last extant N7 will be repainted into Great Eastern ultramarine ahead of its planned display at Chappel and Wakes Colne; the livery matches Holden Y14 No. 564 (RM April).

The soon-to-be numbered 999 will be posed with restored pre-Grouping carriages.



N7 No. 69621 drifts between Consall and Cheddleton on April 6, less than two weeks before its final run. LES NIXON

Restoration firm administration forces 4-4-0 to return home

PART-complete Railway Preservation Society of Ireland's 4-4-0 No. 171 *Slieve Gullion* has returned to its native country following the collapse of the Durham-based engineering firm contracted to overhaul it.

Shildon-based Rail Restorations North East (RRNE) has been put into administration, leaving the Whitehead-based RPSI with the only viable solution of returning the 'S' class engine to Northern Ireland in mid-March.

It is now likely that RPSI's Heritage Engineering Ireland will complete the £250,000 repairs in-house.

The Weardale Railway has

also been affected by the RRNE's financial problems; its RSH 0-6-0T No. 40 (7765/1954) was also part-way through overhaul in Shildon. The locomotive's £100,000 overhaul was due to be completed this year, but such hopes have been dismissed as the WR seeks a new contractor to complete the work.

Under-construction NER G5 No. 1759 has also vacated RRNE's former premises, but it hasn't moved far as it has moved to a new industrial unit at Hackworth Park.

Although the project shares directors with RRNE, it is unaffected by the administration.

'Crab' and 3F requested for Longsight 175th celebration

THE East Lancashire Railway has received a request to release LMS 'Crab' No. 13065 and 'Jinty' No. 16407 for the 175th anniversary celebrations of Longsight depot.

The Hughes-Fowler Mogul's attendance would ensure that the legacy of Horwich works is represented at the June 2017 open weekend.

An official launch for the event is expected to take place in June using Bahamas Locomotive Society-run LNWR 'Coal Tank' 0-6-2T No. 1054 as a set-piece.

Organiser Keith Whitmore is in discussions with the National Railway Museum for the loan of several themed exhibits for the show.

Re-wheeling imminent for NRM A3

THE National Railway Museum is still confident that Gresley A3 *Flying Scotsman* will run before the turn of the year as contractors prepare for its imminent re-wheeling.

It should mark the end of the major rectifications to the bottom end of the LNER Pacific since the Science Museum Group tentatively reactivated the problem-struck overhaul in 2013.

Flying Scotsman's already completed boiler is expected to

move from storage at the NRM to Riley & Sons, Bury during May to be finally reunited with the frames.

Evidence of the Pacific's transformation into its British Railways-era identity as No. 60103 is gradually emerging: the driving, bogie and trailing wheels have been painted in gloss black, while the handrail has been split in two and the top lamp iron lowered on the smokebox door, appropriate for the 1962/3 era.

ROD war centenary remembered

THE Bluebell Railway has marked the exploits of preserved SECR 'P' class tanks Nos. 27 and 753 – a century after the pair arrived in France to aid the Allied Forces.

The Wainwright-designed engines were the first standard gauge locomotives, loaned to the Railway Operating Division, to travel across the English Channel in 1915 – arriving in Boulogne on April 24 for an 18-month-long spell.

A ceremony at Sheffield Park on April 25 – 100 years and a day later – honoured No. 27 with the unveiling of its right-hand side tank in ROD olive green livery. A guard of honour was provided by members of the 10th Essex Regiment (a historical re-enactment group).

Silence

The unveiling was followed by a two-minute silence of remembrance.

The Bluebell 'P' is in the early stages of restoration, while classmate No. 753 is currently out of ticket at the Kent & East Sussex Railway.

Guild of Railway Artists member Matthew Cousins is selling prints of his scene depicting Nos. 27 and 753 on the quayside in Boulogne, with commemorative badges having been struck, both being released to raise money for the former's restoration.



Taw Valley on the brink of return after £1m overhaul

PHIL Swallow's 'West Country' No. 34027 *Taw Valley* is on the verge of returning to action at the Severn Valley Railway after its £1million overhaul. The rebuilt Bulleid 4-6-2 was successfully steam tested on April 7 and is pictured inside Bridgnorth works four days later. It is slated to haul the SVR section of UK Railtours' London Victoria-Bridgnorth 'Golden Jubilee Pullman' on May 16. JOHN OATES

Seeing double at Rolvenden!



The Kent & East Sussex Railway fielded the Terrier Trust's pair of popular Stroudley A1X 0-6-0Ts – Nos. 32670 and 32678 – on April 6. The two are pictured crossing at Rolvenden. ALAN CROTTY.

ELR loses £17k overnight after canopy contractor goes bust

THE bankruptcy of a glazing supplier in April left the East Lancashire Railway with a loss of more than £17,000.

Robert Horne's insolvency was announced on April 1, the day after the preserved railway had handed over £17,400 to the Northamptonshire firm to supply polycarbonate glazing to complete the Bury Bolton Street platform 2 canopy project.

Instead, the overall £100k scheme, which has re-used original Lancashire & Yorkshire Railway components from Oldham Mumps, has been left in limbo while the ELR tries to recoup its losses.

However, the railway admits that it is unlikely to make a successful reclaim from administrators Deloitte.

"If this had happened five or six years ago, it would have floored us," the railway's financial director David Layland told *The RM*, referring to the ELR's more solid commercial footing of recent times.

The specialist order for the glazing from Holland was never acted upon, "but it is quite clear that the people we dealt with in Robert Horne's Manchester office (who have been made redundant) had no idea of what was about to happen," added Mr Layland.

Supporters

Despite an overnight loss that equated to hundreds of donations, the railway had already been pledged a further £9,000 from supporters by the time this issue went to press and it is likely that the erection of the new canopy will only slip by a couple of weeks. It is still intended to unveil the structure on July 17-18, which coincides with the 'Raise the Roof' fundraising live music event that was first held in 2012 to kick-start the project.

Aside from completing the BR steam-era look of Bolton Street, the canopy will provide a much-needed additional circulation space for patrons of the station's Trackside real ale pub.

The railway has set its sights on erecting a similar structure at Rawtenstall, using leftover Oldham Mumps ironwork.

Readers who would like to donate to the canopy appeal should visit: www.elrfundraising.wordpress.com

'CanPac' scoops £895,000 Heritage Lottery grant...

THE eldest preserved Oliver Bulleid-design locomotive will be restored to working order, alongside three of his carriages, thanks to a £895,000 grant from the Heritage Lottery Fund (HLF).

'Merchant Navy' No. 35005 *Canadian Pacific* will be overhauled by the end of 2017 for running at the Mid-Hants Railway, matched with a train of three Bulleid-design carriages.

The overall £1.5million scheme is named 'Canadian Pacific – Engineering a Future from the Past', and the Stage 2 acceptance from the HLF comes just 10 weeks after preliminary funding was announced.

The remaining funds are being drawn from legacies and contributions.

As befits most HLF grants in the contemporary preserved railway sphere, six new apprentices and three additional full-time staff will be employed to the project to return the Rebuilt Pacific – widely known as 'CanPac' – to working order for the first time since 2008.

The MHR Preservation Society bought No. 35005 from Marcus Robertson in 2006.

Although the boiler will be repaired at Ropley's lottery-funded workshops, the chassis will be overhauled in the erecting shop at Eastleigh (now run by Arlington Fleet Services), where 'CanPac' was built in 1941 in air-smoothed condition as No. 21C5 and rebuilt in 1949.

The locomotive has already been comprehensively dismantled.

The imminent completion of the restoration of Brake Third No. 4211 pre-empts the remainder of the HLF project to restore the MHR's two other Bulleid vehicles: Third Open No. 1456 and Brake Third No. 4367. The former is on a 25-year loan from the Bluebell Railway.



Dismantled No. 35005 *Canadian Pacific* stands inside the former Southern Railway erecting shop at Eastleigh on March 15. The rebuilt 'Merchant Navy' will be running again in two and a half years. RON COVER

...BUT IT'S A SECOND DEFEAT FOR THE BLUEBELL

THE Bluebell Railway wasn't quite so fortunate as 'CanPac' in its Heritage Lottery Fund bid, failing to engender support for its proposals to enhance visitor facilities inside the running shed at Sheffield Park and build a two-road

shed over the yard's washout pit and adjacent siding.

A £29,000 award would have enabled the railway to provide footplate access to stored engines as well as material to demonstrate the mechanics of steam

locomotive operation.

It is the second HLF defeat for the Bluebell inside three years, as it failed to gain support for its carriage shed extension at Horsted Keynes, which is now being alternatively funded.



'Q' No. 30541 works away from Sharpthorne tunnel on April 8 with a loaded test train. R G BUDGEN

Unique Maunsell 0-6-0 beds in

SOLE extant Maunsell 'Q' class No. 30541 has finally hauled its first train at the Bluebell Railway – two months after passing its steam test.

Teething issues, including adjustments to the Southern Railway engine's regulator, had held back its release into traffic by Sheffield Park works staff, but on April 8 it was put in charge of a four-coach test train, later bolstered to six, once crews were confident of its capability.

However, dates for the engine's first timetabled passenger trains in 23 years had still to be advertised in late April while final adjustments were made.

The Maunsell Locomotive Society's 'Q' has been painted

in post-1948 livery for the first time since arriving at the line in 1978, as part of a tribute to the late Guildford shed footplateman and Bluebell chief inspector Jack Owen, who held No. 30541 in high regard.

It is likely that the ex-Barry scrapyard engine will run in BR livery for the next year when it will revert to its pre-Nationalisation guise as No. 541.

The Bluebell Railway now has three working Maunsell-design engines, with 'U' No. 1638 due to retire later this year, and S15 No. 847 two years into its boiler certificate.

Meanwhile, the major overhaul of 'Schools' No. 928 Stowe is underway.

Mech Navvies in North East return after 40-year absence

TYNESIDE 'Austerity' 0-6-0ST No. 71515 *Mech Navvies* will return to its North East roots for the first time in more than 40 years in June.

The one-time Swallow Opencast Disposal Point engine will visit the Tanfield Railway for its Legends of Industry gala, taking it within five miles of its former operational home.

Indeed, the Pontypool & Blaenavon-based saddle tank was built in Newcastle in 1944 (works No. 7169) at Robert Stephenson & Hawthorn's Forth Banks works and spent its early working career with

Ashington Coal Company and later the National Coal Board.

Mary Mahabir's *Mech Navvies* will appropriately be hauling demonstration coal trains at the June 20-21 gala, as well as passenger trains.

A trio of fellow Tyneside-built engines will run alongside: Robert Stephenson 0-6-0T No. 3 *Twizell*, Hawthorn Leslie 0-4-0ST No. 2, and RSH 0-4-0ST *Sir Cecil A. Cochrane*.

Legends of Industry was traditionally held in September, but it has moved to a mid-summer slot to avoid clashes with other local, non-railway events.

Bodmin cools Wadebridge claims

THE Bodmin & Wenford Railway has acted to rein in expectations of an extension to Wadebridge.

Selected regional editions of the *Cornish Guardian* carried reports in April stating that the BWR was ready to submit plans to Cornwall County Council to re-lay track over what is today used as the Camel Trail cycle and footpath.

However, general manager Chris Hart dampened the reported urgency to build a four-and-a-half mile extension

that would potentially require a trackbed share with the Camel Trail.

"It's been blown out of all proportion," he told *The RM*. "There's nothing tangible yet." The B&WR is, however, quietly developing an "outline business case" to establish whether a westerly extension beyond Boscarne Junction is worth pursuing.

Although the original station building at Wadebridge survives, it is today surrounded by a housing estate.

Military Railfest scrapped – but S160 still bound for NVR

MILITARY Railfest is off.

The commemorative event that was scheduled to take place at the Nene Valley Railway in May (*RM* April) has been shelved because its proposed showpiece – Longmoor Military Railway-liveried S160 No. 3278, in the guise of No. WD 700 *General Carl R. Grey* – will not be ready in time, and also due to the departure of event founder Neil Howard from the Army Railway Association.

The cancellation marks the end of a turbulent period for the association, which had originally established Long Marston as the centre for a new military railway. However, the site's owner, opted to build holiday chalets on the trackbed of the 3½-mile line instead (*RM* Feb). The Army

Railway Association has now been renamed Military Railway Heritage. Its head, Alan Norris, told *The RM*: "We say sorry over the misfortunes as far as getting the Long Marston project off the ground, but we have brought some exciting adventures with it. Hopefully, we will be more successful at a newer venue, which will be put on hold while we work on new plans."

Mr Howard, meanwhile, will remain intrinsically involved with the overhaul of the privately owned S160, which requires a further £100,000 before the Tyeley Locomotive Works project is complete.

Once operational, it will go on long-term hire to the NVR, albeit not linked to Military Railway Heritage.



History is made as ex-NCB 'Austerity' No. 66 passes its steam test on April 21. ADRIAN AYWARD

Britain's last standard-gauge steam locomotive runs again

THE last steam locomotive built for commercial use in Britain has steamed again in the Home Counties.

The Buckinghamshire Railway Centre was due to relaunch Hunslet 'Austerity' saddle tank No. 66 on May 3, 40 years after it first arrived at Quainton Road from Cadeby Main colliery, Conisborough, in South Yorkshire.

The National Coal Board locomotive (3890/1964) is

arguably one of preservation's most underexposed historic locos, having not previously run since 1970.

The green-liveried 0-6-0ST successfully passed its insurance steam examination on April 21.

At the time of going to press, its ability to haul the BRC's vintage carriages hinged on tweaks being made to its new vacuum brake equipment.

Brakevan rides will be offered if this isn't completed in time.



Gala nocturne: No. 46521 and Fulstow No. 2 rest on shed on the evening of April 3. ROBERT FALCONER

Ivatt fills in for sidelined N2

THE Lincolnshire Wolds Railway's wait for a working Great Northern locomotive on 'home' territory goes on after Gresley N2 No. 1744's visit to the county was cancelled at short notice.

Necessary attention to a

broken valve head meant that the Gresley Society Trust's roving ambassador was absent from the Wolds Railway's Easter weekend gala at Ludborough, near Louth, which had to settle for the Loughborough Standard

Locomotive Group's offering of Ivatt 2MT 2-6-0 No. 46521.

The LMS-design Mogul performed alongside Ludborough-based Peckett 0-4-0ST Fulstow No. 2 (1749/1928) and RSH 0-4-0ST Birkenhead (1786/1947).

Blaze leaves Midland signalbox in ruins

A MIDLAND Railway signalbox has been destroyed by fire.

The after-dark blaze on April 6 was dealt with by firefighters, who managed to prevent the fire from spreading onto nearby land at Hammersmith, on the Midland Railway-Butterley.

It is thought that someone broke into the preserved, but not restored, timber building to take shelter and lit a fire to keep warm, which unintentionally spread out of control.

Although it was one of several pre-Grouping 'boxes preserved at the MR-B, development officer Alan Calladine said it "would have been useful, even for someone else" once restored, although it was "fortunate that it wasn't already part of the operational railway and that no-one was hurt".

The signalbox was saved from the junction that once served Desford colliery, Leicestershire, as part of a batch rescued in the 1980s.



Gone forever: The former Desford colliery signalbox now in ruins at Hammersmith, following a fire on April 6. ALAN CALLADINE

WORKSHOP NEWS

Blue Peter: confidence over three-year plan

PEPPER CORN A2 No. 60532 *Blue Peter* could be running in three years' time. Although the Royal Scot & General Trust's 4-6-2 has yet to be dismantled at LNWR Heritage, Crewe, for assessment, its owners are confident that the engine can be overhauled in time for its 70th anniversary in 2018. For more, see an in-depth feature on the trust and the A2 on page 14.

Tyres arrive for Oliver Cromwell

REPLACEMENT driving wheel tyres for national collection 'Britannia' No. 70013 *Oliver*

Cromwell have arrived in the UK from South Africa. At the time of writing the 5305LA-managed Pacific was due to move by road to the engineering headquarters of PRC LT at Swanwick Junction on the Midland Railway – Butterley to use its heavy lifting jacks. From there, its wheels will be removed and despatched to Riley & Sons in Bury for the fitting of its new tyres.

Port Talbot tank overhaul hits snags

THE £170,000 overhaul of Port Talbot/GWR 0-6-0ST No. 813 has been hindered by problems encountered in the forging of its new coupling rods. New water

jet cut forgings of one of the trailing rods have twice had to be rejected because of failure to meet stringent quality tests, adding delay to the Bridgnorth workshop project. Large sections of the firebox have also been renewed since 2011, including the fitting of an all-new steel inner 'box'. The 813 Fund is appealing for donations to help it complete the overhaul this year for operation at the Severn Valley Railway. Visit www.813.org for details.

Gothenburg return

EAST Lancs Railway veteran, MSC 0-6-0T No. 32 *Gothenburg* (680/1903), has returned to

steam after its most comprehensive preservation overhaul. It was due to return to running at the line's Small Engines Weekend on April 18-19, but niggles prevented its one-off appearance in black. Instead, *Gothenburg* was hastily painted in lined blue to take the part of 'Thomas' in early May. However, it may spend the winter in a more traditional industrial livery.

Turk-Scot 8F refreshed

FORMER Turkish State Railways (TCDD) Stanier 8F No. 45170 has been given a deep clean and partial repaint at Bo'ness. Nearly 10% of the funds required for its

purchase and restoration have been accumulated by the SRPS since its arrival from Northumberland in November (*RM* Dec).

Royal Scot passes test

THE boiler of LMS 4-6-0 No. 46100 *Royal Scot* has passed its out-of-frames steam test at LNWR Heritage, Crewe. Cladding sheets are being fitted before the boiler is reunited with the frames.

Liners in for 4MT

BRIDGNORTH works staff have fitted new valve liners to under-overhaul Standard 4MT 4-6-0 No. 75069.

Cop that! Standard exchanges mark end of spring gala season

TWO lined green Standard tender engines were renamed and numbered to re-create otherwise impossible and improbable steam-era scenarios in March and April.

The judicial change of identifications started at the **West Somerset Railway** on March 26-30, where visiting 7MT No. 70000 *Britannia* was reprised as former Cardiff Canton-allocated No. 70025 *Western Star*.

The use of loaned wooden replica plates and vinyl overlays enabled the one-off re-creation for the "Wizzer's" South Wales themed gala; an essential point of accuracy because No. 70000 was only ever an Eastern and Midland Region locomotive under BR ownership.

The Royal Scot & General Trust's sole working engine was due to be given a similar makeover for the Mid-Hants Railway's Autumn 2014 gala, including all-new Western Region smoke deflectors. However, protracted repairs precluded its appearance.

The south-of-the-Principality theme extended to the visits of 56XX No. 5643 (standing in for damaged classmate No. 6695 – RM April), 42XX No. 4270 and Ivatt 2MT No. 46251, which

brought the working roster to 10.

The West Somerset gala was hindered by harsh winds, but still attracted 4,556 visitors (a drop of only 170 compared to last year's equivalent event).

Over at the **Great Central Railway**, deceptive tactics were also in force at the Railways at Work showpiece on April 18-19, which featured once-humble 9F No. 92214 appearing in the cloak of BR's last-built steam locomotive, No. 92220 *Evening Star*.

Permission

The ID change marked 50 years since the Swindon 2-10-0 was withdrawn from traffic, and was carried out with permission from the real *Evening Star*'s owner, the National Railway Museum. In return, the GCR made a financial contribution to the overhaul of *Flying Scotsman*.

It means that No. 92214, owned by GCR benefactor Michael Gregory, has now run at the railway under four pseudonyms: 'Cock 'o the North', 'Cromwell', 'Central Star' and 'Evening Star'.

New nameplates, numberplate and ceremonial plaques were cast for the event and for



subsequent photo-charters, aiming to echo the 1960-1965 working life of the original lined green 9F, including re-creations of the 'Capitals United Express'. The convincing copper cap chimney was in fact a brush finish, using metallic paint.

Another engine given a fresh look was resident Southern Railway-built Stanier 8F No. 48624, which has now

shed its much debated and non-authentic crimson livery (applied in 2009) in favour of early BR black.

The repaint was necessary anyway, because the red livery was damaged while cleaning the remnants of the temporary weathered poster paint finish the engine carried at the GCR's January enthusiasts' gala (RM March). 'Modified Hall'

No. 6960 *Raveningham Hall* was a short-notice guest at the event (see Steam Portfolio pages), designed to showcase goods and mail trains, as well as traditional passenger trains.

Fowler 3F No. 47406 was therefore a popular attraction at Quorn & Woodhouse, busily engaged in shunting demonstrations and goods transfers with vintage lorries





A convincing re-creation of legendary 9F No. 92220 *Evening Star* is realised on April 18 as No. 92214 bustles past the Western Region signals at Swithland sidings. JOHN LEYLAND

throughout the weekend. *Britannia* made a final spring gala appearance at the Swanage Railway on April 18-19 – only the Purbeck Line's

Facing page top: Black for good: Having popularly worn black poster paints in January to disguise its crimson lake finish, 8F No. 48624 was permanently repainted in authentic BR livery last month. On April 18, the Ashford-built 2-8-0 rounds the curve at Rabbit Bridge with a goods train for Swithland. JON BOWERS

second such event.

The Standard Pacific was joined by NRM Maunsell 'Schools' No. 925 *Cheltenham*, which was making its most southerly visit in its five-decade preserved history.

Swanage acting general manager Matt Green said that there was an "excellent buzz" surrounding the gala, greeted with "very good" visitor numbers.

The event also welcomed a Swanage favourite – Standard 4MT No. 80104 (owned by

Southern Locomotives Ltd) – back into traffic after overhaul.

As fleetingly reported in the April issue, the **Severn Valley Railway** hosted a 'very successful' March 21-22 steam gala, boosted by the visits of WD 2-8-0 No. 90733, 'Coal Tank' No. 1054, and one-time "Valley"-based 57XX No. L92.

The SVR, celebrating its golden jubilee, reports that 4,313 passengers were carried across the three days, which represents an 11% boost on 2014's figures.



Above: 'Brit' No. 70025 'Western Star', in reality No. 70000 *Britannia*, prepares to be turned to face east on Minehead station's former Pwllheli turntable on March 27. PETER NICHOLSON



Left: Malachite green 'V' class 4-4-0 No. 925 *Cheltenham* adds a splash of colour to Swanage as it departs with a demonstration freight on April 18. CLIFF THOMAS

Left: Worth Valley Railway "Dub Dee" No. 90733 is 'panned' near Highley on March 27 during a 30742 Charters event – the week following the SVR's main gala. JACK BOSKETT

'Coal Tank' returns to Pontypool

POWERFUL 56XX No. 5637 will return to South Wales alongside a one-time Principality rival, Webb 0-6-2T No. 1054.

The LNWR 'Coal Tank' last visited the Pontypool & Blaenavon Railway in 2013, but the Collett 0-6-2T is making a rare return to the country where it spent its entire working career in the 'Valleys' between 1925 and 1964. Indeed, it is only the second of its class to appear on the line since No. 5619 visited in 2008.

Versatile

No. 1054, now based at Ingrow on the Keighley & Worth Valley line, was both a Tredegar and Abergavenny engine, while No. 5637 was predominantly allocated to Abercynon. The GWR tank is today resident at the East Somerset Railway. The pair will run together at the PBR's South Wales Valleys Steam event on September 12-14.

The versatile LNWR tank, cared for by the Bahamas Locomotive Society, will also make appearances at Tyseley Locomotive Works' October open day, where it will be reunited with the society stablemate No. 45596, before attending the Warley National Model Railway Exhibition at Birmingham's NEC on November 28-29.

Urgent appeal for Nene River bridge

THE Nene Valley Railway is appealing for donations towards a major bridge repair.

Lynch Bridge, which is one of two that cross the River Nene on the seven-mile line, requires £30,000 to replace hardwood waybeams. Trains are currently sanctioned with a 5mph speed restriction across the double-track-width structure, near Ferry Meadows.

The Warwell Junction to Peterborough railway is also appealing for funds to complete the purchase of the original station building at Wansford.

Colne Valley to be closed after shock order to quit

ESSEX'S Colne Valley Railway is being forced to relocate after being served notice to quit by its landlord.

The railway will run heritage trains for the last time on December 30 after its owner Chris Young, an Australian property developer, told CVR chairman Paul Lemon in March that its rolling lease would not be renewed.

Mr Young is preparing to submit plans to Essex County Council to build property on the 20-acre Castle Hedingham site, although that is understood to be far from a *fait accompli* because the land is a designated conservation area, and local opposition to the closure of the CVR has been vociferous.

Mr Lemon told *The Railway Magazine* that "unless we can persuade Chris Young to change his mind" the railway would be forced to rip up the mile-long preserved line and move all of its infrastructure and rolling stock to a new site.

The bombshell means that the railway will close for a second time... 50 years after the last British Railways goods trains ran.

Mr Lemon added that buying the CVR in its current form or negotiating a long-term lease (e.g. 99 years) would be the only circumstances under which it could remain based at Castle Hedingham; any offer of another short-term deal will not be contemplated.

"We're in discussions with four or five potential sites," he said in mid-April, "and we're trying to find out what is feasible and what we can and can't afford."

"We're starting at Hedingham and working out in a circle."

What makes the challenge yet harder is that co-operation from respective local governments has been limited because of the impending General Election.

Despite that, a decision on which option to seriously pursue will be taken in May so that



Colne Valley Railway Preservation Society-owned 'Austerity' 0-6-0ST No. WD190 (3790/1952) pauses at the re-created Sible & Castle Hedingham station – located half way along the one-mile branch – on April 18. STUART CHAPMAN

contingency plans for relocation can be drawn-up during the rest of 2015, although it is unlikely that any trains will run under Colne Valley Railway Preservation Society (CVRPS) auspices in 2016.

Nevertheless, there is a determination to re-open any potential new site to visitors, even if it is just a souvenir shop and model railway, as soon as is practicable.

Determined

CVRPS members are determined to keep the railway and museum locally based, despite what Mr Lemon describes as "very generous" offers from other established preserved railways to absorb its membership and equipment.

Sites such as Mangapps Farm aren't suitable because it is a personal railway belonging to John Jolly, while the East Anglian Railway Museum at Chappel & Wakes Colne, and the Epping Ongar Railway have limited additional capacity. Other Anglian

set-ups such as Peterborough's Nene Valley Railway would be too far for members and volunteers to travel to on a regular basis.

Mr Lemon says that the sites being considered are either on former trackbeds or brownfield. The minimum requirement for a new base is 10 acres, with at least one mile of running line.

The relocated Sible & Castle Hedingham station building will be the most significant hurdle to jump, as it would be necessary to move it stone-by-stone for the second time in four decades. Infrastructure like the signalbox and footbridge can be more easily craned out of position.

The CVR's preliminary Stage 1 grant of £66,700 from the Heritage Lottery Fund, in advance of full £1.65million funding, will still be available, as the cash to originally buy the Castle Hedingham site from Mr Young can be transferred to land purchase at a new location. Indeed, much of the funding package was to build a new skills

centre, interactive museum, and assist rolling stock overhauls, which can still be realised elsewhere.

Although the railway will officially close on December 31, its last trains will run as part of a 'big farewell gala' a day earlier, which coincides with the 54th anniversary of the last passenger train over the former Colne Valley & Halstead Railway.

Although the majority of working stock is owned by the society, items such as static Hawthorn Leslie 0-4-0ST No. 1 (3715/1928) and Pullmans *Aquila* and *Hermione* belong to Mr Young. He has asked the CVR to handle the disposal of his stock.

The British Engine Man's Society (owners of ex-Barry 'Merchant Navy' No. 35010 *Blue Star* and 5MT No. 45293) and the 45163 Preservation Group, which is progressing the restoration of its own 'Black Five', have yet to be given formal notice to leave the site. The group's lease is separate to the CVR's.

Rare steam day for Ketton quarry

RUTLAND'S Ketton quarry and cement works will open to the public on June 6 in an event that includes steam-hauled rides.

Barclay 0-4-0ST *Sir Thomas Royden* (2088/1940) will make the short journey from Rocks by Rail, Cottesmore, to attend the Heidelberg cement quarry charity fundraiser.

Visitors will be able to experience the quarry's internal railway system for the first time for 12 years, including through its cement-

loading silo, travelling in a BR Shark 20T brakevan. The 2003 open day marked the quarry's 75th anniversary.

Bus tours will also take place to provide access to other areas of the site, whose exports are used in many high-profile engineering projects, such as the London Underground's Jubilee Line extension.

The event takes place between 9am-4.30pm.

Brakevan rides will run every 15 minutes.

Sir Lamiel to 'play away' after retube

'KING Arthur' No. 777 *Sir Lamiel* will be available to tour preserved railways following the replacement of its small boiler tubes.

The malachite green 4-6-0 has been confined to its Great Central Railway home since 2013 because of concerns that it could fail at another preserved railway; this happened when it failed a steam test with a pinhole leak ahead of an adjourned visit to the North Norfolk Railway in the summer of that year.

Its custodian group, 5303LA, has since treated subsequent requests to hire *Sir Lamiel* with caution.

However, work is now underway to replace the small tubes at Loughborough, which will allow the National Railway Museum's Maunsell engine to be considered for running elsewhere from the summer onwards. Indeed, the work should mean that the N15 is able to operate until the expiry of its 10-year boiler certificate in late 2016.



TWO National Collection classics – GNR Atlantic No. 251 and V2 2-6-2 No. 4771 *Green Arrow* – were given an airing on April 8, coinciding with the announcement of a new OO gauge commercial model of Stirling Single No. 1. The ex-LNER machines were due to be joined by Gresley D49 No. 62712 *Morayshire* at Locomotion Shildon for its spring steam gala on May 3-4. KEN HODGSON

Manchester's united but museum severed

PLANS to sever Manchester's Museum of Science & Industry (MOSI) from the national network have been given final approval.

The controversial scheme – that will leave the original terminus of the Liverpool & Manchester Railway isolated – will allow a chord to be built to unite the city's Victoria, Piccadilly and Oxford Road stations. Two Grade II-listed bridges will also be demolished to allow the 370-yard Ordsall chord to be

built. The £85million viaduct-based link line will cut across the western end of MOSI's yard, something the museum initially objected to following unveiling of the proposals in 2011. However, a deal was struck with Network Rail last year that saw the museum drop its opposition.

The museum was given a 'sweetener' in December with the award of £4.6m from the Government for the establishment of a temporary exhibitions gallery in the

basement of the 1830 L&MR warehouse.

The fund was topped-up last month with £1.8m from the Wellcome Trust.

The new space will open to the public in 2018.

The listed Liverpool Road station and its associated sidings have been occasionally used to stable main line registered locomotives, such as A1 No. 60163 *Tornado*, for example, when it visited with the Royal Train on February 4, 2010.



With Princess Anne on the regulator, No. 7812 *Erlestoke Manor* undertakes Royal Train duty (like classmates 7819 *Hinton Manor*, 7822 *Foxcote Manor*, 7827 *Lytham Manor* and 7828 *Odney Manor* 52 years previously). The short-formation special is seen at Foley Park. DUNCAN LANGTREE

Princess drives 'Manor' during SVR birthday visit

HRH The Princess Royal was the guest of honour at the Severn Valley Railway on April 13 – a visit that included taking the regulator of *Erlestoke Manor*.

The visit started at Bewdley, where Princess Anne opted to join the footplate crew on 'Manor' No. 7812 for the three-mile run to Kidderminster rather than ride inside the GWR inspection saloon.

The 1939-built 4-6-0 carried three lamps above the bufferbeam and an 'SVR 1965-2015 Golden Jubilee' headboard. At the southern terminus, the princess unveiled a plaque to mark the line's 50th anniversary, following a short speech in which she described the footplate experience as a "real treat".

Her Royal Highness was then

shown around Kidderminster's carriage workshops, where she met several of the volunteers and apprentices from the SVR Heritage Skills Training Academy.

It was the first royal visit to the 'Valley' since it was fully reopened by the Prince of Wales and Duchess of Cornwall in 2008 following the devastating flood damage of the previous year.



Morgan

DAVID MORGAN MBE, ex-chairman of the Heritage Railway Association

'Keep your nose out of it!' What a pity that steam loco owners' group refuses to join up with us

I AM proud of the way the Heritage Railway Association expanded its membership and reached out to other organisations during my time as chairman, but one sector I failed to bring into the fold was the Main Line Steam Locomotive Owners Association (MSLOA). It has preferred to remain aloof, despite the fact that several individual locomotive groups have joined as members and several owners have recognised the benefits of a steady income from working their engines on heritage lines.

Indeed, when I had the temerity three years ago to ask whether there was anything we could do to help after a spate of locomotive failures on the national network, I was told in no uncertain terms that it was none of HRA's business and that I should keep my nose out of it!

It seems that as far as the MSLOA is concerned, we cannot win either way, which is a pity as I am sure that we could do much together to our mutual benefit. After all, in recent years we have been very successful in bending the ear of our political masters, and at the last meeting of the All-Party Parliamentary Group on Heritage Rail, we gave evidence on the value of physical connections between heritage railways and the main line.

My successor as HRA chairman, Brian Simpson, has now retired from being a member of the European Parliament in order to take over from me, but not before he had managed to secure us membership of the European Rail Agency.

This contrasts sharply with the bile poured on him when he dared to express a personal opinion that he was not so interested in main line steam. I have to admit that I am not so fanatical about classic traction, but that has not stopped us from fighting for vintage diesels when necessary.

Networking

In the last issue, I referred to the benefits of networking. My colleagues often refer to the value of my contacts. Of course, I have not only worked hard to develop these, but I have also been very lucky. Opportunities arise in all sorts of circumstances – at school (now seemingly frowned upon), university, sports, church, clubs, career or profession.

I remember one Territorial Army friend of mine invited me to a presentation hosted by his civilian employer, an international oil company. At the end, the speaker invited questions from the audience. I immediately shot up my hand and asked the first question. Why? Firstly, because there were 200 people in the room and by getting in early, I knew there would be more chance of being asked to put my question and, secondly, because I wanted everyone in that audience to know who I was, so I not only gave my name but stated my position as chairman of the Heritage Railway Association.

As a result, a lot of people came up to me during the lunch break to express their interest in heritage railways. One of these later became the oil company's chairman and, several years later, I was able to ask him for office accommodation for the Transport Trust, to which he agreed – at no charge for rent.

Half an eye

Some people become rotarians, join associations or clubs, or just adopt many of the ways open to us whereby we make friends. In my own case, I probably did all those things sub-consciously... apart from becoming a rotarian, for which I was never offered the opportunity. It is fair to say that I did sometimes accept an invitation to join a group with half an eye on how it might benefit an existing commitment. Thus, I readily accepted an invitation to become a founder member of the Industrial & Engineering Heritage Committee of Europa Nostra because I recognised right away its natural synergy with heritage railways.

My involvement in maritime heritage, the Transport Trust, heritage railways and the Boiler & Engineering Skills Training Trust enabled me to bring the relevant bodies together to create a critical mass large enough to attract funding for apprenticeships for trainees wanting to develop boiler skills.

We have linked up with our colleagues in 27 countries throughout Europe to form FEDECRAIL (the European Federation of Museum and Tourist Railways), which has been exceptionally successful in lobbying the EU, largely thanks to the support of Brian Simpson, when he was our champion in the European Parliament.

SIDELINES

Gloucs Works recruits 100 extra helpers

ONE hundred new volunteers joined the Gloucestershire-Warwickshire Railway's ranks in a single March weekend.

The volunteer recruitment fair, held on March 19-20, was part of a strategy to make the railway ready for the opening of its Broadway extension in 2018.

The success means that the G-WR can now call on 900 volunteers.

Football special runs on East Lancs line

NEARLY 450 supporters of FC United of Manchester travelled on the East Lancs Railway to attend an away match at Ramsbottom FC on April 4.

The timetabled train, hauled by BR 4MT No. 80080, was strengthened to nine carriages to accommodate the fans – who boosted the EL's on-train and station platform real ale bar sales by £8,000.

South Devon pannier returning to Chinnor

SOUTH Devon Railway outside cylinder pannier tank No. 1369 will resume passenger duty at the Chinnor & Princes Risborough Railway this summer.

The 0-6-0PT has also regained a Weymouth Quay-style brass bell, replacing the original that was stolen from Buckfastleigh in 2014.

K&ESR pump trolley effort raises £1,840

KENT & East Sussex Railway volunteers travelled 100 miles using the line's hand-operated pump trolley – in a single day.

A team of eight volunteers completed five return journeys on March 13 in a sponsored challenge for Comic Relief, raising £1,840.

Canadian award for ex-NRM boss Davies

FORMER National Railway Museum director Steve Davies has been awarded a Canadian Railway Historical Association Special Achievement Award for his role in the temporary repatriation and restoration of Québec-based A4 No. 4489 *Dominion of Canada*.

Goathland, not Grosmont

THE caption depicting Nos. 61994 and 62005 on page 66 of the April issue incorrectly stated that the Moguls were standing at Grosmont. It was, in fact, Goathland.

Empress visits Sussex

BAGNALL 0-6-0ST *Empress* (3061/1954) has gone on loan to the Lavender Line to help ease a locomotive shortage.

The blue outside-cylinder engine is usually based at the Mangapps Farm Railway, in Essex. The proposed visit of the Bluebell Railway's Fletcher Jennings 0-4-0T *Baxter* has been postponed.

'Duke' team launches £250,000 share issue

A WORKING *Duke of Gloucester* will be a viable proposition once more if a new share issue is successful.

The new trust that took over the reins of the beleaguered Standard Pacific in 2014 – the BR Class 8 Steam Locomotive Trust – is supporting the 1974-owning company's £250,000 share launch.

Just fewer than 5,000 of these 10p-valued shares are available at £50 each (with a £49.90 premium) from 71000 Steam Locomotive Ltd.

The share issue is a kick-start to the trust's ideology that requires at least £200,000 of income each year to sustain its forthcoming major overhaul, running maintenance and future overhauls.

This round of major repairs, together with its Mk 2 support coach and the employment of apprentices, is estimated to cost £650,000, which could see Robert Riddles' unique Pacific running again in three years' time.

1954-built No. 71000 last steamed in August 2012 when it was withdrawn from main line operation with damaged valve gear under the auspices of the folded 71000 (*Duke of Gloucester*)



Steam Locomotive Trust.

The new trust's chairman Trevor Tuckley says that the distribution of 110,000 share issue leaflets, including inserted copies within this issue of *The RM*, shows how serious the project team is to re-steam the three-cylinder machine.

As previously reported, copper for the 8P's new back tubeplate has already been ordered, while Caprotti valve-gear No. 71000 is currently stored undercover at Crewe Heritage Centre.

The trust has made the conscious decision not to dismantle any components before the engine is moved to LNWRH's new premises (see page 14) in the summer to negate any

risk of parts being mislaid in transit.

Indeed, no serious work will begin at the former diesel depot until the first £100,000 has been raised. £50,000 has so far been banked towards the overhaul.

Despite its intention to return Britain's most advanced passenger locomotive to steam, Mr Tuckley re-emphasises previous reported comments that its main line running programme will be more tightly controlled than it has been in the past.

"We want to run the locomotive based on Tyseley's (Vintage Trains') model, whereby the engines are working regularly, but aren't run into the ground," he says.

"We can't afford to be hammering it up Shap gunning for records, and then have the engine in pieces for weeks afterwards while we fix it."

Duke of Gloucester will be outshopped from the town of its construction in 2018 carrying authentic painted numbers, rather than the copper preservation-era versions, which have been dispensed with alongside the 'phoenix from the flames' motif.

The RAILWAY Magazine

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New-build 'Sandringham' frames cut

NEW-BUILD Gresley B17 No. 61673 *Spirit of Sandringham* now officially 'exists' following the cutting of its main frames.

Profiling of the steel plates was kick-started by one of Sir Nigel Gresley's grandsons, Tim Godfrey, (echoing his equivalent role in the birth of new-build P2 No. 2007) at Tata Steel, Wednesfield on April 15. The plates had earlier been rolled at the firm's Scunthorpe plant.

It is the first tangible evidence of No. 61673, whose project was launched by the B17 Steam Locomotive Trust to the public in 2011.

At the time of going to press, the frames were being prepared for onward

delivery to the Boro Foundry, Stourbridge, where they will be machined and drilled. They will then be delivered in early summer to Llangollen, where they will join other new-build projects – an LMS 'Patriot', GWR 'Grange' and 47XX. LR chief engineer Dave Owen will oversee the build.

The B17 will be displayed at Llangollen with its front bufferbeam, while fundraising for the next stage of construction continues.

The project team has enlisted the help of P2 and A1 engineer David Elliott, who is assisting the creation of computer-aided drawings, using original LNER documents scanned at the National Railway Museum.



'COLLETT GOODS' TAKES THE MILK: GWR 2251 class 0-6-0 No. 3205 shuffles past Caddaford, on the South Devon Railway, with a timeless re-creation of a Western Region milk train on April 14. The ensemble was set-up for a Steam Recreations photographic charter. DAVID CABLE



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Steam Portfolio Track Record



Freshly-returned-to-traffic 2MT 2-6-0 No. 46512 leaves Ford forest behind as it climbs onto Granish Moor en route to Broomhill, on the Strathspey Railway on April 9. JONATHAN GOURLAY

Memories of end-of-steam ballast trains in the North West rekindled as Ivatt "Flying Pig" No. 43106 runs away from the setting sun at Foley Park on the Severn Valley Railway. The train was operated for a Matt Fielding charter on April 20. PHIL JONES





The first shoots of spring emerge from the ground beside the Isle of Wight Steam Railway as Adams O2 tank No. W24 *Calbourne* runs through woodland near Woodhouse Farm, between Havenstreet and Wootton, on March 27. JOHN HILLIER



The Great Central staged a 'Railways at Work' gala in April; visiting 'Modified Hall' No. 6960 *Raveningham Hall* dashes through Quorn & Woodhouse as it exchanges mailbags, while 'Jocko' 3F 0-6-0T No. 47406 pauses during shunting demonstrations. JOE CONNELL



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First Class 700 on target for August delivery

SIEMENS has confirmed that the first 12-car Class 700 'Desiro City' EMU is on target for delivery to the UK in August.

A total of 1,140 vehicles are being built for Govia Thameslink services, to handle traffic on the operator's busy routes through central London.

The 'Desiro City' is a development of the successful 'Desiro' design, but Siemens has reduced the weight of the units, and claims they will be 47% cheaper to operate.

A trade press party visited Krefeld Works in Germany on April 2 and Siemens confirmed that it had already built 200 Class 700 bodysells, of which 100 were in the assembly phase. A further 92 vehicles were in the final commissioning phases at Krefeld, and once this has been completed, they will be moved to the test track at Wildenrath for final testing.

Testing

Krefeld is producing about 1,600 vehicles each year, ranging from metro cars to new 'Velaro' sets for Eurostar or Deutsche Bahn, and Siemens expects this to increase to an output of 3,160 vehicles by 2018.

Production of the carriages is being ramped up, and by September the completion rate will be two vehicles a day to meet the project's deadlines.

By early April, Siemens had completed six 12-car units, which are at Wildenrath for testing, and one eight-car unit.

Prototype unit No. 700101 has been undergoing extensive testing at Wildenrath since March 2014 and this will continue until



Left: The complex wiring being fitted into a trailer car at Krefeld Works.



Right: A driving car under construction. All pictures: CHRIS MILNER



Left: Unit Nos. 700106, 700105 and 700103 inside the running shed at Wildenrath awaiting testing.

Right: A completed aluminium bodysell at Krefeld.



July, at which point it will be prepared for shipping to the UK. Testing in the UK is likely to include the Old Dalby track and also the ERTMS test section on the Hertford loop early in 2016 as part of the UK certification process.

There, testing will take place on the automatic train operation (ATO) system that will be used on the core Thameslink section from St Pancras to Blackfriars, with up to 24 trains an hour envisaged, hence the need for ATO.

Siemens likens it to flight control at a busy airport. Close to the central London core, drivers will be using a driver advisory system (DAS), with normally supervised operation elsewhere.

Other Class 700 units are also being tested at Wildenrath, where a 6km circular track is one of five tracks built on the site of a former RAF base. *The RM's* deputy editor was also allowed to drive 700101 at 80mph! This testing is

part of mileage accumulation tests, standard procedure for any new train before handover to the customer, but it also allows modifications to the train's computer software to be tested and finalised.

After construction and static testing at Krefeld, groups of four vehicles are moved to Wildenrath, where the carriages are formed into the respective rakes. On conclusion of the order in June 2018, there will be 55 12-car and 60 eight-car formations.

Commissioning

Siemens has indicated that unit No. 700104 will be the first to arrive in the UK, and after passage through the Channel Tunnel, will be based at Three Bridges depot, Sussex, from where it will begin final commissioning.

Siemens says by the end of 2015, four units will be in the UK, and as 2016 progresses, delivery

will be a mix of eight- and 12-car units, with priority being 12-car units. The likely schedule is for 11 12-car units first, then six eight-car units, after which there will be a further four 12-car and 40 eight-car units.

Govia is expected to introduce the first 700s on services from Bedford to Brighton/Sevenoaks/Sutton/Wimbledon from around spring 2016, with introduction on Great Northern lines from Peterborough or Cambridge to King's Cross occurring in late 2016. Both of these moves will allow Class 319 and 365 EMUs to be cascaded.

As well as being lighter and more energy-efficient, the Class 700 has greater passenger capacity, wider door sections to provide speedier boarding or exiting, large open gangway connections to provide improved security, self-adjusting air-conditioning, real-time passenger information systems

with connective information... and the interior is modular, so the fittings can be customised for specific customer requirements.

Siemens say there are improvements in build quality, with leasing company Eversholt financing the trains, and providing asset management facilities during each stage of the build.

Maintenance

In addition to Three Bridges depot (see *Headline News*), new facilities are being built at Hornsey, where 12 roads will accommodate a total of 188 vehicles.

This is split by eight CET roads, and a maintenance shed that will carry out heavy maintenance on one road, light maintenance on two more, with another road being for underframe work.

There will be two bogie drops and two wash machines.

Class 47s end their duties for Anglia

THE use of Class 47s on the Abellio Greater Anglia DMU replacement diagram is to end at the timetable change in May.

In place of the Type 4 will be DRS Class 37s, working in top-and-tail mode between Norwich and Great Yarmouth.

The change comes following a decision by DRS to stand down its Class 47 fleet due to age and their non-standard nature from one loco to another.

Changes to London-Norwich diagrams will also see an end of Class 90s being dragged to the seaside resort, with through trains from the capital set to end.

GB Railfreight honours rugby club Northampton Saints

LEADING Premiership rugby union club Northampton Saints was honoured with the naming of GB Railfreight Type 5 No. 66754 at Wellingborough on April 22. It is understood to be the first naming in UK main line railway history to honour a rugby club.

The event took place at Finedon Road railhead, which is leased by GRS Roadstone, and used by GBRf for its ballast and rail train operations for Network Rail and London Underground. GRS Roadstone is one of the Saints' sponsors.

Admitting he was more of a fan of the round ball rather than the oval one, GB Railfreight's managing director John Smith

said that as someone from the North East, he was 'warming' to rugby and had seen the Saints play.

He added that the naming was to celebrate the Saints' most consistent run of success in more than 60 years, which has included nine cup finals in seven years and winning the 2014 European Challenge Cup and Aviva Premiership titles.

The naming was carried out by Saints' director of rugby Jim Mallinder and club captain Dylan Hartley.

The RM understands that another GBRf Class 66 is likely to be named later this year and will continue the sporting theme.



In ex-works condition, No. 66754 stands in Wellingborough yard before the naming on April 22. RICHARD GENNIS

Right: Club captain Dylan Hartley and director of rugby Jim Mallinder join with GRS chairman Martin Hill and GBRf managing director John Smith at the unveiling of the nameplate. CHRIS MILNER



Virgin begins coach 'G' conversion Class 87 hauls Caledonian Sleeper

VIRGIN Trains has embarked on the conversion of one of its four first class carriages on a Class 390 'Pendolino' to standard class.

All 21 nine-car Class 390s are being converted as part of a major interior refresh and a deep clean. At present, the 11-car sets are remaining with the four first class carriages, but they too will be given a refresh and deep clean, with the whole fleet being completed by mid-2016.

The project will provide an extra 76 seats per carriage, and

when complete in September there will be a total of 5,500 extra seats available each day.

Alstom's Oxley depot is carrying out the work, one train every week being completed. By the third week of April, set Nos. 390050 and 390010 had been converted and released back to traffic.

The change will increase the number of standard class seats from 294 to 370 (both with two wheelchair spaces), and decrease first class seating from 145 to 99 and one wheelchair space.



Left: Technicians at Alstom's Oxley depot strip the interior of 'Pendolino' coach G before rebuilding it as a standard class carriage. VIRGIN TRAINS



Standing at Preston, No. 87002 Royal Sovereign works the 23.50 Euston-Glasgow & Edinburgh sleeper service on April 17. IAN FURNESS



Left: No. 92038 calls at Crewe on April 1 with the 21.15 Euston to Inverness Caledonian Sleeper service. MICK TINDALL

A SHORTAGE of Class 92 locomotives has led to Class 87 No. 87002 *Royal Sovereign* working the Caledonian Sleeper trains.

GB Railfreight had hired the AC Loco Group's electrics through its Electric Traction Ltd arm to work the empty stock trains between Wembley and Euston. There was the proviso that 87002 and the other e.c.s. loco, No. 86101, could, in an emergency, be used on the 400-mile trip to Glasgow or Edinburgh.

During April, it transpired that no 92s were available and on a number of occasions, 87002 worked the full train.

The lack of Class 92s – two had been noted in the stabling siding at Stafford on April 20 on their way to Wabtec Brush, Loughborough, for attention – has led to Class 47 No. 47812 being used to haul the empty stock from Polmadie.

On April 21, No. 92014 was released from refurbishment by Brush.

Battery shunters favoured by DB Schenker

DB SCHENKER (DBS) has taken delivery of two battery-electric shunters that will be used at its maintenance depots at Crewe and Toton.

The shunters are Zephir 1800e CRAB machines, with DBS being the first rail freight operator to take on these units.

The shunters are capable of pulling or pushing 400 tonnes with a maximum drawbar pull

of 20 kN in the dry and 16kN in the wet. This means that in dry conditions the unit will be capable of moving up to three Class 66 locomotives at a time.

Last September, DBS decommissioned the majority of its Class 08 shunting fleet, using main line locos to undertake shunting work, but this new environmentally friendly alternative will reduce carbon

emissions by 650 tons, particularly valid inside depots.

There is also safety benefit as the shunting procedures with these units provide better visibility and need less human interaction during coupling operations.

A Zephir battery-electric shunter hauls the 127-ton No. 66152 at Toton depot. DB SCHENKER



New look in Scotland as Class 68s take over loco-hauled services

TWO DRS Class 68s have replaced DB Schenker Class 67s on the two loco-hauled diagrams that work the Fife Circle train.

The 68s are sub-contracted to

the Abellio ScotRail franchise.

DRS is also providing carriages for the service, and at a future stage both are expected to get DBSO driving trailers to provide full push-pull operation.

As revealed last month, DRS has branded two locos – Nos. 68006 and 68007 – in Saltire livery, and one carriage set of six Mk 2 vehicles. The other set is in DRS livery.

While the two current diagrams are noted below, from the May timetable change diagram 2 will include a morning service from Cardenden (see right).

Diagram 1

5K18 05.11 Motherwell DRS-Cardenden 07.04
2K18 07.35 Cardenden-Edinburgh 08.38
5K19 08.47 Edinburgh-Motherwell DRS 10.21
5G13 14.54 Motherwell DRS-Edinburgh 16.59
2G13 17.08 Edinburgh-Glenrothes with Thornton 18.13
2K14 18.14 Glenrothes-with-Thornton-Edinburgh 19.31
5K14 19.47 Edinburgh-Motherwell DRS 20.59

Diagram 2

5L69 16.03 Motherwell DRS-Edinburgh 17.14
2L69 17.20 Edinburgh-Cardenden 18.23
5L70 18.24 Cardenden-Motherwell DRS 21.22



Left: Climbing from Jamestown viaduct towards North Queensferry on April 17 is DRS Class 68 No. 68007 Valiant with the 18.14 Glenrothes-Edinburgh train. TOM PICKLES

Traction & Stock

Track Record

PICTORIAL NEWS ROUND-UP



The incongruous sight of UK Rail Leasing's Type 5 No. 56104 – a visitor to the Nene Valley Railway's diesel gala on April 11 – hauling a rake of Danish carriages past Castor on the 11.22 Wansford-Peterborough service. PAUL A BIGGS



Transferring from ScotRail to Southern, 'Turbostar' sets 170421 and 170423 pass through Doncaster on April 13 with a stock working from Haymarket to Selhurst depot. NEIL DIX



Above: Driver training for Northern Rail loco-hauled services contracted to DRS along the Cumbrian Coast has been taking place and, on April 9, No. 57305 Northern Princess approaches Grange-over-Sands on a Preston-Carlisle working. TOM MCATEE

Right: Re-engineered Class 73 electro-diesel No. 73952 was taken to the High Marnham test track on March 30 for commissioning trials. Traction was provided by Class 97 No 97304 and the pair is captured approaching Boughton Junction. DEREK WILSON



WAGON REPORT

by S F Lappage

PROTOTYPE MXA gondola open No. 950321 was observed undergoing loading and unloading trials at Bescot virtual quarry during March.

Maximum payload is 53.7 tonnes; tare weight, 26.3 tonnes; inner wheelbase, 10392mm; and design code MX 001 A.

This is the third iteration of this wagon. It was built at Swindon Works in 1955 as an unfitted 42-ton-capacity bogie bolster D – No. B 924084 – one of a hundred constructed to lot 2691, diagram 1/472. Independent hand-brakes were fitted next to each bogie, which were of the GWR plateback design.

Rebuilding took place at BREL Shildon in 1978, with the fitting of air brakes and French pattern Y25C bogies – lot 3925, design code BD 006 C. With the decline in steel traffic, it has been rebuilt for a second time for the transportation of ballast and spoil.

Under-utilised FIA Eurotwin sets owned by DB Schenker are being returned to their original identities as they enter traffic on deep-sea intermodal trains, running from Southampton docks to the West Midlands.

Formerly Nos. 33 70 4938 300/500-539/700-743, they are now renumbered in the series 31 70 4938 001-222, design code FIA 790. Examples noted at Walsall have been Nos. 31 70 4938 098/134/181/213.

Axiom Rail, Stoke (formerly Marcroft) has belatedly begun repairs to several aggregate hoppers damaged by a derailment



Older four-wheel MHA 'Coalfish' wagons, such as No. 394544, in this picture, are being replaced by newer MXA bogie wagons. S F LAPPAGE

on the Midland Main Line in 2013. Reported back in service and repainted into DB Schenker 'traffic red' livery are JGAs Nos. RMC 13702, RMC 19232, HOAs Nos. 320054/058/063.

More former National Power JMA coal hoppers refurbished with new TF25E low-track force bogies, and recoded to HKA, are Nos. 300606/609/611/617/624/628/630/631/633/638/642/655/658/664/666/667/681.

DB Schenker also continues to be the main despatcher of redundant stock to scrapyards and preservationists. Recent disposals have included HAA coal hopper No. 354966, HMA hopper No. 355798, and BBA steel carriers Nos. 910198/247/317/354/380/483.

The largest wagon to be placed into service by British Railways was Boiler EB set – Nos. B 902805-810 – built at Ashford Works in May and June 1965 to diagrams 2/033, 2/034 and 2/035.

Units Nos. B 902805-808 each had six axles, while Nos. B 902809-810 were four-wheel match wagons. The full set of four units could carry a payload of 290 tons, while a half set – made up of two units plus the twin match wagons – was rated at 150 tons.

The full set had a tare of 127 tons (17 cwt) and a length of 138ft 6in. On the TOPS system, they were coded YVP or YVV, indicating the fitment of vacuum brakes or through pipes. Design codes were YV 069 A/B.

Though most special traffic wagons were retired after common carrier obligations ended, B 902805-808 was still in stock in 1990 and is currently preserved at NRM Locomotion, Shildon.

Nowadays, all special traffic, including many movements of railway rolling stock, is conveyed by motor transport, using road lorries certified to weight standards under the STGO (Special Traffic General Order) system.

Another 67 gets Caledonian livery

DB SCHENKER has repainted a second Class 67 locomotive into Caledonian Sleeper's midnight teal livery.

No. 67010 was released from Toton on April 21, having lost its short-lived Chiltern silver livery. It was towed from Crewe to Mossend by No. 90024, in

company with No. 67009.

Even though Caledonian Sleeper-operator Serco's traction provider, GB Railfreight, is using Class 67s, GBRf managing director John Smith confirmed to *The RM* that the plan is still to use specially modified Class 73s later in the year.

Stock Update TrackRecord



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DEPOT/POOL CODES

ESHQ Serco Caledonian Sleeper, LHCS
WBBK DBS Class 66 Fuel Saving Mods, RETB fitted
WEDC DBS Class 90 Hired Caledonian Sleeper, Crewe ETD

LOCOMOTIVES

Allocations

08428 WQ/WQBA-CE/WSSC
08500 WQCA-WQDA
08711/38 WDCA-WQDA
08877 WQCA-WQDA
08888 WQBA-WQAA
08939/94 WQDA-WQDA
08993/95 WQBA-WQDA
09006 WQCA-WQDA
09201 WQBA-WQDA
20007 CN/MBDL-SE/MOLO
37116 COTS-COLS
37421 COTS-COLS
47727/39 COLO-COFS
47749 COLO-COLS
47805 XHSS-XHAC
47810 XHAC-XHSS
56078 COFS-COLS-COFS
56096 COFS-COLS
58044 WQDA-WQCA
60013/28/29/33/38/41/46/48/55/61 WQDA-WQCA
60035 TO/WCAT-WQ/WQAA
60054 WQ/WQAA-TO/WCBT
60099 WQ/WQAA-TO/WCAT
66039 TO/WBAT-WQ/WQAA
66051 WBAT-WBAI
66096 WBAI-WBAK
66112 WBAI-WBBK
66120 WBAI-WBAK
66121 WBAT-WBAI
66138 WBAT-WBAI-WBAK
66139 WBAT-WBAI-WBAT
66200 WBAT-WBAI
66207 WBAT-WBAI-WBAK
67006 WQ/WQAA-TO/WAAC
67010/17 WACC-WAAC
67014 WACC-WACC-WACC
67018 CE/WACC-WAAC-WQ/WQAA
67019/25 CE/WAAC-WQ/WQAA
67020 WAAC-WACC-WAAC
67023 WAAC-WAWC

67029 WAWC-WAAC
73134 BO/NRLS-SE/GBBR
90018/19/21/28 WEAC-WADC
92002/24 - Bulgaria/Romania
92006/20/21/40/45/46 CO-HQ
92010/14/18/23/28/32/33/33/38/43/44 CO-WN

Liveries

Caledonian Sleeper blue:
67004/10, 92023/38
Colas: 60096
GBRF: 73965
Greater Anglia: 90002
Saltire: 68006/07
VTEC Vinyls: 43208/90/95/96, 43306/10/18-20/67, 91102/06/12/18

Named

67004 *Cairn Gorm*
66754 *Northampton Saints*

Stored/stopped locations

Bescot: 08888
Crewe DMD: 47501
Crewe EMD: 67025
Crewe Gresty Bridge: 37682, 47810
Derby RVEL: 37407/24
Leicester: 86235
Neville Hill: 43000(41001)
St Leonards: 20007
Toton: 60035, 66039, 67018/19
Washwood Heath: 37116, 37421, 47749, 56096

Operational

08428, 31190, 47805, 60054/95, 66770-72, 67006, 73963/64

Sold

GBRF: 73128/34

MULTIPLE UNITS

Allocations

38407-12/14 - delivered
64667 - delete (to be cut)
74405/35 HQ/SBXH-WD/HYHQ
170421-24 HA/HAHQ-SU/ETHQ
317723/32 HQ/SCXH-IL/EBHQ
387103/04/28 - delivered

Named

319362 *Northern Powerhouse*

Liveries

Arriva Trains Wales turquoise & blue: 153312
First blue: 166209
Border Railways Promotional vinyls: 170414
London Midland (correction): 153333
Mersey Rail:
507004/08, 508127/31/34
Northern Rail lilac & blue:
319368/82
Saltire: 318270
SET - white: 465911
SWT blue: 458510/11



In its bright livery promoting the Borders Railway, ScotRail DMU No. 170414 arrives at Dalmeny on April 9 while working the 13.34 Dundee-Edinburgh Waverley service. IAN LOTHIAN

SWT blue:

456010
TFL white & blue: 315850
TSGN: 319444/47, 365521
Vinyls removed: 379013

Renumbered

458010-458510
458011-458511

Modifications

MFO-MSO: 69650 (390050)

Formations

458510:
67610+74405+74010+74110+67710
458511:
67611+74435+74011+74111+67711

Now in five-car formation:

378206-09

Planned formations:

Class 800/0 Bi-modal for First Great Western: 800001-30
811001-30
812001-30
813001-30
814001-30
815001-30

Class 800/1 Bi-modal for

East Coast: 800101-13

811101-13
812101-13
813101-13
814101-13
815101-13
816101-13
817101-13
818101-13
819101-13

Class 800/2 Bi-modal for

East Coast: 800201-800210

811201-10
812201-10
813201-10
814201-10
815201-10

Class 801/0 EMU for

First Great Western: 801001-21

821001-21
822001-21
823001-21
824001-21
825001-21
826001-21
827001-21
828001-21
829001-21

Class 801/1 EMU for

East Coast: 801101-12

821101-12
822101-12
823101-12
824101-12
825101-12

Class 801/2 EMU for

East Coast: 801201-30

821201-30
822201-30
823201-30
824201-30
825201-30
826201-30
827201-30
828201-30
829201-30

Operational

74405/35
317723/32
387103/26/27/28

Sold

Wensleydale Railway: 55032

HAULED COACHING STOCK

Allocations

1210/20 HAHQ-ESHQ
5810 KM/XHSC-HA/HAHQ
5945 EH/RTCO-HA/HAHQ
5965/76/83 EH/RTCS-HA/HAHQ
6001 KM/EBHQ-HA/HAHQ
6008/64 KM/XHSC-HA/HAHQ
6117 XHSC-EBHQ
6122/73 KM/XHSC-HA/HAHQ
6176/77 EH/RTCO-HA/HAHQ
6700-08 HAHQ-ESHQ

9521/39 EH/RTCS-HA/HAHQ

9800-10 HAHQ-ESHQ
10256/60 YR/HAHQ-HQ/SBXH
10501/02/04/06-08/13/16/19/20/22/23/26/27/29/31/42-44/48/51/53/61/62/65/80/97/98 HAHQ-ESHQ
10600/05/07/10/13/14/17/48/50/66/75/80/83/88-90/93/99 HAHQ-ESHQ
10703/06/14/18/19/22/23 HAHQ-ESHQ

Renumbered

41055-46004
41109-46008
41168-46014
41181-46016

Liveries

Caledonian Sleeper blue:
6701, 9802, 10580, 10693
Carmine & cream: 35479
Chocolate & cream: 5212
DRS Compass: 9521
Greater Anglia white: 11077, 12062, 12105/09, 82143
Saltire: 5945/65/76, 6176/77/83, 9539
VTEC vinyls:
82202/06/07/11/31

Modifications

TF-TC: 41055, 41109/68/81

Stored/stopped locations

Millerhill: 5631/32/57, 5954, 6110, 9522
Ruddington (GCRN): 10206, 11074, 12092
Warner Bros Studios, Leavesden: 99721
Yoker: 10256/60

Operational

5212

Disposals

CF Booth Ltd, Rotherham:
Arrival date: March 27, 25231.
Cut dates: February 26, 10701;
March 11, 10554, 10727;
March 18, 10647;
March 26, 10540, 10681;
March 30, 25231;
April 2, 10710.
Nemesis Rail,
Burton-upon-Trent:
Cut date: July 2014, 94433

Sold

Serco: 1210/20, 6700-08, 9800-10



Class 50 No. 50035 *Ark Royal* stands at Derby on April 9, with No. 31190 having been moved from Eastleigh Works to RVEL for painting. STEVE DONALD

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Traction Portfolio Track Record



In ex-works condition, Class 47 No. 47812, part of the Riviera Trains fleet on hire to GB Railfreight, hauls the 10.36 Doncaster Down Decoy-Hull coal terminal gypsum containers through Ferriby, west of Hull, on March 27. IAN LYALL

One of the six dedicated Class 68s on hire from DRS to Chiltern Railways, No. 68012, heads the 10.15 London Marylebone-Birmingham Moor Street away from Banbury on April 15. ROBIN STEWART-SMITH

Passing the locks at Crofton on the Kennett & Avon canal on April 8, Colas Rail No. 60076 works 6V62, the 10.44 Tilbury Riverside-Llanwern Sidings steel train, which had been diverted that day due to work at Reading. MARK V PIKE



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Sixties Spotting Days around the Western Region
Sixties Spotting Days around the Southern Region
Sixties Spotting Days around the Eastern Region
Sixties Spotting Days 1968 the Last Year of Steam

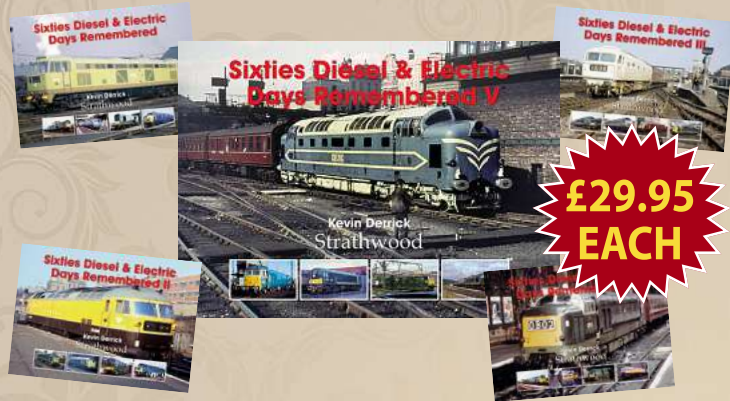
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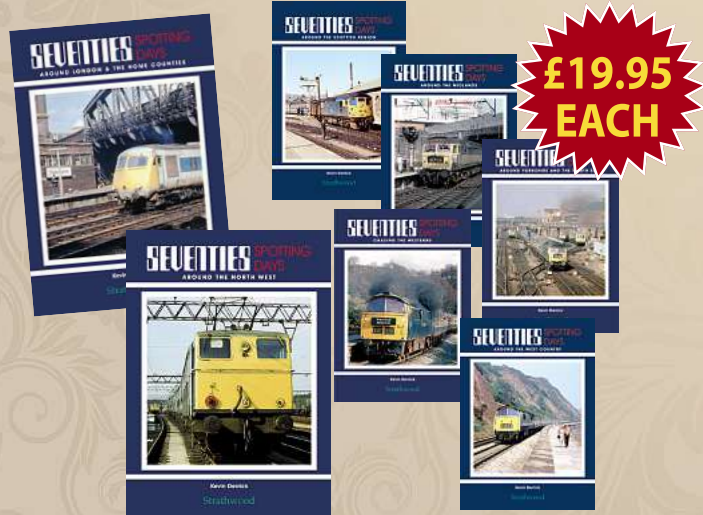
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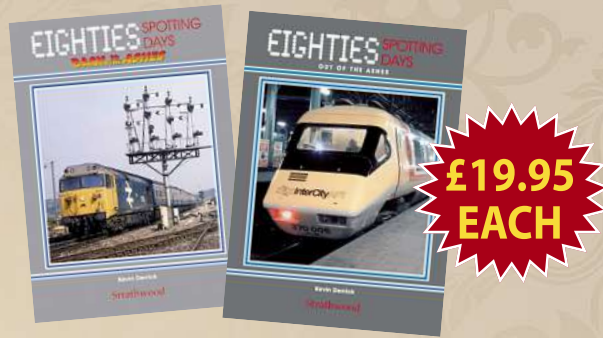
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 Seventies Spotting Days around Yorkshire & the North East
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 Seventies Spotting Days Chasing the Westerns

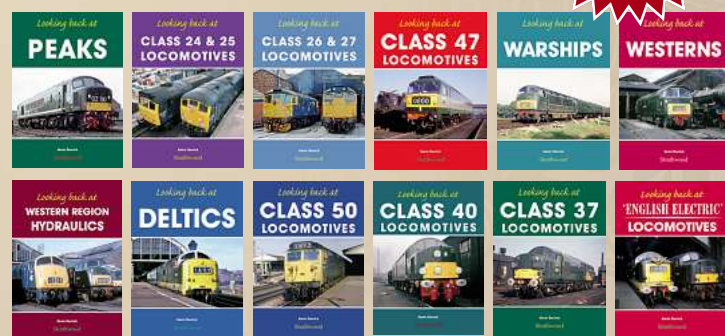
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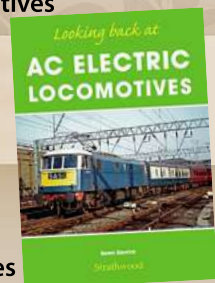
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 Looking back at Class 47 Locomotives
 Looking back at Warships
 Looking back at Westerns
 Looking back at Western Region Hydraulics
 Looking back at Deltics
 Looking back at Class 50 Locomotives
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 Looking back at Class 37 Locomotives
 Looking back at English Electric Locomotives



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SIDELINES

Southern video aids passengers

TRAIN operator Southern has launched a series of six online videos with simple instructions as a guide to using its self-serve ticket machines. The move comes after the idea was submitted to Southern's innovation board by CCTV & Help Point Operator Jo Smith, knowing how daunting the ticket machines are to some passengers.

The videos cover buying single or multiple tickets for day of travel, tickets to travel from another station, using a railcard, smartcard and boundary extensions.

The videos can be viewed at: tinyurl.com/k9hyl46

New top man for Scotland

NETWORK Rail and Abellio have confirmed that Phil Verster will become managing director for the planned Abellio ScotRail/Network Rail Alliance in Scotland.

Mr Verster has been route director for the LNE zone, which includes the East Coast Main Line. ScotRail managing director Steve Montgomery, who continued in that role after the change of franchisee, will step down in May.

Apology for Thames Valley delays

ALTHOUGH the major projects over the Easter period on the Great Western Main Line were completed on schedule, further delays occurred to services in the days which followed.

Network Rail has pointed out that these were not related to the Easter resignalling work.

Locals see Ufton Nervet bridge plans

PEOPLE who use the level crossing at Ufton Nervet have been shown plans by Network Rail for replacing the crossing with a bridge.

The crossing was where seven people were killed and 71 injured in November 2004 when an HST collided with a car parked on the crossing.

Council to continue freight fight

ST Albans City and District Council is to seek permission to appeal the dismissal of its recent court challenge against the proposal for a freight terminal at Radlett.

The council's seven-year battle against the terminal has cost more than £1.5m.

Reopening of Honeybourne link dismissed by minister

HOPES of reopening the Stratford-upon-Avon to Honeybourne link have been ruled out by Rail Minister Claire Perry.

The move would have allowed the Cotswold Line to be used as an alternative route from the West Midlands to Reading and Southampton.

There were calls for a diversionary route following the six-week closure of the route between Leamington and Banbury, from January 31 to March 13, due to a landslide at Harbury. The closure caused considerable passenger disruption and long diversions for freight traffic to and from Southampton. It also led to the cancellation of a major engineering blockade at Watford Junction.

Campaign

The cutting on the north side of the tunnel has been subject to poor ground conditions and movement since engineered by Brunel 160 years ago.

Suggestions to reopen the nine-mile line from Stratford-upon-Avon to Honeybourne (which closed in 1976) have been led by campaigner and *RM* contributor Fraser Pithie.

A letter from Ms Perry to Mr Pithie's MP, former Attorney General Jeremy Wright, has indicated that the cost of doubling 12 miles of Cotswold line between Wolvercote



Left: The current end of the line at Stratford-upon-Avon finishes under a road overbridge. There is six miles between this point and the track at Long Marston, which joins the Cotswold line at Honeybourne. On February 14, London Midland DMU No. 172336 stands at the station with a service from Birmingham Snow Hill and Moor Street. FRASER PITHIE

Junction (Oxford) and Charlbury would be between £160-200million, even before the missing nine-mile section is reinstated. This is substantially more than the £67m it cost to re-double a 20-mile section from Charlbury to Ascott-under-Wychwood, between 2009-11.

In her letter, Ms Perry said: "There is no strategic case for this to be done." She added that reopening the line from Stratford to Honeybourne (known as S2H) was "a matter for local authorities to consider".

Prior to contacting Ms Perry, Mr Pithie wrote to Network Rail chief executive Mark Carne on

February 6 asking the company to look again at the S2H option. A reply from community relations executive Daniel Coles stated "that our group strategy team will look at this example and consider if these matters would make any material difference".

Demand

Even though the Rail Minister has dismissed any prospect of the link being rebuilt and the Cotswold Line upgraded, a report from services firm Arup has forecast that, with demand growing on the North Cotswold Line by 6.1% a year, the S2H reopening could have a

benefit/cost ratio of up to 2:1.

Mr Pithie told *The RM* that Ms Perry's dismissal of the proposal "effectively negates Network Rail's undertaking to review the situation". He added that the North Cotswold Line had produced some of the highest passenger growth for the FGW franchise.

However, some can see the benefit the project would bring, including Prime Minister David Cameron, who recently told the *Oxford Mail* that "the last single-track section of the Cotswold Line rail route through West Oxfordshire should be redoubled as a matter of urgency".



REPAIRS to the Dawlish sea wall – which was damaged in February 2014 – are nearing a conclusion. On March 24, HST No. 43024 leads a set passing Riviera Terrace with the 9.06 Paddington-Plymouth service. STEWART ARMSTRONG

Hitachi factory connected to network

HITACHI'S new train-building factory at Newton Aycliffe, Co Durham, was connected to the national network on March 25 when the final Pandrol clip was put in place.

The site was built at a cost of £82million, and has 7,000 metres of sidings and a 1km-long overhead electrified test track. It has also seen the re-configuration of the branch line to Bishop Auckland.

Over the next few months, internal fit-out will be finalised, ready for completion by the

middle of the year.

Phil Verster, Network Rail's route managing director, paid tribute to Merchant Place Developments, Story Contracting and the many suppliers for all the work they've put in to reach this stage. He added that work to finish the signalling and power will be completed later this year.

The Newton Aycliffe factory will produce Class 800 and 801 trains for the East Coast and Great Western routes, plus AT200 EMUs for ScotRail.

New £4.5m aqueduct opens near site of Falkirk Wheel

A NEW aqueduct over the Glasgow Queen Street to Stirling line has opened following a six-month closure of the Forth and Clyde canal.

The site is close to the Falkirk Wheel, the rotating boat lift that connects the Union with the Forth and Clyde Canals.

The aqueduct – a new single tunnel – was opened by Michael Matheson MSP on March 27.

It was in October 2014 that the canal was closed and drained to allow the replacement of twin Carmuir railway tunnels beneath

the waterway. The work was carried out as part of the £742million Edinburgh Glasgow Improvement Programme (EGIP), which includes widespread electrification.

Meeting a target to reopen the aqueduct before the Easter waterway programme, the structure is the 51st in a programme of 61 bridge works across central Scotland that is part of the EGIP project.

A timelapse video of the project can be seen at <https://vimeo.com/123723528>

Aspley Guise crossing views sought

PEOPLE living in Aspley Guise, Bedfordshire, and surrounding villages, including Woburn Sands, Ridgmont and Lidlington, have been asked for their views on how level crossing safety can be improved.

Network Rail has taken the step as part of the East West Rail project that will reopen the line from Bicester to Bletchley. Assuming increased numbers of trains stemming from the East

West project – they will connect to the West Coast and Midland Main Lines – the study covers public road and footpath crossings as well as private farm crossings.

Some crossings may be closed as part of NR's plans to improve overall safety.

The move comes as part of Network Rail's review of all user-worked crossings, which will be completed by April 2016.

STATION NEWS ROUND-UP

Irlam station building back in use



The outside of the restored station building at Irlam.

IRLAM'S Victorian station building is back in use as a bistro following a series of delays and false starts.

The station buildings, on the former Cheshire Lines Committee route, between Manchester and Liverpool, were built in 1893 and sold by BR in the 1980s for commercial use, but they were subsequently abandoned and fell into disrepair.

The station is the busiest unmanned one in the Greater Manchester area, with 240,000 passengers a year; the buildings were reopened on March 26.

Restoration has been carried out to a high standard, with a mix of past and present character. Passengers can buy coffee, food and drink, as well as being able to use the meeting space and free wi-fi.

There is also a 60-space car park, cycle hub, improved lighting step-free access and CCTV.

Extensive landscaping has been carried out.



Inside the bar, which is proving popular with locals. Pictures: NEVILLE BOND

The restoration has cost around £2million and has involved Salford City Council, NC Developments, Transport for Greater Manchester, Network Rail, Northern Rail, Irlam and Cadishead History Society, and the Friends of Irlam Station.

A £300,000 community grant was provided by the Hamilton Davies Trust.

Salford City Council is planning to construct a new ramp to the Liverpool-bound platform later this year to make the station more accessible.

Birkenhead Hamilton Square refurbished – Moorfields upgrade now underway

A £4MILLION redevelopment of Hamilton Square station, Birkenhead, has been completed.

The Merseyrail station reopened on March 27.

Improvements carried out by Network Rail include improved platform and tunnel areas, which now have new flooring, brighter lighting and better passenger information. The station is also cleaner and less cluttered.

Although work on the platform and underground areas of Hamilton Square station has been completed, there is still work to finish in the concourse areas and entrance to the station. This will take place overnight, without disruption to passengers.

To celebrate the reopening of the station, a new artwork feature will go on display, depicting some of the old advertisements discovered during the refurbishment at the end of last year.

Some of the original posters date back 70 years.

Network Rail is working with Merseyrail and Merseytravel on a package of improvements to stations on Merseyside, valued at £40million.

Liverpool Central, James Street and



The exterior of Hamilton Square station on Merseyside. NETWORK RAIL

Lime Street have already been upgraded, with work starting at Moorfields on April 13, and continuing until Spring 2016. There will be phased closures of the three platforms.

New Street entrances to feature advertising screens

BIRMINGHAM New Street station will feature state-of-the-art advertising screens above all its main entrances.

It will be one of the first stations in the country to have this facility.

Known as 'media eyes', the content will be both commercial advertising and community information relating to the Birmingham area. The screens can also be used to display station messaging in emergency situations.

Chris Montgomery, Birmingham New Street project director, said: "The three eye-shaped screens are a unique part of the station's redevelopment and will be an innovative and iconic part of the project."

"The eyes will have full motion picture media content, which will provide even more vibrancy."

Signature Outdoor/Ocean Group has been announced as the provider of the three media eyes, which present a unique challenge to the designer and installer due to curved spans up to 30m (length) x 7m (height) to fit within the

complex geometry of the new façade at the station.

The south and south-east eyes will use the latest custom, full-colour LED screen technology, consisting of more than 1,000 modules configured in a module matrix to create the complex curve geometry.

The north-west corner eye at the Navigation Street entrance will use a transparent LED mesh so that natural light can still enter the building.



Advertising screens will be fitted to the front of New Street station.



BICESTER VILLAGE: Construction of Bicester Village station is beginning to take shape. This view on April 10 shows a much more substantial affair than previously envisaged. CHRIS BEHAN

Smart ticketing roll-out for West Midlands

THE West Midlands area is to benefit from a £620,000 investment by the Department for Transport to expand the 'Swift' smartcard system.

The money will be used by Centro, the West Midlands passenger transport authority,

to extend the smartcard to the rail network and permit its use at the redeveloped Birmingham New Street from September.

The smartcard is already accepted by a number of bus operators, but the technology is a first for rail in the area.

Separately, Transport Minister Baroness Kramer has announced that the Government is working with the UK Cards Association – the body that represents the card payments industry – to bring contactless payment to public transport countrywide.

Final footbridge for Borders Line installed at Harelaw

THE last bridge to be installed on the Borders Line – a footbridge at Harelaw, near Shawfair station – was completed in early April.

Along the 30-mile line, 42 new bridges have been built and a further 95 refurbished between

Edinburgh and Tweedbank.

Work on completing the ballasting is underway, which will be followed by a period of tamping. Simultaneously, teams will work on completing the stations by installing the shelters,

lighting and information systems.

In a few months' time, the contractors will hand the line to Network Rail for final testing before a period of driver training and route learning begins, ahead of the opening on September 6.

Summer electrification closures will impact Scottish journeys

PASSENGERS on the Edinburgh and Glasgow route and also between Edinburgh-Stirling/Dunblane are facing more than seven weeks of disruption as work on the Edinburgh Glasgow Improvement Programme (EGIP) is carried out.

From June 13 to July 27 there will be a 44-day closure of the 330-yard Winchburgh tunnel, situated on the busiest route between the two cities, to allow engineers to undertake track relaying and to install overhead power equipment as part of the electrification programme.

Engineers will be working 24 hours a day to lower the

tunnel floor. Edinburgh-Glasgow trains via Falkirk High will start/terminate at Linlithgow between June 13 and July 26, with a mix of trains and replacement buses operating to Haymarket and Edinburgh Waverley.

Passengers who travel all the way between Glasgow and Edinburgh can use one of three alternatives. Services from Stirling/Dunblane-Edinburgh will be diverted and take around 25 minutes longer, but will run direct.

A dedicated web page – www.scotrail.co.uk/winchburgh – contains travel options.

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Big Freight 13

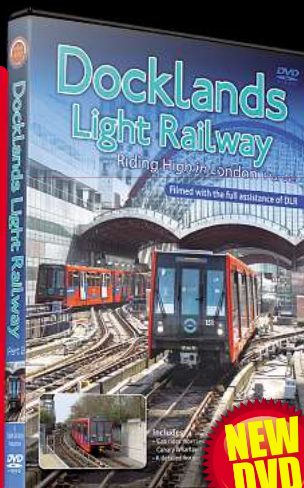
No.13 of the highly-acclaimed and best-selling Big Freight series is released on 29th May. Freight action from around the country from 2014/2015 including Colas Class 60s and freight branches around Oxford.

SAVE £5.00 if you order before 31st May - see website.

Duration: 150 minutes

Price: DVD £19.95 - Blu-ray £22.95

Code: TC213



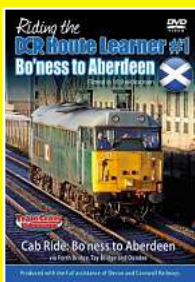
Docklands Light Railway - Part Two

The second part of a detailed look at the DLR features the Bank to Lewisham line and Stratford to Canary Wharf with a detailed look at Canary Wharf and the stations either side.

Duration: 90 minutes

Price: DVD £16.95 - Blu-ray £19.95

Code: TC211



Riding the DCR Route Learner - Price: DVD £14.95 - Blu-ray £17.95 each

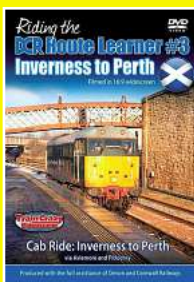
#1 - Bo'ness to Aberdeen

Duration: 165 minutes
Code: TC207



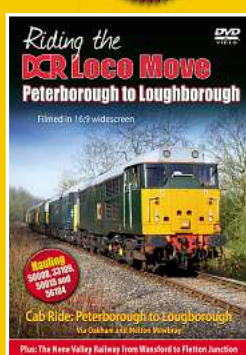
#2 - Aberdeen to Inverness

Duration: 135 minutes
Code: TC208



#3 - Inverness to Perth

Duration: 135 minutes
Code: TC209



Riding the DCR Loco Move:

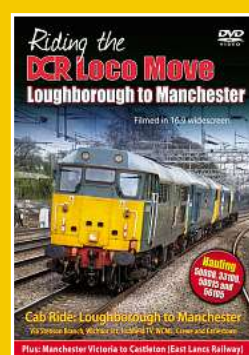
Peterborough to Loughborough
Cab ride with DC Rail 31601 hauling four locos from the Nene Valley to the East Lincs.

Released: 19th May

Duration: 170 minutes

Price: DVD £19.95 - Blu-ray £22.95

Code: TC212



Riding the DCR Loco Move:

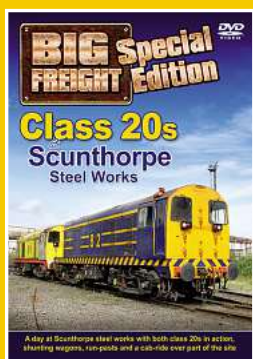
Loughborough to Manchester
Part two of this epic journey includes the Stenson and South Staffs freight-only lines.

Released: 15th June

Duration: 190 minutes

Price: DVD £19.95 - Blu-ray £22.95

Code: TC214



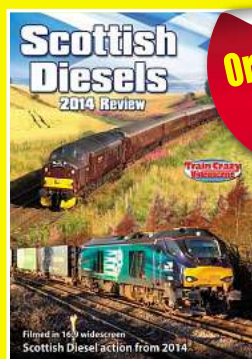
Class 20s at Scunthorpe Steel Works

Big Freight Special Edition

Duration: 65 minutes

Price: DVD £12.95 - Blu-ray £14.95

Code: TC205



Scottish Diesels 2014 Review

Duration: 140 minutes

Price: DVD £19.95 - Blu-ray £22.95

Code: TC206

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Blackpool Tram DVD 78:

Spring 2015

Duration: 128 minutes

Price: DVD £14.00

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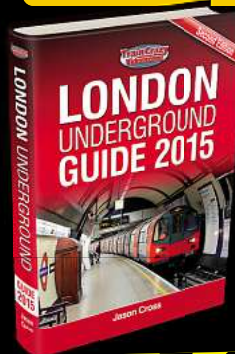
Manx Electric Railway

2014 Review

Duration: 100 minutes

Price: DVD £14.95

Code: TC430



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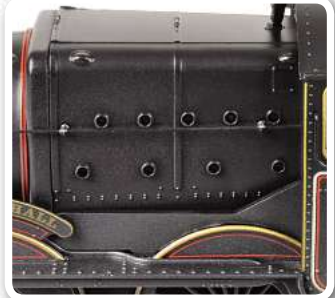
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SIDELINES

Edinburgh Tram inquiry could take two years

THE inquiry into the delays and cost overruns of the Edinburgh Tram project could take up to two years to complete. Witnesses are not due to be called until the autumn, with the final report expected late next year.

The delay is said to be due to the information-gathering phase being more complicated than expected, although cynics have suggested this means the report will not now be published until after next May's Scottish Parliament elections.

Tragic accident at Stockwell station

A MAN was seriously injured and later died after being hit by a train at Stockwell Underground station on April 10. The man, 27-year-old John Burgess, was standing on the platform, but was struck as he bent down to pick up his bag as the train approached. He was taken to hospital, but died of his injuries three days later.

British Transport Police said it was preparing a report for the coroner, but that the incident was not being treated as suspicious.

LU to take over Croxley Link

LONDON Underground has announced it will take over responsibility for building the Croxley Link. The project will mean Metropolitan Line trains serving Watford Junction station instead of the current terminus on the edge of the town. Subject to funding, the £280million scheme will see two new stations built at Cassiobridge and Watford Vicarage Road, with most of the route following the former branch from Watford Junction to Croxley Green. Construction is due to begin this year and end in 2019.

Metrolink launches free wi-fi service

TRANSPORT for Greater Manchester has rolled out free internet connections on all 96 trams in its Metrolink fleet. The move is part of a £7.25million scheme being run by Manchester City Council, Salford City Council and Transport for Greater Manchester, with funding from the Department for Culture, Media and Sport. Use of free wi-fi requires passengers to fill out a quick registration form the first time they access the service.

EASTER TRACKWORK ON NET:

Nottingham's tram system (NET) was cut in two from April 3-8 as track upgrade work took place at Wilkinson Street depot and at Terrace Street/Noel Street in Hyson Green. Trams on the city section between The Forest and Station Street stops were not able to access the depot, so were stabled overnight at the latter. This view is of the work just south of the Wilkinson Street stop, which can just be seen in the background, and from where replacement buses ran to The Forest. Picture: PETER WEBER



FURTHER TRAINING ON SOUTHERN ROUTES:

Meanwhile, driver training continues on NET's new Lines 2 and 3 ahead of them opening later this year. It is reported that all drivers are now trained as far as Silverdale on the Clifton route, with the emphasis in early April switching to the Toton route as far as the Beeston end of University Boulevard. This shot shows No. 222 coming off the viaduct south of Nottingham's main line station on April 17. PETER WEBER

Derailed wagon closes Central Line

A DERAILED engineering train heavily disrupted the morning commute along London Underground's Central Line on April 21.

A maintenance wagon came off the tracks the previous night near Holland Park station, causing the line to be closed between

White City and Marble Arch.

The knock-on effects were felt far away at the eastern end of the line, where Wanstead and South Woodford stations had to be closed due to overcrowding.

The problem followed signal failures the previous day that led to part suspension of the Jubilee

Line, as well as delays on the Metropolitan, Piccadilly and Bakerloo lines.

The RMT union warned that such events could become more frequent once all-night running begins in September. General secretary Mick Cash said: "The engineering and fleet issues

that have arisen yet again are a massive reminder of just how challenging the environment is for the teams of staff out there day and night keeping London moving.

"Those challenges will be ratcheted up by the plans for night running."

Govan next for refurbishment

STRATHCLYDE Partnership for Transport has approved a £7million contract for the modernisation of Govan subway and bus station as part of its £288m subway modernisation programme.

This will be the seventh of the 15 subway stations to be modernised following Hillhead, Partick, Ibrox, Kelvinhall, St Enoch and Buchanan Street.

The work will include installing passenger lifts between the concourse and platforms. There will also be a new ticket office;

new flooring, wall and ceiling finishes; new signage; and brighter, more energy-efficient lighting. Externally, the brickwork will be cleaned and repointed, with glass canopies covering both station entrances, extending to the bus station to offer weather protection for connecting passengers.

The work is due for completion by the end of 2016, but the station – which handles about a million passengers a year – will remain open for much of the time.

Underground station phone calls possible

MOBILE phone calls from Underground stations became possible from April 10 as provider EE launched a new service that makes use of the wi-fi network.

The service is initially restricted to certain types of phone, and operates at stations and on platforms fitted with wi-fi.

It is not yet available on trains.



HOLBORN TEST TRACK: Since the Aldwych branch of London Underground's Piccadilly Line closed in 1994, platform 5 at Holborn has been used for a number of experiments, including platform ramps for step-free access, various station designs, projector advertisement boards, wi-fi, and many other trials. On March 23, a train of 1972 Stock – formed of Nos. 3329, 4329, 4229 and 3229 – arrives at the disused platform at Holborn, working from Northfields depot to Aldwych. (Note the Central Line route map still on the wall to the right). Picture: ALEX THORKILDSEN

NR impose West Coast suspension

WEST Coast Railway-operated charter services may be affected by the Network Rail track access agreement suspension notice.

See Headline News for railtour report this month.

BOOKING CONTACTS

BEL Belmond.
Tel: 0845 077 2222.
www.belmond.com/web/luxury/trains.jsp

BLS Branch Line Society.
Tel: 01624 862212.
www.branchline.org.uk

NENTA Nenta Railtours,
Railtour House,
10 Buxton Road,
North Walsham,
Norfolk NR28 0ED.
Tel: 01692 406152.
www.nentatraintrails.co.uk

PATH Pathfinders 2006,
Stag House, Gydynap
Lane, Inchbrook,
Woodchester,
Glos GL5 5EZ.
Tel: 01453 835414.
www.pathfindertours.co.uk

RTC Railway Touring
Company, 14A Tuesday
Market Place, King's Lynn
PE30 1JN.
Tel: 01553 661500.
www.railwaytouringcompany.co.uk

SD Steam Dreams,
PO Box 169, Albury,
Guildford, Surrey
GU5 9YS.
Tel: 01483 209888.
www.steamdreams.com

STATE Statesman Rail,
PO Box 83, St Erth, Hayle,
Cornwall TR27 9AD.
Tel: 0845 310 2458.
www.statesmanrail.com

UKR UK Railtours,
PO Box 350, Welwyn,
Herts AL6 0WG.
Tel: 01438 715050.
www.ukrailtours.com

VINT Vintage Trains,
670 Warwick Road,
Tyseley, Birmingham
B11 2HL.
Tel: 0121 708 4960.
www.vintage trains.co.uk

WCR West Coast Railway
Company, Jesson Way,
Crag Bank, Carnforth,
Lancs LA5 9UR.
Tel: 0845 128 4681.
www.westcoastrailways.co.uk

STEAM RAILTOUR LISTINGS

Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with tour promoters before travelling. The Railway Magazine cannot accept any responsibility for changes to any advertised trains.

DATE	LOCO	STEAM SECTION (note: tours may start and finish elsewhere)	PROMOTER
Steam charters			
May 9	10A Pool	'Stratford-on-Avon Steam' Skegness-Boston-Sleaford-Stratford-on-Avon	WCR
May 9	10A Pool	'The East Yorkshireman' Manchester Piccy-Romiley-Hathersage-Sheffield-Scarborough and return	RTC
May 10	61306	'The Peak Forester' King's Cross-Stevenage-Peterborough-Matlock-Rowsley and return	RTC
May 10	70000	'Cathedrals Express' Waterloo-Southampton Docks and return	SD
May 10	70000	'Cathedrals Express' Eastleigh-Southampton-Romsey-Salisbury-Bath-Bristol and return	SD
May 13	35028	'Bath, Bristol & Brunel by steam' Victoria-Bath-Bristol and return	BEL
May 14	70013	'Cathedrals Express' Brighton-Haywards Heath-Redhill-East Croydon-West Brompton-Salisbury-Sherborne and return	SD
May 15	70000	'The Dartmouth Express' Westbury-Paignton-Kingswear and return	RTC
May 16	60009	'The Hadrian' York-Darlington-Newcastle-Carlisle and return	RTC
May 16	10A Pool	'Cathedrals Express' Carnforth-Carlisle and return	SD
May 16	5043	'Jurassic Steamer' Solihull-Banbury-Oxford-Bournemouth-Poole and return	VINT
May 16	34067	'Golden Arrow Statesman' West London-Canterbury and return	STATE
May 19	70013	'Cathedrals Express' Victoria-Staines-Basingstoke-Bournemouth-Swanage and return	SD
May 21	61306	'The Swanage Belle' Victoria-Staines-Woking-Winchfield-Basingstoke-Swanage and return	RTC
May 21	60007	'Cathedrals Express' Scarborough-York-Retford-Peterborough-Stevenage-King's Cross	SD
May 22	35028	'Golden Age of Steam' Victoria-Surrey Hills-Victoria	BEL
May 23	10A Pool	'Cumbrian Coast Express' Carnforth-Millom-Carlisle-Shap-Carnforth	RTC
May 23	34067	'Golden Arrow Statesman' West London-Canterbury and return	STATE
May 23	5043	'Seaside Flyer' Tyseley-Coleshill Parkway-Nuneaton-Stafford-Crewe-Llandudno and return	VINT
May 28	60007	'Cathedrals Express' Victoria-Clapham Jct-Feltham-Ascot-Reading-Minehead and return	SD
May 30	60163	'The Cumbrian Fells Express' Crewe-Carlisle and return	PATH
May 30	10A Pool	'Cumbrian Coast Express' Carnforth-Millom-Carlisle-Shap-Carnforth	RTC
May 30	10A Pool	'The East Yorkshireman' Manchester Piccy-Hathersage-Sheffield-Scarborough and return (out via Bridlington and return via York)	RTC
June 2	61306	'Cathedrals Express' Paddington-Lichfield-Chester and return	SD
June 4	60007	'Cathedrals Express' Victoria-Egham-Bracknell-Reading-Bath-Bristol and return	SD
June 6	10A Pool	'Cumbrian Mountain Express' Carnforth-Shap-Carlisle-Ais Gill-Farrington Jct	RTC
June 7	60007	'Cathedrals Express' Paddington-Slough-Twyford-Reading-Oxford-Worcester and return	SD

Regular services

Tuesdays (from May 5)	10A Pool	'The Dalesman' Diesel-hauled: York-Normanton-Wakefield-Leeds-Keighley-Skipton-Carlisle and return; steam-hauled: Hellifield-Carlisle and return	WCR
Wednesdays (from May 27)	10A Pool	'The Fellsman' Lancaster-Preston-Blackburn-Clitheroe-Long Preston-Carlisle and return	STATE
Weekdays (from May 11)	83B	'The Jacobite' Pool Fort William-Mallaig and return	WCR
10A Carnforth Pool	45690	45699 46115 48151 44932	
Fort William 83B Pool	62005	45407 44871	

NON-STEAM DIARY

DATE	LOCO	ROUTE (note: tours may start and finish elsewhere)	PROMOTER
May 9	2x57 (WCR)	'Settle & Carlisle Statesman' Coventry-Birmingham International-Tame Bridge Parkway-Wolverhampton-Codsall-Telford-Wellington-Shrewsbury-Gobowen-Ruabon-Wrexham General-Chester-Frodsham-Carlisle and return	STATE
May 9	2x57 (WCR)	'The Sussex Coast Explorer' Stockport-Altrincham-Knutsford-Northwich-Delamere-Chester-Crewe-Stafford-Lichfield-Tamworth-Brighton-Eastbourne and return	WCR
May 9	67	'The English Bulldog' Waterloo-Clapham Jct-Staines-Worcester and return	UKR
May 14	HST	'Fullers High Speed Rail Ale' St Pancras-Luton Airport Parkway-Bedford-Kettering-Duffield-Barrow Hill and return	UKR
May 15	67	'Golden Age of Travel' Victoria-Surrey Hills-Victoria	BEL
May 15	2x47 (DRS)	'Chester at Leisure' Newcastle-Durham-Darlington-Chester and return	BEL
May 16	2x47 (WCR)	'The Welsh Highlander' Norwich-Ipswich-Bury St Edmunds-Cambridge-March-Peterborough-Chester-Bangor-Holyhead and return	NENTA
May 16	57/3 (DRS)	'The Heart of Wales Explorer' Tame Bridge Parkway-Kidderminster-Worcester SH-Cheltenham-Carmarthen and return via Sugar Loaf	PATH
May 16	55	'Golden Jubilee Pullman' Victoria-Bridgnorth and return	UKR
May 17	67	'Discover Folkestone' Victoria-Folkestone and return	BEL
May 19	2x47 (DRS)	'London at Leisure' Manchester-Macclesfield-Stoke-Victoria and return	BEL
May 20	2x47 (DRS)	'London at Leisure' Chester-Crewe-Birmingham-Victoria and return	BEL
May 20	67	'Le Manoir' Victoria-Oxford and return	BEL
May 20	2x57 (WCR)	'The Cornish Explorer' Chester-Ruabon-Shrewsbury-Ludlow-Hereford-Bristol-St Austell-Truro-Penzance and return	WCR
May 22	2x47 (DRS)	'Windermere and The Lakes' Coventry-Birmingham-Wolverhampton-Windermere and return	BEL
May 23	2x47 (WCR)	'East Anglian Tracker' Norwich-Liverpool Street and return	BLS
May 23	67	'Torbay & Dartmouth Explorer' Reading-Guildford-Petersfield-Havant-Fareham-Eastleigh-Paignton and return	PATH
May 23	2x47 (DRS)	'Bath and Bristol at Leisure' Liverpool-Warrington-Crewe-Stafford	
May 23	458	'The Juniper Factor' Waterloo-Clapham Jct-Haslemere-Bournemouth-Poole-East Putney-Waterloo	UKR
May 23	2x37 (WCR)	'Fort William & Mallaig' Glenrothes-Dalgely Bay-Linlithgow-Falkirk High-Westerton-Fort William-Mallaig and return	SRPS
May 24	67	'Discover Folkestone' Victoria-Folkestone and return	BEL
May 25	67	'The Celebration Express' Salisbury-Westbury-Bath-Bristol Parkway-Cheltenham-Chester-Liverpool and return	PATH
May 28	67	'Historic Canterbury' Victoria-Canterbury and return	BEL
May 29	67	'Golden Age of Travel' Victoria-Surrey Hills-Victoria	BEL
May 29	2x47 (DRS)	'London at Leisure' York-Leeds-Doncaster-Victoria and return	BEL
May 29	2x57 (WCR)	'The West Highlander' Preston-Oxenholme-Carlisle-Carstairs-Westerton-Fort William and return	WCR
May 30	2x57 (WCR)	'Edinburgh/Settle & Carlisle' St Neots-Huntingdon-Peterborough-Grantham-Newark-Retford-Doncaster-Edinburgh and return	WCR
May 30	2x37 (WCR)	'Fort William & Mallaig' Ayre-Troon-Kilwinning-Paisley GS-Dumbarton Central-Helensburgh Upper-Fort William-Mallaig and return	SRPS
May 30	47773	'The South Coaster' Solihull-Warwick Parkway-Banbury-Oxford-Brighton and return	VINT
May 30	67	'Bodmin, Padstow & Eden' Paddington-Slough-Reading-Newbury-Bodmin Parkway-Par and return	UKR
May 30	67	'Murder Mystery Lunch' Victoria-Victoria circular train	BEL
May 31	2x47 (DRS)	'Sunday Lunch Special' Leeds-York circular train	BEL
June 2	55 & 60163	'The White Rose' King's Cross-Potters Bar-York and return	UKR
June 3	2x57 (WCR)	'The Edinburgh Dalesman' Saltburn-Middlesbrough-Eaglescliffe-Darlington-Edinburgh and return	WCR
June 3	67	'Historic York' Victoria-York and return	BEL
June 5	67	'Brighton Belle Experience' Victoria-Brighton and return	BEL
June 5	2x57 (WCR)	'The Strathspey Highlander' Newcastle-Morpeth-Berwick-Longniddry-Edinburgh-Inverness and return	WCR
June 6	66+60	'The Don and Went' Bristol Parkway-Cheltenham-Barnt Green-Birmingham New St-Burton-Derby-Chesterfield-Deeppcar-Ferrybridge and return	PATH
June 6	73 (GBRF)	'The Alpine Sunbeam' Waterloo-Clapham Jct-Alresford-Redhill Newhaven Marine-Ardingly and return	UKR
June 7	2x57 (WCR)	'The Heart of Wales Scenic Rambler' Durham-Darlington-Northallerton-York-Cardiff and return via Sugar Loaf	WCR

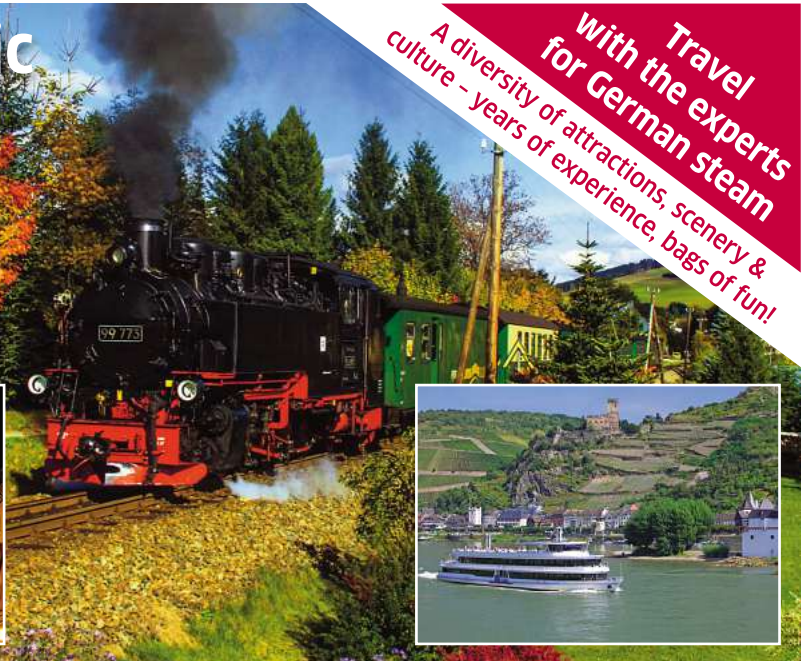
Railway Holidays

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- 5 of the top steam railways in Germany
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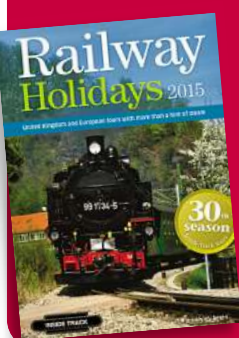


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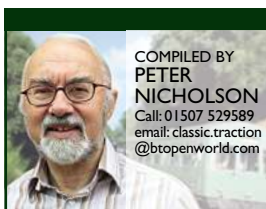
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DIARY

May

7 Swanage Railway, 'Go West' gala preview day
8-10 Swanage Railway, diesel gala
16-17 Ribblesdale Steam Railway, *Delic's* 60th birthday event
22-25 South Devon Railway, mixed traction event
23-24 Royal Deeside Railway, Wickham weekend
23-25 Didcot Railway Centre, diesel gala
23-25 Wensleydale Railway, 25th anniversary weekend
30-31 Bo'ness & Kinneil Railway, mixed traction gala

June

5-7 West Somerset Railway, mixed traction weekend
6-7 Ecclesbourne Valley Railway, diesel weekend
12-14 North Norfolk Railway, diesel gala
14 GCR(N), English Electric running day (tbc)
14 Wensleydale Railway, diesel running day
20-21 Llangollen Railway, DMU gala
21 Chasewater Railway, coal train day
26-28 NYMR, diesel gala

July

3-5 East Lancashire Railway, diesel gala
4-5 Spa Valley Railway, 30th anniversary of BR closure
11-12 GCR(N), diesel gala
12 Chasewater Railway, Burton brewery locos day
15 Poulton & Wyre Railway, 175th anniversary event
17-19 Wensleydale Railway, diesel gala
18-19 Middleton Railway, Hunslet 150 gala
18 DRS open day, Carlisle
19 Rocks by Rail, Barrington Bash
24-26 Glos-Warks Railway, diesel weekend
25-26 Bo'ness & Kinneil Railway, diesel gala
28-30 Ecclesbourne Valley Railway, diesel days
31-Aug 2 Spa Valley Railway, diesel gala

August

1-2 Aln Valley Railway, everything goes gala
4-6 Ecclesbourne Valley Railway, diesel days
8-9 Aln Valley Railway, diesel gala
15 Caledonian Railway, Sulzer Type 2 running day
22-23 Epping Ongar Railway, mixed traction event

Telford extension opened with chocolate & cream DMU

TELFORD Steam Railway's extension to Lawley Village opened on April 4.

Newly restored Class 108 DMU set M52062/M51950 (*RM* Feb, p91), was in operation all day. The first train ran at 11.00, and was members only; on the following two days, the DMU was used as hauled stock behind a steam locomotive.

This was the scene at Lawley Village terminus on the first day, with No. M52062 leading. The extension has called for the removal of 50,000 tons of spoil to clear the site, all removed by rail. Picture: ALISTAIR GRIEVE



CLASS 31/1 No. 5518 is the oldest Brush Type 2 in operational condition, the only older surviving example being National Collection Class 31/0 No. D5500 (31018) at the NRM, York. No. 5518 is seen at the Avon Valley Railway's Bitton station on April 12 heading the 16.05 from Oldland Common to Avonside Riverside. Although this was the loco's official debut on the AVR, it had substituted occasionally for a failed DMU earlier in the year. PETER NICHOLSON

'Oldest' Brush Type 2 makes gala debut at Avon Valley

THE Avon Valley Railway's third annual diesel gala took place on April 11-12.

All available diesels locos from the home fleet were in operation or on display, including the first official public running of Class 31 No. 5518 (31101), which arrived from the Battlefield Line on October 21.

This and sister Class 31 No. 31130 *Calder Hall Power Station* hauled a four-coach Mk 1 passenger set and freight trains, some top-and tailed, and the 17.00 from Oldland Common double headed. Class 107 DMU two-car set –

Nos. Sc52006 and SC52025 – was also in operation throughout the weekend.

Black-liveried D-Day 0-4-0 diesel shunter *Grumpy* (Barclay 358 of 1941) was booked for 'Driver for a Fiver' use at Bitton on the Saturday, with Ruston & Hornsby 0-6-0DH No. 429 *River Annan* on this duty on the Sunday.

Ex-BR Class 07 No. 07010 and 0-4-0DM *Kingswood* (Barclay 446 of 1959) were on display in the shed yard. The former loco failed on a 'Santa Special' with a traction motor flashover and is now awaiting major attention.



Left: Class 37 No. 37264 is currently one of the most used preserved members of the class. The North Yorkshire Moors Railway ran an intensive service over Easter, with four engines in steam and two diesels – the Class 37, and Class 25 D7628 *Sybilla* – working the Grosmont to Whitby shuttle service.

No. 37264 headed two round trips every day over Easter (except Easter Sunday), and is seen accelerating away from New Bridge level crossing, near Pickering, on Maundy Thursday, April 2. DUNCAN LANGTREE



Right: 25 No. D5185 returned to traffic at the Great Central Railway's spring diesel gala, following several years out of action undergoing attention. It is seen tucked inside Class 27 No. D5401 on 2A20, the 12.45 Loughborough-Leicester North service at Kinchley Lane on March 28. It is due to appear at the Swanage Railway's May 8-10 gala. PAUL BIGGS

'Deltics' arrive for Bluebell gala



THE Deltic Preservation Group's two Class 55s – Nos. D9009 *Alycidon* and 55019 *Royal Highland Fusilier* – arrived by rail at East Grinstead on the night of April 14 after an all-day journey from the north. They were due to star at the Bluebell Railway's April 18-19 diesel gala and were

stabled on Hill Place viaduct until the following day. They were then hauled from East Grinstead by resident Class 09 No. 09018, between service trains, and are seen approaching Sheffield Park. En route, they were gauge checked at East Grinstead,

Kingscote and Horsted Keynes. The only problem, as has been the case before with other stock, was Nos. 4/5 road at Horsted Keynes, where there was only about 8mm to spare... so they won't go through there again!

Picture: MICHAEL HOPPS

Brush Type 4 heads Bluebell excursion

MAIN line-certified Class 47 No. 47580 *County of Essex* was the standby loco for Steam Dreams 'Cathedrals Express' special from the Bluebell Railway's Horsted Keynes station to Ely, Cambridgeshire on March 21.

However, it was called upon to work the train in its entirety due to failure of the booked steam loco, B1 class 4-6-0 No. 61306 *Mayflower*.

Resident S15 class 4-6-0 No. 847 headed the outward train from Horsted Keynes to East Grinstead as a 'steam gesture' for passengers, before handing over to the diesel for the rest of the day.

The previous day the Class 47, owned by the



Stratford 47 Group, ran through to the Bluebell Railway for gauging and is seen inching its way carefully

through Horsted Keynes, where there is a platform either side of the track.

Picture: JOHN SANDYS

Swanage gala trio for West Somerset event

THE West Somerset Railway's mixed traction gala (June 5-7) is set to be one of the most interesting diesel events on the line for some years.

Three of the locos visiting the Swanage Railway's May 8-10 gala will now appear in Somerset, following participation in the Didcot diesel gala on May 23-25, prior to returning to their northern bases immediately afterwards. These are newly restored Class 37 No. D6757 (37057) and Class 45 'Peak' No. 45060 *Sherwood Forester*, from Barrow Hill, and the Class 56 Group's Romanian 'Grid' No. 56006, from Leicester.

The rail moves are being carried out by GB Railfreight using Class 59 No. 59003, recently repatriated from Germany. The former Foster Yeoman GM will be involved with a private function for GBRf at the WSR on the Friday and will be on static display over the weekend.

The Williton-based fleet of the

Diesel & Electric Preservation Group will be represented by Class 47 D1661 *North Star* and Class 33 D6575, while the 'Maybach music' element for the event will come from 'Warship' No. D832 *Onslaught* and 'Hymek' No. D7017.

DEPG's Williton depot and heritage centre will be open to visitors on all three gala days.

The Friday evening schedule includes a real ale and fish 'n' chip 11-coach mega train special. Motive power has yet to be confirmed, but food and drink on this train must be booked in advance.

There will be no main line link train this year from Taunton, but there will be services between Bishops Lydeard and Norton Fitzwarren, using the WSR plc DMU on Friday, and a top-and-tailed coaching set on the Saturday and Sunday.

The DMU will shuttle between Minehead and Dunster on the Saturday.



Prudence enters traffic on ELR

CLASS 08 No. 08164, which has undergone extensive restoration by its owner Andy Hardman at the East Lancashire Railway (RM Nov, p91) has been completed and entered traffic.

Its first running-in day at the

ELR was on March 14 when it acted as station pilot at Bury Bolton Street during the DMU day. It has since received its *Prudence* nameplates, as seen here.

Picture: ANDY HARDMAN

Birmingham DMU enters service at ELR



BIRMINGHAM Rail Car Work Group's Class 104 two-car set entered service at the East Lancashire Railway's DMU day on March 14.

The DMU had been relocated from the

Churnet Valley Railway last year.

DMBS No. M50455 and DMCL No. M50517 are pictured departing Ramsbottom at 12.15 destined for Rawtenstall. TOM MCATEE

Swanage diesel gala latest

THE Swanage Railway's May 8-10 diesel gala sees a Class 35 'Hymek' in action on the Purbeck Line for the first time – No. D7076, from the East Lancashire Railway.

The gala follows the 'Go West' preview day on the Thursday (RM April, p90) when BR's Western Region will be re-created, with the 'Hymek', Class 45 No. 45060 *Sherwood Forester* and Class 50 No. 50035 *Ark Royal* all operating alongside steam-hauled trains.

Also on this day, Wave 105 FM radio DJ Mark Collins and GB Railfreight managing director John Smith will be naming a GBRf Class 66/7 *Swanage Railway* at Swanage station.

The three-day annual gala promises the usual, intensive three-train service, operating between Norden Park & Ride,

Corfe Castle, Harman's Cross and Swanage from 8am-midnight on Friday and Saturday, and to 7pm on the Sunday.

Resident 'Cromptons' Nos. 33111 and 33201 will be working with visitors Class 25 No. D5185, from the Great Central Railway, 'Hymek' No. D7076, Class 37 No. D6757 (37057), 'Peak' No. 45060, Class 50 No. 50035, Class 56 No. 56006, and GBRf Class 66 *Swanage Railway*. The Class 25 will also be running on May 17 on driver experience courses, at £200 per participant.

Previously advertised HNRC Class 20s (Nos. 20118 and 20132) have been withdrawn from the line-up due to main line commitments, while resident Class 33 No. D6515 *Lt Jenny Lewis RN* is not available due to wheelset problems.

SIDELINES

Sentinel goes south to Plym Valley

SENTINEL 4wDH No. 10077 of 1961 has been acquired by a Plym Valley Railway member.

At one time it was displayed at Locomotion, Shildon and latterly on the Wensleydale Railway. Prior to preservation in 2002, it worked at Raisby Quarry, Coxhoe, Co Durham.

Publicity shake-up for 10000 project

FOLLOWING a quiet period for the new-build No. 10000 project (*RM* Oct, p109), the Ivatt Diesel Re-creation Society's AGM on March 28 agreed to expand public awareness through its website www.lms10000.org and press releases.

MGR wagons saved

ALTHOUGH 11,000 wagons of Type HAA and its derivatives were built for merry-go-round coal trains, only a very few survive. Supporters of the Class 56 and 58 locos preserved at Barrow Hill have now acquired two examples from DB Schenker: HAA No. 354966 and HMA 355798.

ESR DMU dates

THE otherwise all-steam East Somerset Railway will run Class 108 Nos. M51909 and M56271 on the 11.45 and 14.45 departures from Cranmore on May 3 and 23; June 28; July 28; August 5 and 26; and September 13.

Substitutes called out for MNR gala

THE Mid-Norfolk Railway's March 27-29 diesel gala saw resident locomotives joined by two visiting main line locos – GBRf's Type 5 No. 66733 and Devon & Cornwall Railways Class 31 No. 31601. Also visiting was a preserved member of that class – No. 31271 *Stratford 1840-2001*.

Class 45/1 No. 45133, on an extended visit, suffered a cooling pump problem and was replaced on the diagram by 'ED' Class 73 No. 73210 *Selhurst*.

Colas Rail was unable to supply Class 47 No. 47727, and a last-minute substitute in the form of DRS Class 37 No. 37419 was secured.

Right: The much-travelled, Nene Valley Railway-based Brush Type 2 No. 31271 re-creates a once-typical Norfolk branch line scene, heading the 12.00 Dereham-Wymondham Abbey service at Crownthorpe on March 27. MARTYN HUNT



New life in Oxfordshire for Phase One Class 421 EMU

CLASS 421/3 EMU No. 1753 (originally No. 7327, later renumbered 1127) is the last remaining Phase One 4-CIG to survive intact.

Owned by Neil Bird, of the Network SouthEast Railway Society, this unit was selected for preservation due to its comparative originality when withdrawn in 2004.

It has been preserved as an

authentic EMU and not simply as a set of coaching stock for loco haulage, with the aim of being used for eventual live electric operation.

The four coaches have been stored in a 'mothballed' state for the past decade at a private site in Suffolk, where they were sheeted over. In early March, they were moved to the private preservation site at Finmere

station, Oxfordshire. Track has been laid and the coaches, which were kept side by side, are now correctly coupled up.

The 4-CIG has joined other Southern Electric stock, including Phase Two 4-BIG buffet car No. 69339, rescued by Neil Bird from the Great Central Railway when set No. 1392 was sold to RVEL for the vehicles to be used in test

trains or broken up.

NSERS and the 4CIG 1753 preservation team wish to acknowledge the legacy of the late Roger Hedley, which has contributed to about half the £30,000 cost of transport, and the track for No. 1753, which has been funded entirely privately.

The secure site at Finmere can only be visited by prior arrangement.

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'Hoovers' star at Nene Valley gala



THE Nene Valley Railway's April 11-12 diesel gala (*RM* April, p90) produced two Class 50s: No. 50015 *Valiant*, from the East Lancashire Railway, and Garcia Hanson's No. 50008 *Thunderer*. The EE Type 4 duo passes Castor with 1E48, the 12.02 Wansford-Peterborough NV, on the first day. AUBREY EVANS

Engine swap for WSR shunters

WEST Somerset Railway plc-owned Class 04 No. D2271 will be having its Gardner 8L3 engine overhauled...and then fitted to D2133.

No. D2133 is in much better condition generally and is used almost daily for the heavy work of Minehead pilot. Unfortunately, the engine was last overhauled in 1996 and even then not fully.

Andy Forster, WSR's chief mechanical engineer, has explained that it was arranged for Gardner Marine to inspect the engines in both locos last autumn, and it was agreed that the best course of action would be to overhaul the engine from D2271 to as near 'as-new' condition as possible so that it can be returned.

The company does not hold service exchange engines in the 8L3 size as it is not a common component, but it does hold machining equipment, spares, and tooling to do this to the highest standard.

The engine will also have a small environmental uprating to reduce emissions. The cost of this work will be £25,000, with delivery due early summer. Upon return, the overhauled engine will go into D2133 and that loco's engine transferred into the lesser-used D2271.

■ The DEPG's Class 52 No. D1010 *Western Campaigner* now has a replacement engine standing in front of the loco in its Williton shed, in preparation for it to be fitted, possibly during May.



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Katie becomes Kirklees loco

ONE-time Fairbourne 15in-gauge 2-4-2T *Katie* has been acquired by Kirklees Light Railway. *Katie* was designed by Ernest W Twining and built by Trevor Guest, and first entered service in 1956 on the Dudley Zoo Railway.

It worked at Fairbourne between 1965 and 1984 (when Fairbourne was 15in gauge), and moved to the then-new railway at Haigh Hall, Wigan in 1985 (and was re-named *Haigh Hall*).

It then went to Cleethorpes Coast LR in 1994 and to Windmill Farm Railway in 2001, where it was restored to steam by Austin Moss, that project including the fitting of a new boiler.

Katie requires some attention to provide compatibility with KLR coaches before entering service at Clayton West.

'Lady' to stay at Heatherslaw

RAVENGLASS-built 0-4-2T+T *Lady Augusta* has been bought by Green Engine Ltd, a company run by Heatherslaw Light Railway (HLR) financial director Darrell Smith.

Lady Augusta was thought to have worked its last HLR trains last September during a farewell weekend (*RM* Dec). It was the 15in-gauge line's original loco, but was owned by the line's landlord, Ford & Etal Estates. With 2-6-0T+T *Bunty* having become the line's first choice steam loco the HLR had decided not to renew the lease for *Lady Augusta*, hence its owners put it up for sale. The purchase by Green Engine Ltd means it remains at Heatherslaw for the foreseeable future.

The HLR ran February half-term trains for the first time in its 26-year history. The services were handled by the line's new 0-6-0DH, officially named *Binky* on Easter Sunday. The name derives from a horse in the Terry Pratchett Discworld Chronicles.

Davenport debut headlines 18 in steam at Statfold event

THE steam debut of Davenport 0-4-0 1586/1917 topped the bill for the Statfold Barn Railway's March 28 open day – which featured no fewer than

18 locomotives in steam!

Imported from India in May 2013, it is the only locomotive in Britain to be produced by Davenport Locomotive Works of Davenport, Iowa, USA. Having worked at the Bihar State Sugar Factory at Ryam, it fell into serious dereliction following withdrawal. Statfold began restoration last year.

Statfold's station and central courtyard area has been radically reconstructed with removal of the original station and multi-gauge turntable. The platforms serving the 'lower' dual-gauge line have been realigned and extended, and a new footbridge links both these platforms (the widened island platform now featuring the canopy from the original station) with the platform serving the adjacent 'upper' field line.

The lines from all three platforms now converge at an entirely new (larger) turntable, which provides a link between 'upper' and 'lower' field lines and, if required, a means of running round a train in the dual-gauge 'lower' station.

Also unveiled at the open day were a new goods train, the



Newly restored Davenport 0-4-0 Ryam Sugar Company No. 1 pilots Krauss 0-4-2T *Sragi* No. 1 at Statfold on March 28. The carriages are those bought by SBR from Lynton & Barnstaple Railway last year (no longer required as L&B's replica original carriages entered service), now carrying a new livery and SBR branding. CLIFF THOMAS

18-passenger 'Goose' railcar and the ex-Thorpe Park carriages bought from the Lynton & Barnstaple Railway last year, which were in use (repainted) at Statfold for the first time.

The 'Goose' is based on a Morris commercial chassis and is inspired by the Rio Grande Southern Railroad's 'Galloping Goose' railcars.

The 17 Statfold locos in steam were joined by David Potter's vertical boiler 0-4-0 tender loco *Paddy*, visiting from Amerton, working the garden line. The field line also featured Motor Rail Simplex 4wDM 9976/1954 *Charlie* hauling an anti-aircraft searchlight on a four-wheel wagon.

The current SBR restoration

project is Hudswell Clarke 'P' class 0-6-0T 1172/1924, the frames of which are already being fitted with refurbished components in the erecting shop. When it was repatriated from India in May 2013, its owner intended to restore it himself, but subsequent purchase of another locomotive resulted in a change of plan and sale to the SBR last year.

New-look Laxey after winter regeneration

MANX Electric Railway's Laxey station has a new look after the second phase of a regeneration scheme covering the station and nearby gardens was undertaken during the winter.

The work at the station, which is also the Snaefell Mountain Railway's lower terminus, includes new paving, providing access across the tracks to the station building. Two kiosks have been replaced by replicas and there are new rustic benches.

The MER's season started on March 20. The first three days of operation were between Douglas and Laxey only,

pending completion of major work on the 52-metre bridge above Ballure Glen, just outside Ramsey. The project was a key element in a £1.3million package of MER trackworks approved by Tynwald, the Isle of Man Parliament, last year.

Inspection of the bridge (dating from 1897-1899) had revealed corroded sections and 'ineffective' rivets. Timbers had not been replaced for 34 years, but Tynwald was told the bridge may not have received any structural repairs since it was built. The work also included renewal of the double track between the bridge and the coast road level crossing.



MER Winter Saloon No. 19 waits at Laxey before returning to Douglas on March 21, the new paving freshening up the appearance of the station. The project was strongly opposed in some quarters by those fearing that the timeless charm of the location would be lost. DAVID LLOYD-JONES

Guest locos for Leeds-built theme MRT May gala

HUDSWELL Clarke 0-4-0ST 1056/1914 *Lautoka Mill* No. 19 will be the star visiting steam attraction for a 'Locos from Leeds'-themed event, staged by the Moseley Railway Trust at the Apedale Valley Railway on May 16-17.

Joining the Statfold Barn

Railway-based No. 1056 will be a 1930s Hudson Go-Go Tractor (also from Statfold) and a 1969 Hudson diesel MiniLoco from a private railway in Leicestershire. The only other surviving MiniLoco is part of the MRT collection.

Apedale-based Hudswell

Clarke 0-6-0WT 1238/1916, returned to steam last year, will also feature in the event, which is being held on an earlier-than-usual date.

Other Leeds-built locos (Hunslet, Hudswell Clarke and John Fowler) from the MRT collection will participate, along

with equipment supplied by Leeds firm Robert Hudson Ltd.

The replica First World War trench light railway system, built for last September's spectacular Tracks to the Trenches event, will be open, complete with military re-enactment groups.

Narrow Gauge Track Record

Moel Siabod overhaul as SMR doubles its steam services

SNOWDON Mountain Railway is overhauling 1896-built Swiss Locomotive and Machine Works 0-4-2T rack locomotive No. 5 *Moel Siabod*.

It was withdrawn in 2000 when the firebox failed inspection. The loco was stored off-site and seemed unlikely to run again. However, recent years have confirmed the popularity of steam on the mountain in addition to the SMR's diesel operations.

Unavailability of No. 4 *Snowdon* this year resulted in

the decision to overhaul *Moel Siabod*, the frames of which have been blasted and powder coated and are back at Llanberis for continued work.

Linked with the popularity of steam heritage services utilising the SMR's heritage-style carriage *The Snowdon Lily*, introduced in 2013, a second 'new' carriage in similar form – to be named *The Snowdon Mountain Goat* – was ordered. Based on the frames and bogies from the old carriage No. 5, built by Lancaster carriage works in 1896 (which

received a new body in the 1950s), the chassis was overhauled by Garmendale Engineering, while the bogies were overhauled at Llanberis.

The new body for the rebuilt No. 5 – based on a similar design to *The Snowdon Lily*, but with a different (red) livery – has been constructed by Garmendale Engineering, which built *The Snowdon Lily*, and the new four-coach fleet of 74-passenger coaches supplied in 2012/13 to work with the SMR's Hunslet 0-4-0DH diesel

fleet. The coach was delivered to Llanberis on April 15, with testing to follow around the end of the month.

Steam services in 2014 employing *The Snowdon Lily*, worked by a rotation of No. 2 *Enid*, No. 3 *Wyddfa*, No. 4 *Snowdon*, and No. 6 *Padarn*, were regularly fully booked. Adding a second coach will double steam operations, with locos working the two coaches this year being drawn from *Enid*, *Wyddfa*, *Padarn*, and newly overhauled *Moel Siabod*.

Debutant and visiting steam for L&B events

BAGNALL 4-4-0T *Charles Wytock* (2819/1946) could make its debut hauling passenger services at Lynton & Barnstaple Railway's May 9-10 Spring Vintage Weekend.

Currently receiving attention, it will be in steam for the event, with its owner hopeful the engine will be ready to work passenger trains.

The event is being opened by The Earl of Arran, and will feature operation of the longest passenger trains yet on the revived L&BR. Newly completed, seven-compartment, all-third carriage No. 11 should be delivered to Woody Bay a couple of weeks prior to the event, when it will be launched into traffic, joining the trio of full-size resurrected L&B coaches.

Also in steam will be the L&B's 0-6-0T *Axe* and resident Bagnall 0-4-2T 3023/1953 *Isaac*.

Ffestiniog Railway's Hunslet 2-4-0TT *Linda* and James Evans' Hunslet 0-4-0ST *Velinheli*, from Launceston Steam Railway, will be visiting L&B's September 26-27 gala.

■ L&BR held a public consultation at Blackmoor Gate on April 18 prior to submitting its application for planning permission to extend the line from Killington Lane to Blackmoor Gate and Wistlandpound. The application to Exmoor National Park and North Devon local planning authorities is expected to be submitted shortly.

DIARY

May

9-10 Devon Railway Centre, diesel days
9-10 Lynton & Barnstaple Railway, *Axe*'s centenary
16-17 Apedale Valley Light Railway, Locos from Leeds gala
16-17 Westonzoyland Pumping Station, Steam on the Levels
19 Ravenglass & Eskdale Railway, photography day
23-25 Bure Valley Railway, everything goes
24 Kempton Steam Railway, gala
24-25 Fairbourne Railway, 120th anniversary gala
27 Seaton Tramway, 24-hour Tramathon
30-31 Great Bush Railway, steam rally

June

6 Statfold Barn Railway, invitation open day
7 Perrygrove Railway, diesel gala
20 Ffestiniog Railway, 50th anniversary of Deviation start
20-21 Amerton Railway, steam gala
21 Bredgar & Wormshill Railway, MoD Day

July

3-5 Talyllyn Railway, 150th anniversary gala
4 Abbey Pumping Station, Leicester railway gala
4-5 Evesham Vale Light Railway, steam gala
10-12 Bure Valley Railway, silver jubilee events
11-12 Amberley Museum, Listermania railway gala
11-12 Golden Valley Light Railway, gala
26 Leighton Buzzard Railway, everything goes
29-August 2 Manx Heritage Transport Festival

August

7-9 Talyllyn Railway, 1865-2015 gala
8-9 Devon Railway Centre, steam gala

ON THE Talyllyn Railway, Fletcher Jennings 0-4-2ST No. 1 Talyllyn, in its recently applied original 1864 livery, works two of the line's original coaches, its brakevan and a couple of TR slate wagons between Rhydyronen and Brynglas during a March 18 photo charter. ROBERT FALCONER



Working wonders at Westonzoyland

RESURRECTION of the 2ft-gauge railway at Westonzoyland Pumping Station Museum, near Bridgwater, continues apace.

The aim is to introduce passenger operations at the Somerset line.

The old track has been replaced by 35lb rail, laid on metal sleepers, and a start made on installing a passing loop, utilising a turnout obtained from the Leadhills & Wanlockhead Railway.

The line is normally worked by Lister and Motor Rail diesels, but upgrading will allow the use of heavier locos, potentially including visiting steam.

A privately owned, four-wheel ex-NCB man-rider has arrived, but after 25 years stored outdoors at the Bala Lake Railway, requires refurbishment.

Prior to this acquisition, Westonzoyland had bought a 2ft-gauge ex-Creekmoor & Crockway Light Railway (operational 1968-1973) 12-seat bogie carriage from Cleethorpes Coast Light Railway. The coach was apparently bought at a 1978 equipment auction, but conversion to 15in gauge at Cleethorpes never progressed.

Westonzoyland is unlikely to require two passenger vehicles



Lister 4wD 34758/1949 works the newly acquired manrider on the resurrected Westonzoyland line on March 18 – the first train to run through the newly installed ex-L&WR turnout. The Lister is appropriate to the location, having originated from the Fisons (Eclipse) peat works on the Somerset Levels. The line to the left is a short demonstration incline, worked by a steam winch once used at Hemyock to pull milk tank wagons from the end of the GWR branch into the dairy. PETER NICHOLSON

hence the next step is being discussed.

The enhanced railway should be completed for the May 16-17 Steam on the Levels event (relating to the site's static engines – not steam on the railway), which should feature guest internal combustion locos. Westonzoyland's August 31

event is listed as a narrow gauge gala. The possibility of a visiting steam loco at one of these events has been examined, but no arrangements had been made as we went to press.

With a locomotive shed due to be constructed, a visiting steam loco in 2016 may be more likely.

Dual-gauge line extended at Fairbourne

FAIRBOURNE Railway's May 24-25 Little to Large gala will feature Cagney 4-4-0 No. 44 and two coaches, visiting from the Rhyl Miniature Railway, and a locomotive from Windmill Farm Railway to run on Fairbourne's 15in gauge metals. The latest development is in addition to trains running on its 12½in-gauge main line.

The section of dual-gauge track at Fairbourne is being progressively extended and will reach the first road crossing by the time of the gala. The visiting 15in-gauge locos will work top-and-tail shuttles on this length. The gala should also feature a new four-wheel wagon, being constructed off-site (in Sussex, 280 miles from the railway) by volunteer Keith Edwards.

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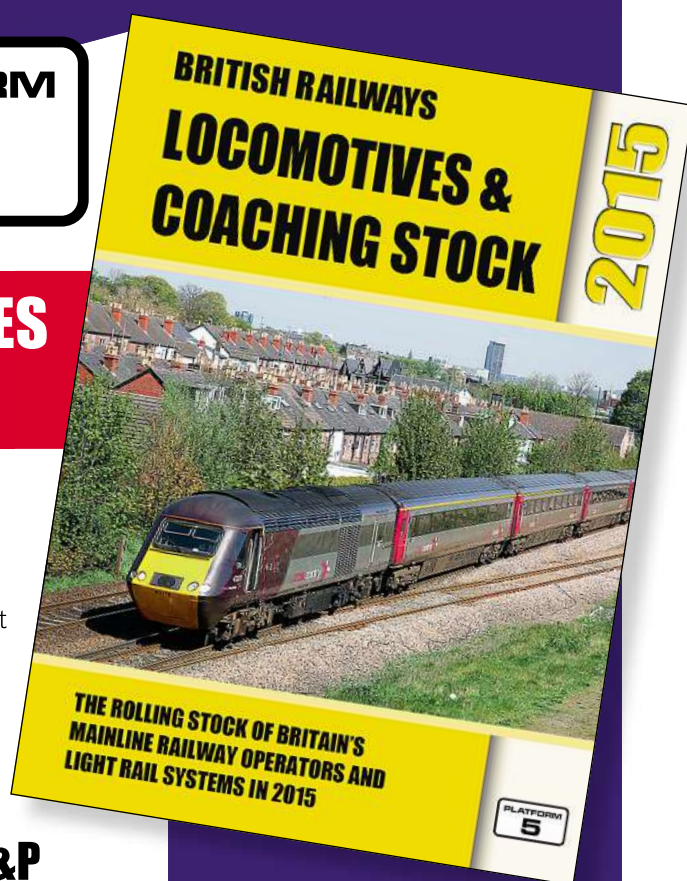
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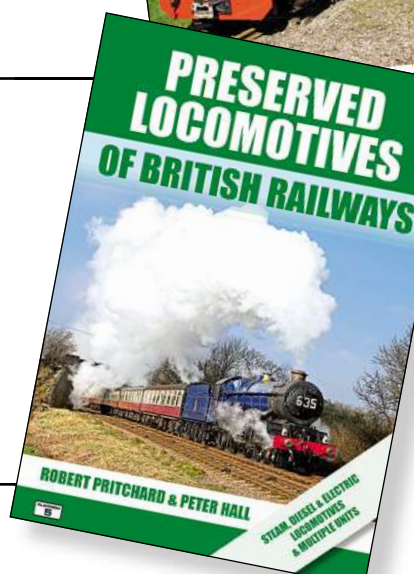
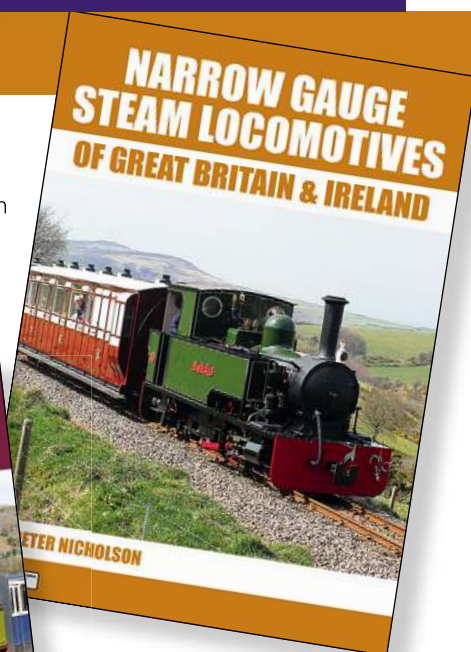
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Barrington quarry network link work nears completion

WORK to relay a one-mile connection from the Hitchin-Cambridge line at Foxton, to link the former Barrington quarry to the national network, is nearing completion.

The quarry and cement works was mothballed in 2008, but Cemex retained ownership. Three years ago, Cemex had hoped to win a contract to fill the quarry with spoil from the excavation of London's Crossrail tunnels, but now 1.2million cubic metres of inert building and construction waste will be moved there instead.

The outline proposal is for three trains a week from Willesden 'F' sidings, with draft paths having already been allocated. However, until the

Right: Work to rebuild the railway from Foxton to Barrington cement works is seen on March 22 with new concrete sleepers and welded rail being laid.
DAVID PALMER



branch to the quarry is ready, test trains are some time away.

New welded track has been re-laid, and ballast mats will help reduce vibration, a concern of residents. Two level crossings over public roads have been fitted with new flashing lights and warning signs.

In addition to the landfill scheme is a proposal to demolish the cement works buildings and build up to 220 new homes, along with landscaping and more parking for a local primary school. There is, however, local opposition to the housing proposals.

Drax gives DB Schenker a three-year contract

THE Drax Group, which operates Drax power station, near Selby, has awarded DB Schenker a new contract for the delivery of coal.

The deal began on April 1 and will run for three years, with coal mined locally at Kellingley being delivered to the power station.

In addition, there will be flows of imported coal from Immingham. It means that DBS will deliver the majority of coal to the power station.

Drax is the largest power station in the UK with a total capacity of just under 4,000 megawatts.

As well as the coal contract, DBS has an additional contract to supply up to 80% of Drax's biomass requirement. The power station has converted two units to burn biomass, with a third to be converted from July this year, a process that takes 12 months.

Last year, Drax burned 7.2million tonnes of coal and 4.1m tonnes of biomass.



Left: Type 5 No. 66739 eases away from the biomass storage bins at Drax power station with empty hoppers, returning to Immingham, on March 18.
BRIAN PERRYMAN

EDF renews its contract with Freightliner

FRENCH energy company EDF has renewed its haulage agreement with Freightliner Heavy Haul.

Under the new terms, FHH will move increased volumes of coal to EDF's two Nottinghamshire power stations – Cottam and West Burton.

Currently, West Burton is served by coal from Thoresby and

Hatfield Main collieries, while Cottam is receiving imported coal through Immingham as well as locally sourced coal from Hatfield, although this can vary depending on customer demand.

In March, EDF renewed a multi-billion pound, four-year agreement to supply electricity to thousands of public buildings and sites across central and local

government, including schools, the NHS, the Highways Agency, and major cultural assets such as the National Gallery. In 2013, Network Rail awarded EDF a 10-year contract to supply electricity.

David Israel, FHH commercial director, said: "We will be working closely with EDF Energy to ensure we can meet their haulage demands over the coming years."

THE decision by Scottish Power to close Longannet power station will mean an end to the procession of coal trains along the Alloa-Stirling line. On the lovely spring evening of April 6, No. 66604 runs along the River Forth as it approaches Kincardine with the 17.58 empty MGR to Barassie.
IAN LOTHIAN



A warm welcome to our new president

THE RCTS is delighted to announce that the Rev Canon Brian Arman is to be our next president. Those of you who know Brian will be aware that he is not only chairman of the Bristol branch, but is also one of the leading authorities on steam locomotion and railways of all kinds, although there is a clear bias in favour of the GWR. Brian is also an author, and a regular contributor to the quarterly *Railway Archive*.

In tribute to Brian's interests, our image from the photo archive this month is P H Wells' study of 6022 *King Edward II* on the up 'Cornish Riviera' at Teignmouth in 1952.

The archive includes more than 44,000 images, dating from the 1920s-1990s. Postcard and .jpg images can be obtained from www.rcts.org.uk/features/archive

Our meeting subjects in the next few months range far and wide, from the Pacific NW of the USA to Llanfair Caereinion, and an historic presentation of the Waverley Route, just months before its re-opening. The monthly *Railway Observer*,



'King' class 4-6-0 No. 6022 *King Edward II* at Teignmouth with the up 'Cornish Riviera' in 1952. P H WELLS

available in either digital or hard copy to members, features the refurbishment of the Tyne & Wear Metro fleet, and the Quintinshill disaster, on the centenary of this worst-ever loss of life on Britain's railways.

Those with longer memories will find the regular Nostalgia Corner fascinating, which contains details of the closures in the Churnet Valley, timely in the context of the news of agreement on the development of a new station at Leek. Modern tastes are catered for by images and details of the new Virgin East Coast launch set.

We are delighted that we have come to an agreement with the HSBT team, which is attempting to identify 'What Really Happened to Steam'. Our recent books had relied upon the best information available at the time of writing, but we now accept that this contained many errors. We apologise for any inconvenience caused and look forward to working with HSBT to identify and correct these mistakes.

Members receive a 15% discount on all these publications, which are renowned for their detail, and include the Standard Steam locomotives and the 'Black Five' and 'Jubilee' classes. Full information on how to join the society can be found at www.rcts.org.uk, by visiting your local branch, which will be listed on the website or contacting sales@rcts.org.uk

New members can join for £15 for their first year. The website also includes information about all our activities, including our publications and our liveries project.

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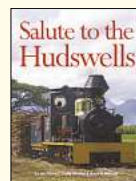
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Salute to the Hudswells

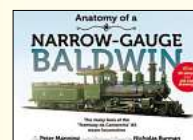
Stocks, Mewes & Browning • £30.40

The story of the 41 Hudswell Clarke locomotives used on the 2ft gauge sugar cane railways of the *Colonial Sugar Refining Co Ltd* in Fiji and Queensland from 1911 to 1976. Thirty-four were the classic 0-6-0 tender type, of various sizes - also covered are the prototype 0-6-0T type, the 4-4-0 locomotive of the Fiji 'Free Train', and 0-4-0ST dock shunter and some pioneering 0-6-0 IC machines. Excellent maps, and good side-elevations of most types featured, together with many B&W and colour photographs of the locomotives at work and at rest. 148 page paperback.



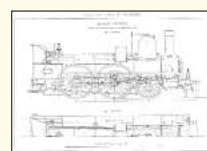
Anatomy of a Narrow Gauge Baldwin Manning • £25.15

Baldwin No. 37399 of 1911 is a 60 cm gauge 2-4-0 tender locomotive built for the *Cantareira Tramway* in Brazil. During its long life it has hauled passengers, sugar, limestone and cement, and is currently stored for further use in preservation. Modified at various times, and paired with different tenders, it is a superb project for modellers. In the 92 landscape A4 pages of this book are 150 CAD drawings of the engine and its tenders, largely to 1:24 scale, with major dimensions included. Plus there is an excellent history of the locomotive and its environment by Nicholas Burman with 20 photographs, both B&W and colour. Spiral bound with an acetate cover.



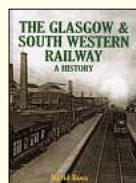
Set of 3 Engineering Drawings of an 1869 2-4-0 'Locomotive d'express' of the PLM Railway • £31.74

Three drawings reproducing engravings from around the time of the locomotives' introduction in 1869. They are of a class which was the first express loco of the Paris-Lyon - Méditerranée Company with coupled driving wheels; they were very largely the same as the Forquenot locos of the Orléans Railway. The set comprises a side elevation, Front and rear elevations with 2 cross-sections and a longitudinal cross-section with a top half-cross section, and are to 1/20 scale. Printed on very heavy cartridge paper, each measures 62.5 cms x 48.5 cms, and show the locomotive only. These drawings look wonderful framed, and as such will suitably grace any room in your property - not just the workshop. Shipped in a stout cardboard tube.



The Glasgow & South Western Railway - a History • Ross • £35.85

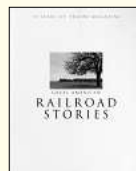
The G&SWR served a very clearly defined area, indulged in little protectionist building of unnecessary lines, and it was profitable virtually all its life. Indeed a recent analysis of British private railway companies pre-grouping suggested it was the 'least inefficient' railway company of all. And, in Manson's 4-6-0s it had perhaps the most beautiful of all Edwardian steam locomotives. David Ross's history covers all this and especially charts the G&SWR's relationship with the area it served, including the numerous industries and mines, and the Clyde Coast traffic. 252 pages. Numerous maps and B&W illustrations. Hardbound.



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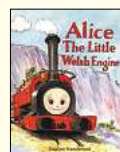
Fifty-one shortish articles from *Trains* magazines of the last 75 years, the earliest from the November 1941 issue, the latest from the December 2009 issue. *Trains* has always prided itself on the quality writing in its pages and amongst many others, here are articles by Lucius Beebe, David P. Morgan, Linn H. Westcott, Jim Boyd, John H. White Jr., and George H. Drury. Subjects range for the Death Valley Scotty Special, through hiring a special on the 2' gauge Bridgton & Harrison RR, to Christmas working on the BNSF. Around 90 mainly B&W photos. 256 pages of sheer delight!



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Australian preservation centre destroyed by blaze

A FIRE on March 4 destroyed rolling stock and buildings at the Newport Railway Workshops used by Steamrail Victoria, near Melbourne.

Among the vehicles destroyed was a four-car "Red Rattler" EMU, on which volunteers had just completed a 35-year restoration.

All four of the wooden-bodied vehicles – dating from 1886-1910 – were gutted by the fire.

Fire investigators have discovered that the blaze started when a short circuit in electrical wiring on one of the carriages ignited nearby combustible material.

Network suspension in Romania after safety troubles

ROMANIA's second largest passenger operator, privately owned Regiotrans, had to suspend all passenger services from March 17 after key parts of its safety case were revoked by national rail safety regulator ASFR.

The main problem was maintenance of Regiotrans' extensive fleet of ex-French Railways 'Caravelle' DMUs, with 29 of more than 200 checked failing inspections by ASFR.

Romanian Railways did provide some services on many Regiotrans routes using a variety of its rolling stock, and by mid-April Regiotrans was permitted to use some of its fleet.

Full services are likely to resume in May.

Regiotrans handles 7.9million passengers every year,

Metre-gauge lines fast disappearing in India



With hundreds of passengers riding on the carriage roofs and on the loco, YDM4 6560 arrives at Talala Junction station on November 23, 2007, with a service from Veraval, on the Arabian Sea coast, to Kodinar, further down the coast of the Gujarat peninsular. MARK TORKINGTON

IN 1990, Indian Railways embarked on Project Unigauge – a wide-ranging programme to convert mostly metre-gauge lines across the country to the standard 5ft 6in broad gauge.

Twenty-five years later, the project is nearing completion with few metre-gauge (and even fewer narrower gauge) lines remaining; conversion is planned for most of them in the next few years.

The vast majority of the remaining lines are worked by Indian-built, ALCO-derived class YDM4 Co-Co diesel locomotives, in a variety of liveries, although some smaller lines use railbuses and one (Ooty) still uses steam.

The largest network remaining is in the western state of Gujarat, centred on Ahmedabad and the line to Udaipur, with a branch from Himatnagar to Khedbrahma, plus lines from Ahmedabad to Botad and another to Mahesana, with branches from Kalol to Ranuj, Ambliyassan to Adraj Moti, and Mahesana to Taranga Hill (these last two worked by railbuses).

There are also some engines outbased on the Gujarat peninsula for services from Dhola to Jetalsar and Veraval, with branches from Visavadar to

Junagadh and Talala to Kodinar and Delvada. East of Gujarat, in neighbouring Rajasthan, only the Jaipur to Sikar and Churu 'main line' is left, with the northern section – Churu to Sikar – earmarked for conversion soon. Elsewhere in Rajasthan, the small depot at Mavli Junction, east of Udaipur, provides locos for the limited traffic on the lines to Marwar (twice a day) and Bari Sadri (once a day). The once extensive system that covered Bikaner, Jaipur, Udaipur, Rewari and Sri Ganganagar, and several smaller lines in Rajasthan, has been completely converted to broad gauge in the last few years.

Scenic

To the south of Rajasthan, the line through Indore that previously connected Delhi and Jaipur to Hyderabad and Chennai is now reduced to just the Akola to Mhow section in Madhya Pradesh. This includes the scenic Kalakund to Patalpani section, which uses banking engines, and the famous Dhulghat loop, where the line spirals over itself to gain height. Locomotives here are painted in the attractive red, blue and white livery used by Ratlam shed.

In Uttar Pradesh, east of the capital New Delhi, is the only

metre-gauge line left in India still operating overnight sleeper trains using air-conditioned 2AC (two- or four-berth sleepers) between Bareilly (Izatanagar station) and Lucknow (Aishbagh station).

From the junction, en route at Pilibhit, there are also branches to Sharjahanpur, Tanakpur and a long line from Mailani to Gonda, with a branch from Nanpara to Nepalganj Road on the border with Nepal. On a recent visit, about 25 engines were in service to cover all the trains on what is now the busiest metre-gauge network left. Loadings are heavy, with many services being incredibly full. There is also an isolated railbus service in the town of Mathura on the branch to the Buddhist pilgrimage centre of Brindavan.

Further east, in Bihar state, there is just a fragmented network of metre-gauge branch lines, characterised by slow linespeeds, overcrowding and roof riding. Lines run from Saharsa to Ranghopur, Sakri to Nirmali and Laukaha Bazar, Banmankhi to Biharijanj, and Narkatiaganj to Bhikhna Thori.

Locomotives tend to be outbased at each system, with Izatanagar shed in Uttar Pradesh carrying out major overhauls. In

the north-eastern states, almost all the metre-gauge lines have been converted: the Lumding to Silchar 'hill line' is currently being converted and when that reopens shortly as broad gauge, the branches to Jiribum, Bhairabi, Dullabcherra, Mahaishshan and Agartala are all expected to be closed to metre-gauge traffic immediately; the Agartala line was only built in the last decade and was laid as dual gauge from the outset.

Famous

The only metre-gauge line remaining in the south of India is the famous Nilgiri Mountain Railway. The line between Mettupalayam and Coonoor uses Abt rack and is worked by 0-8-2T X class steam locomotives, based on a design dating back to 1914, although the most recent was built in 2014.

From Coonoor, however, the trains are worked by YDM4 diesels, without rack assistance, up to Udahgamandalam (usually referred to by its colonial name, Ooty). Fortunately, as the Ooty line is a UNESCO World Heritage site, gauge conversion is not planned.

■ Our thanks to Mark Torkington for much of the information in this item.



Uttar Pradesh metre gauge on March 9: In blue livery YDM4 6755 pauses at Itaunja on the last leg of its long journey from Bareilly to Lucknow via Pilibhit. MARK TORKINGTON



In Rajasthan, YDM4 6729 arriving at Jaipur on December 15, 2014 with a long train from Sikar Junction. KEITH FENDER



Railadventure bought ex-DB 280km/h test train locomotive No. 103222 last year and has put it into its livery. The loco is seen with the first delivery train to Rostock, with VR 'Vectron' loco No. 193971 on 'buggy' skates near the Siemens Munich Allach factory on March 15. SIEMENS



DB Schenker Polska 3kV DC 'Vectron' 170049 on loan to PKP IC at Warsaw Zachodnia on March 22 with the 16.18 Warszawa Wschodnia-Kraków Główny. RYAN TRANMER

Rail 'buggies' helping to spread 'Vectrons' across Europe

SIEMENS launched its 'Vectron' loco family in 2010 and has now sold several hundred to European operators, plus a model based on the 'Vectron' to Amtrak in the USA (built in the USA).

Deliveries began in March of the first of up to 80 'Vectrons' built to 1524mm-gauge for Finnish State Railways.

The Finnish locos, like all the European 'Vectrons', are built at the Siemens plant in Munich,

but because of the gauge difference cannot be simply delivered by rail.

To enable delivery, Siemens and German rail operator Rail Adventure – which specialises in moving new trains for testing or delivery – have developed 'rail buggies'.

These are effectively heavy-duty wheel skates that enable the loco to sit on its bogies on the skates, which have standard gauge (1435mm) wheelsets. The

locos are then towed from Munich to the Baltic Sea port of Rostock on the rail buggies, with each loco axle having its own buggy and then loaded onto a ship for delivery to docks in Helsinki by sea.

Siemens has also recently announced an order for 15 'Vectron' multi-system locos for Swiss operator BLS, which will use them on transit freight trains between Italy and the Netherlands; they will be

delivered between 2016 and 2018.

The number of countries where the 'Vectron' loco is now permitted continues to increase, with approvals granted in recent weeks for both the Czech Republic and Turkey.

In Poland, national long-distance passenger operator PKP IC is suffering from a shortage of usable electric locos, with some overhauls having been postponed in recent

months as new 'Pendolino' trains were due in service.

As a result two 'Vectrons' have been hired from DB Schenker Polska, the Polish rail freight arm of DB, and are being used for trains between Warsaw and Kraków until at least the end of June (possibly longer).

'Vectron' locos are already in use, in small numbers, for passenger services in both Slovakia (*RM* March 2015, p107) and Sweden.

Serco sells Australian long-distance operation to equity firm

SERCO has sold Australian long-distance rail operator Great Southern Rail (GSR) to Australian private equity firm Allegro Funds for around £5.5million.

GSR was formed following the privatisation of Australia's former national operator Australian National in 1997 and provides long-distance rail services in Australia, largely aimed at leisure travellers and tourists on three routes.

The north-south route from Darwin to Adelaide was introduced in 2004 when the line north of Alice Springs opened and Ghan trains were

extended from there.

The Indian Pacific between Sydney to Perth is the longest route, while the Overland from Adelaide to Melbourne is the shortest operated.

The trains use stainless steel sleeper, coach and diner coaches, built in Australia in the 1960s. Freight operator Pacific National provides locomotives for all GSR trains.

Serco put GSR up for sale in late 2014 after deciding that the business no longer fitted with its strategy, although it has just started operation of the Caledonian Sleeper service in the UK.



Crossing the Tropic of Capricorn, the southbound Ghan from Darwin heads for Alice Springs with 'Ghan'-liveried Co-Co NR74 leading the train in January 2005. When this picture was taken, the line from Alice to Darwin had been open for less than a year; the first northbound passenger train arrived in Darwin on February 4, 2004. KEITH FENDER

Belgian freight part-privatised

SNCB Logistics, the freight business owned by Belgian Railways, was part-privatised in March.

The deal means European private equity group Argos Soditac now owns 66.6%, following a €70million investment.

SNCB Logistics was formed in 2011 and has 1,900 employees, a fleet of 200 locomotives and 7,000 wagons. It operated five-billion tonne kms in 2014, earning revenues of €452m.



New OC Transpo 'Lint 41' DMU No. C6 at a snowy Carleton – the only station on the Trillium Line with a passing loop – on March 25. Picture: CITY OF OTTAWA

German-built DMUs for Canada

ALSTOM 'Coradia Lint 41' DMUs started services on the 8km-long O-Train 'Trillium Line' in Ottawa, Canada, on March 2.

The trains were built at Salzgitter, in Germany. Alstom has supplied OC Transpo with six 'Lint 41s'. Similar trains are in widespread use in Germany (as Class 648

with several operators) and in other EU countries.

The new Canadian DMUs replace three Bombardier-built 'Talent' DMUs, also from Germany, which were delivered in 2001.

Operation at eight-minute headways is planned at peak times.

Thello steps up services in Italy and France

THELLO introduced daytime trains between Milan and Marseille in December and increased the number of direct trains between Nice and Milan to three train pairs a day from April 12.

The services are the first daytime trains operated by Thello – a joint venture between Italian national rail operator Trenitalia and French transport group Transdev – and act as a replacement for the previous Nice to Milan Eurocity service, which was operated by French railways and Trenitalia until it was withdrawn in 2009.

The new service offers departures spread across the day and journey times of 4hr 45min from Milan to Nice, or 2hr 40min from Genoa to Monte Carlo.

In France, Thello hires a small dedicated pool of BB36000 'Astire' tri-voltage electric locos, with Thello branding, from SNCF-owned



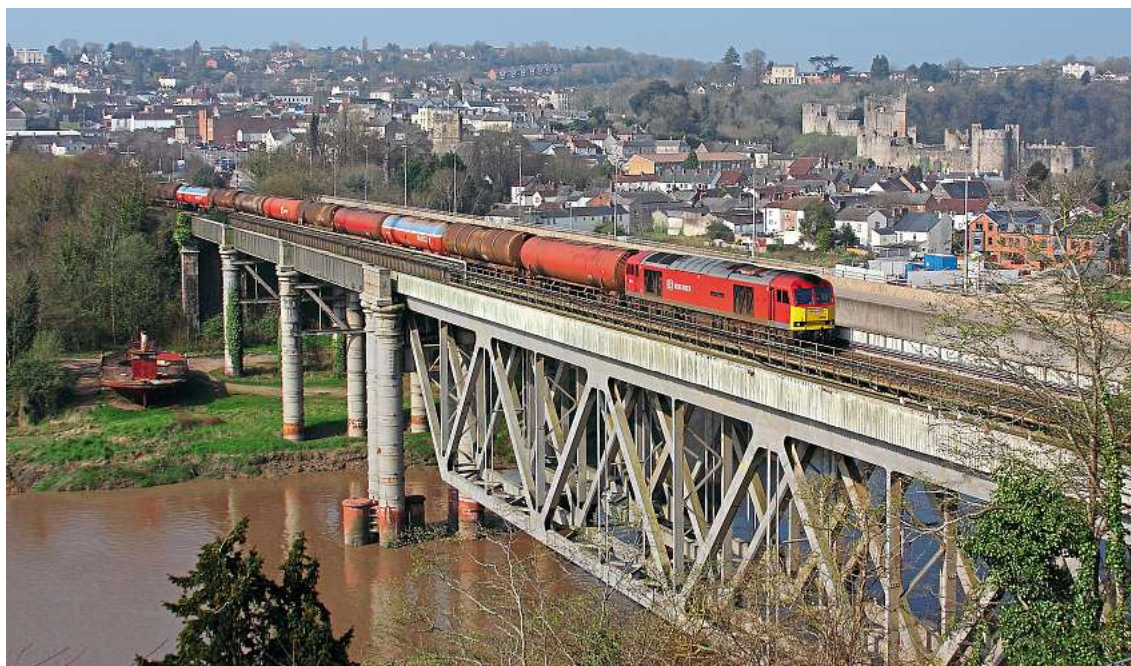
leasing company Akiem.

These locomotives are used in France for both the Milan to Nice/Marseilles services, plus the Paris to Venice sleeper service that Thello has run since 2011.

In Italy, Trenitalia provides locomotives and crews.

Above: The Milan to Marseille train arrives at Genoa Piazza Principe on March 13 with Trenitalia E402 130. A different Italian loco is used after the train reverses in Genoa. All Thello services use refurbished ex-Trenitalia coaches in Thello livery. KEITH FENDER

Operations Track Record



Left: DB Schenker Class 60 No. 60019 crosses the River Wye with the Robeston to Westerleigh loaded oil tanks on April 9. Chepstow Castle can be seen in the background. By the bridge, being restored, is the *Seven Princess*, the ferry that ran between Aust and Beachley before the Severn Bridge construction.
PETER SQUIBBES

Chiltern Railways

CHILTERN Rail Mk 3 No. 12621 was returned to Wembley Depot from Bristol Barton Hill by BARS Class 31 No. 31601 on March 17, the Class 31 then taking No. 12610 in the opposite direction.



DBS Class 67 No. 67015 worked the Inverness portion of the Caledonian Sleeper from February 25 through to March 9. The following day it had been replaced by No. 67030, which brought the Edinburgh to Inverness north through Newtonmore, remaining on the service on a daily basis.

ON March 14, Class 92 No. 92033 headed north through Euxton on Saturday afternoon at 16.37, light engine, on a Crewe to Polmadie move.

CLASS 156 No. 156442 worked the 11.15 Carlisle-Glasgow service on March 27. Unfortunately, during the Dumfries stop, the engine of the rear coach shut down and despite the best efforts of the train crew it could not be restarted. A decision was made to continue under reduced power and Kilmarnock was reached 35 minutes late, where the service was terminated.

DRS Class 68s began working the Fife Circle trains from April 1, with No. 68006 in use, while No. 68007 was spare at Mossend Yard.

GBRF took over working the Caledonian Sleeper service from April 1. Class 87 No. 87002 moved the empty coaching stock into Euston and then Class 92 No. 92018 took the train to Edinburgh. In the opposite direction, No. 92038 hauled the Glasgow to Euston train. The other two were still in the hands of Class 90s, while Class 67s continue to work the trains in Scotland. Heavy engineering work on the West Coast Main Line over the Easter Weekend resulted in all Sleeper services being diverted via the East Coast on April 2, 3, 4 and 5.

OVERHAULED and repainted in Saltire livery, Class 318 unit No. 318270 returned from Doncaster Wabtec to Shields Road on April 2.

THE first two Class 170 units for conversion to Class 171 destined



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OBSERVED at Doncaster on March 3 was an East Midlands HST with power cars Nos. 43058+43052, on loan to VTEC, working the 1A33 Leeds to King's Cross. On the same day, the Doncaster "Thunderbird" was DBS Class 67 No. 67022.

THE hire-in of EMT power cars saw a change to Nos. 43060+43064 on March 7, followed by Nos. 43066+43076 by March 16. When observed on March 25, Nos. 43059+43064 were in use, and Nos. 43059+43045 on April 2.



CLASS 90 No. 90009 was towed from Norwich Crown Point to Doncaster Wabtec by Class 57 No. 57301 on March 5.

Right: A 300mm telephoto lens emphasises the track layout at Worting Junction as an HST heads to the capital with a service from Plymouth on April 6. It had been diverted to London Waterloo due to engineering work on the Great Western Main Line.
BRIAN PERRYMAN

THE regular movement of coaches between Crown Point and Wolverton works saw No. 10247 hauled by Class 57 No. 57301 from Norwich to Wolverton on March 6. The same loco returned Nos. 12105+12062 on March 12, followed by bringing Nos. 12109+11077 back on March 24. On March 30, Class 47 No. 47805 moved Nos. 12125+12076 from Crown Point to Wolverton.

DRS Class 37 No. 37604 passed Peterborough at 15.05 on March 12 on a Toton to Crown Point with re-liveried Abellio Greater Anglia Class 90 No. 90002. DVT No. 82114 was hauled north from Norwich to Brush Loughborough by Class 57 No. 57301 on March 18, the Class 57 returning to Crown Point with 82143 on the same day.

THE former battery test unit No. 379013 has had its equipment removed at Derby, and returned to Ilford on March 24 by Class 57 No. 57305 to resume normal duties with the others in the class.

ON MARCH 31, the overhead wires came down near Littleport on the King's Lynn to Ely line. The last train scheduled up the line – the 23.14 from London King's Cross, formed of Class 365 No. 365533 – was the first train through the repaired section.

It was extended to eight coaches at Ely, unusually coupling up the front of the train to the back of the other unit – No. 365537 – which then became the front at platform 3 at Ely.

The train then called at Downham Market only, although the doors on the rear coaches did not open there, leading to four passengers being carried further to King's Lynn.

The following morning and evening (April 1) unit No. 365503 was in the siding at Downham Market station with damage to the pantograph.

MOVEMENTS of stock have included Mk 2 No. 6117 going from Derby to Crown Point by DRS Class 47 No. 47805 on April 2.



HST coaching stock movements between Old Oak Common and Kilmarnock saw Class 47 Nos. 47804+47851 heading north through Cheddington on March 7 with headcode 5Z01. Shortly afterwards a 12.56 Wembley-Stourbridge Junction Chiltern set, hauled by Class 67 No. 67014, went north, also carrying the headcode 5Z01!

ON March 17, the 07.06 Paddington-Penzance, led by No. 43139 *Driver Stan Martin*, was delayed by a points failure at Westbury. The train had to reverse out onto the main line at Heyford Junction and resumed its journey 25 minutes late. However, good running and station work (for example, Plymouth stop was cut from six to two minutes) meant that it was only three minutes late at St Erth, with every prospect of an on time arrival at Penzance.

CLASS 166 unit 166211 ran from Reading to Wolverton on March 21, with No. 166209 returning on the same day.





Left: Changing times at Marylebone: New Class 68 No. 68013 departs with the 16.47 to Birmingham Moor Street as the old regime in the shape of Class 67 No. 67008 waits with the 17.15 to Kidderminster on April 16. GAVIN MORRISON



Far left: London Midland DMU No. 172217 passes the wonderful signal gantry at Worcester Shrub Hill with the terminating 12.19 service from Whitlocks End on April 11. KEN BRUNT



Above: Still in EWS livery, No. 66182 passes Pleasington, near Blackburn, with 6M90 05.06 Avonmouth-Clitheroe cement tanks on March 19. MICK LANGTON

Right: The contract for the resignalling of Banbury has been let, and the North signalbox, built in 1900, will become redundant. On April 15, a Class 220 'Voyager' coasts past with the 07.27 Manchester Piccadilly-Bournemouth working. ROBIN STEWART-SMITH



to work on the Southern – Nos. 170421+170423 – departed from Craigentinny for Stewarts Lane on April 4.



CLASS 319 No. 319362 was reported on the Liverpool Lime Street to Manchester Airport on March 6, the second day of the new service.

ON WEDNESDAY, March 11 trains operating on the Hull to Doncaster route were severely disrupted when the Goole Swing Bridge failed to close after the passage of a vessel.

The 2C35 10.18 Hull-Doncaster train, operated by Class 158 No. 158905, left Gilberdyke at 10.43 and was stood at the signal protecting the swing bridge. The following train, the 1J25 10.11 Bridlington-Sheffield, was terminated at Gilberdyke, while the 1W32 09.41 Sheffield-Bridlington service was terminated at Goole. The service was diverted to run via Selby, subject to train crew route knowledge, with buses operating between Brough and Doncaster.

Meanwhile, the 2C35 was returned to Gilberdyke wrong road, by what was explained as a blocking back procedure, and arrived back at Gilberdyke at 13.37. The train then crossed over and left as 5G35 13.48 empty coaching stock to Hull.

CLASS 150 No. 150133 was seen working the 13.17 Heysham Port-Leeds service on March 11.

FORMER Thameslink Class 319 No. 319366 has been observed on driver training runs. On the morning of March 12 it was passing north through Lancaster. Five days later, on March 17, it was seen leaving northwards from Platform 7 at Preston Station.

ON TUESDAY, March 24, the 06.50 Scarborough-Doncaster train hit a female at Moorends, Marshlands, near Thorne North station, at about 09.10. All trains were halted between Goole and Doncaster with the 08.55 Doncaster-Hull being terminated at Hatfield and Stainforth and returned to Doncaster.

Credit must be given to Northern Rail for the speed of implementing a revised service, which involved the Hull to Doncaster service operating as a shuttle between Hull and Goole, with buses between Goole and Doncaster, and the fast Sheffield/Doncaster and Bridlington/Scarborough services being diverted via Selby, subject to train crew route knowledge.

The passengers on 06.50 eventually arrived into Doncaster some 75 minutes late.



FIRST Hull Trains is still occasionally affected by problems with its Class 180 units and were forced to run an amended service on Monday, March 23 "due to the shortage of serviceable coaching stock".

The 07.22 and 11.48 King's Cross-Hull and 17.10 Hull-King's Cross were cancelled.

The 08.25 Hull-King's Cross was terminated at Doncaster and formed the 09.30 back to Hull, arriving at 10.26 to form the 10.30 to King's Cross.

The 13.48 King's Cross-Hull was terminated at Selby, arriving at 15.44, and formed the 15.10 Hull-King's Cross, from there departing at 15.48. Passengers from Hull were advised to travel on a rather full 14.57 Northern Rail service from Hull to Doncaster.

The 18.50 King's Cross-Beverley terminated at Hull and the 20.30 King's Cross-Hull was started from Doncaster. Passengers for Retford on cancelled trains were bused to and from Newark to connect with Virgin East Coast services.



CLASS 378 No. 378201 was hauled back to Willesden from Derby Litchurch Lane by DBS Class 66 No. 66177 on March 6. On the same day, No. 378231 went in the opposite direction, hauled by No. 66201.

FURTHER deliveries of new fifth vehicles for Class 378 units saw Nos. 38405+38406 arrive at Wembley behind DBS Class 66 No. 66177 on March 3; Nos. 38407+38408, hauled by No. 66112, on March 12; followed by No. 38409, on March 17, with No. 66183.

UNIT No. 378256 made a visit to the wheel lathe at Hornsey on March 13, travelling from and returning to Willesden.

Thameslink

TRANSFERS of units between Hornsey and Ilford, primarily for C4 overhauls, have seen Class 317 No. 317338+Class 365 No. 365516 work east to Ilford on March 6. In the opposite direction, Nos. 317346+365516 returned to Hornsey on March 9. It was the turn of Nos. 317340+365513 to also return to Hornsey on March 16. A move on March 27 saw No. 317340 return No. 365536 from Hornsey to Ilford, returning with No. 365521 in the new livery. No. 365536 was returned to Hornsey by No. 317340 on March 30.

DELIVERIES of Class 387 units from Derby to Bletchley have seen No. 387127 on March 11, followed by No. 387128, towed south by FL Class 66 No. 66511 on March 24, with No. 387103 re-delivered on March 26 by Class 66 No. 66547. No. 387104 was re-delivered to Bletchley on April 8 by Class 66 No. 66564.

EAST MIDLANDS TRAINS

TWO named Class 153 units were together at Grimsby Town on March 11, with Northern Rail No. 153316 on the 08.55 Cleethorpes to Barton-upon-Humber running 17 minutes late, and East Midlands Trains

No. 153376 on the 09.20 Grimsby-Newark North Gate.

southeastern.

THE Class 465 programme of overhaul at Doncaster Wabtec saw No. 465911 hauled from Slade Green to Peterborough by GBRf Class 66 No. 66762 on March 7. It continued to Doncaster the following day, and was returned south by No. 66707 on March 27 as far as Tonbridge, going through to Slade Green the next day. It then took No. 465236 back to Doncaster.



FIVE-CAR Class 458 Nos. 458504+458505 was observed passing through Egham station on a test run on March 6.

Charter Trains

A SPECIAL train, hauled by two DRS Class 37's – Nos. 37607 and 37218 – was noted heading past Euxton on Good Friday April 3.



CLASS 66 No. 66063 was in charge of the 6F93 11.05 St Pancras Churchyard-Ketton empty PCA Castle Cement train everyday from March 2-6 inclusive. From March 23-27 inclusive, No. 66074 was in charge.

Operations Track Record

THIS month has seen the usual procession of scrap metal trains running between a variety of locations, invariably in the hands of Class 66 locomotives.

On March 6, No. 66184 worked a Cardiff Tidal-Swindon-Cardiff Tidal diagram. Beeston was the destination for No. 66093 on March 9, working from and back to Cardiff Tidal.

On a move on March 17, No. 66199 hauled an empty rake from Cardiff Tidal to Swindon and then loaded through to Aldwarke. The Cardiff Tidal-Swindon-Cardiff Tidal diagram on March 20 was powered by No. 66168, while on the following day, No. 66161 worked a Cardiff Tidal-Lincoln-Cardiff Tidal.

A Cardiff to Handsworth and back on March 28 had No. 66023 at the helm, while No. 66136 ran a further Tidal-Lincoln-Tidal on the same day.

Beeston was once again the destination from Cardiff on April 1 with No. 66153, while on the same day No. 66188 ran from Cardiff to Kingsbury and back. Handsworth was again the destination on April 4 for No. 66170, working from and back to Tidal.

THE Bicester MoD to Didcot train was worked by Class 67 No. 67007 when seen passing Gerrards Cross on March 9.

VARIOUS observations by a correspondent on March 10 produced Class 66 No. 66015 at Southampton on an oil train from Fawley. Fellow class member No. 66075 was on aggregates being unloaded at Fareham. Two further aggregate trains at Crawley were being worked by

Class 66 No. 66204 and Class 59 No. 59201. A further Class 66 was No. 66115 on an engineers' train at Clapham Junction.

ONE of our regular correspondents reports that while enduring the challenges of the London Bridge rebuild it does have its compensations in bringing locomotives to the area. On March 12, Class 66 No. 66160 was on a ballast train between Spa Road and New Cross Gate, along with Colas Class 70 No. 70807 and another unidentified loco, top-and-tailing a second ballast working.

CLASS 92 No. 92039 was observed out on test from Crewe ETD to Stafford and back on March 12.

THE 6D32 08.58 Elstow-Mountsorrel empty stone train made an impressive sight on March 19 with the entire train of Class 66 No. 66001 and HKA bogie hoppers all in shining DBS red livery.

IN AN unusual move on March 19, MoD Longtown was visited by Class 66 No. 66186, which then conveyed a train south to MoD Kineton. The following day it continued further south to MoD Marchwood.

CLASS 60 No. 60020 was present at Market Harborough with a train of autoballasters during an engineering possession on March 22. It later worked a 14.00 Market Harborough-Toton North Yard via Bedford St Johns.

ON MONDAY, March 23, Class 60 No. 60044 worked the 08.55



An unusual combination of main line and preserved Brush traction: DB Schenker Type 5 No. 60001 pilots Class 31 Type 2 No. 31271 past Castor on the Nene Valley Railway's 14.50 Peterborough-Wansford service during the NVR's diesel gala on April 11. PAUL A BIGGS

Cricklewood-Calvert Rubbish Train. It is the first time for a few years our correspondent has seen a Class 60 on the Chiltern Line.

CLASS 60 No. 60063 powered the 07.30 Masborough F D-Hedon Road Sidings steel train and 16.43 return working on Wednesday March 25.

GOOLE Docks was host to two Class 66 locos on March 25. No. 66001 departed on its return to Masborough FD light engine at 13.26, having worked in with a train of steel hoods, and No. 66128, which was on a train of empty rail carriers,

departed at 14.12, bound for Scunthorpe BSC.

A PAIR of Class 67s – Nos. 67007 and 67006 – double headed the 12.58 Bicester MoD-Didcot train on March 26.

Freightliner

OBSERVATIONS around Midland Road Depot and Stourton on March 5 produced a plethora of Class 66/6, with Nos. 66610, 66616 and 66619 all working, along with No. 66606 outside the depot receiving attention, with most body-panels removed.

REGULAR scrap trains to and from Aldwarke have included Class 66 No. 66599 taking empties to Whitemoor on March 6, with No. 66547 taking a loaded train from Whitemoor north on March 11.

A further empty rake was taken from Aldwarke to Crewe by Class 66 No. 66597 on March 25. A further rake of empties was taken to Whitemoor by No. 66545 on March 27 and again with No. 66530 on April 3.

A MAERSK container train exited Hemsworth for Leeds at 11.48 on March 7, hauled by Class 66 No. 66955, with Class 66 No. 66593 and Class 70 No. 70008 inside.

IN AN unusual move on March 10, Class 66 Nos. 66585 and 66596 top-and-tailed a rake of autoballasters from Westbury to St Blazey.

THE 4M74 Coatbridge to Crewe Freightliner service, hauled by Class 86 Nos. 86610+86612, failed at Beattock on March 11, due to a fault on No. 86610. Rescue came in the form of Nos. 86605+86637, which was later seen hauling the failed locos and train through Lancaster about four hours late.

CLASS 66 No. 66610 was observed passing Knottingley East Junction hauling the 11.00 Drax-Tyne Dock empty FHH coal hoppers on March 12.

TWO additional Freightliner services were run on March 17, both hauled by Class 90s. A 10.32 Coatbridge-Crewe passed Carnforth, hauled by No. 90045, while in the reverse direction a Crewe to Coatbridge was in the hands of No. 90044.

OVERNIGHT on March 21-22, Class 66 Nos. 66601 and 66602 top-and-tailed a high output ballast cleaner through Morecambe South Junction, north of Lancaster.



One of GB Railfreight's special-liveried locos – No. 66718 – approaches Highbury & Islington station on April 1 with the 04.43 container train (4L02) from Hams Hall-Felixstowe. ERIC SALISBURY



No. 66590 hauls the 09.03 Bristol-Felixstowe North intermodal past No. 59101, which had just arrived with the 7A09 07.12 Merehead-Acton in Acton Yard on March 4. MARK V PIKE



Hired-in Freightliner Type 5 No. 66555 passes Whiteball summit, while working 6V54 Chirk to Teigngrace 'log empties' on March 24. At Exeter Riverside Yard, the loco was replaced by Colas Rail No. 70804, which had been despatched from Westbury to work the final sector to Teigngrace. STEPHEN GINN



Class 92 No. 92033 in Caledonian Sleeper livery hauls No. 66749 on 4S45, the 11.28 Doncaster Down Decoy-Hunterston, past Arksey during a hailstorm on March 24. GEOFF GRIFFITHS



FLASK trains have brought their usual variety of motive power in recent weeks, starting on March 4 when Class 37 Nos. 37610+37611 worked a Kingmoor to Hunterstone.

A further move on March 10 had Nos. 37611+37603 on a Kingmoor-Seaton-Sellafield circuit. Also on March 10, Nos. 37602+37609 worked the Crewe to Berkeley diagram when the flask was derailed at Berkeley. Following re-railment, they returned to Crewe the next day.

Also on March 11, a pair of Class 57s Nos. 57011+57008 worked the Crewe-Valley-Crewe circuit with a pair of Class 20s Nos. 20305+20308. On March 12 at least four trains worked with Class 37 Nos. 37608+37667 on a Kingmoor to Georgemas Junction, returning the next day: Nos. 37607+37218 on the Crewe-Dungeness-Crewe diagram; Class 20 Nos. 20305+20308 on the Crewe-Berkeley-Crewe; and finally, Class 37 No. 37612+Class 66 No. 66425 on a Kingmoor to Torness.

In a slightly unusual move on March 17, Class 37 Nos. 37604+37218 top-and-tailed with No. 37608 on a rake of PFA wagons between Crewe-Southminster-Crewe. It was a pair of Class 57s in use again on March 18 with Nos. 57004+57012 on a Crewe-Bridgewater-Crewe. Also on March 1, Class 37 Nos. 37603+37611 worked the Crewe-Hunterston-Sellafield.

The pairing of Nos. 20308+57008 were on a Crewe-Valley-Crewe on March 20.

A Kingmoor to Georgemas Junction on March 26 was powered by Class 37 No. 37607+37608, while Nos. 37609+37612 were on the Kingmoor to Torness.

THE northbound Tesco express has been in the hands of pairs of Class 68 units on most days throughout March, such as on the 12th with Nos. 68002+68003. However, when observed on April 2, Class 66 Nos. 66423+66424 were in charge when seen passing through Euxton.

A NUMBER of moves involving Mk 2 coaches have taken place in recent weeks.

On March 16, Class 57 No. 57008 moved Nos. 5937+9521+6137+5955 from Gresty Bridge to Eastleigh Works. On the same day, Class 57 Nos. 57305+57312 top-and-tailed DBSO No. 9707 from Derby RVEL to Crewe, before returning with three further Mk 2s to Derby RVEL.

Class 66 No. 66425 moved Mk 2 No. 6046 from Kingmoor to Crown Point on March 24. The same loco moved No. 6117 from the Mid Norfolk Railway to Crown Point.

Two days later it took Nos. 6117+6001+5919, top-and-tailed with No. 57301, from Crown Point to Derby RVEL. Here, it dropped off Nos. 6117 and 5919, before No. 66425



Above: Silver Class 66 No. 60099 enters Barnetby station on March 27 with an iron ore train from Immingham to Santon (Scunthorpe). ROBERT FALCONER

top-and-tailed with Class 37 No. 37423, Nos. 6001+5810+6008+9539+6176+6177 from Derby to Kingmoor.

On the same day, Class 68 No. 68009 moved a rake of ScotRail-liveried coaches from Eastleigh Works to Crewe Gresty Bridge. Following attention at Derby, RVEL Mk 2 No. 6117 was returned to Crown Point by Class 47 No. 47805 on April 2.

DRS Class 57 Nos. 57308+57312 (in Pullman livery)+57311 were observed heading light engine south through Euxton on March 19.

A BALLAST working from the Mid Norfolk Railway to Crown Point on March 20 was powered by Class 37 No. 37419.

GBRf

CLASS 66 No. 66727 worked the Port Clarence to Cardiff tanks on March 8. A further run on March 26 was hauled by No. 66745.

IN A running-in turn on March 10 and 11, Class 92 No. 92033, accompanied by Class 66 No. 66747, worked the Trafford Park-Felixstowe-Trafford Park diagram.

RELATIVELY new Class 66 No. 66768 was observed approaching Drax Branch Junction on the Wakefield to Goole line with a Hunterston to Drax Power Station loaded coal train on March 12.



Freightliner Class 66 No. 66541 passes South Bank, with Teesside steelworks in the background, working the 15.55 Tees Dock-Felixstowe intermodal on March 15. PHIL WHELDAL

OBSERVED at Temple Hurst Junction on March 12 was Class 66 No. 66725 *Sunderland*, heading the 4L78 Selby Potters Group to Felixstowe Intermodal service away from the junction on the ECML. On the same day, Class 66 No. 66749 was seen coming off the line from Knottingley South Junction, as it passed Knottingley East Junction, at the head of the 4D93 Doncaster Down Decoy to Drax gypsum containers.

CLASS 47 No. 47847 entered traffic with GBRf on March 12, working with No. 47843 on the Doncaster Decoy to Drax gypsum.

THE latest Class 66s to enter traffic saw No. 66770 begin working on March 12. This was followed by No. 66771 on March 17 on the Doncaster to Mountsorrel diagram. Meanwhile, Nos. 66766-69 remain in store at Doncaster Roberts Road.

CLASS 92 No. 92044 towed No. 92043 from Dollands Moor to Doncaster Roberts Road on March 17 for tyre turning, the pair returning to Willesden the next day.

RE-ENGINEERED Class 73 No. 73963 *Janice* worked south

light engine through Market Harborough on March 18 as the 0273 08.55 Brush Loughborough-Tonbridge West Yard move, joining Nos. 73961 and 73962 already present.

JUST two S7 District Line stock moves were reported in recent weeks, with Class 20 Nos. 20107+20096 top-and-tailing with 20132+20118 on a Litchurch Lane to Old Dalby move. The same locos moved a rake of stock from Old Dalby to West Ruilip on March 30.

CLASS 66 No. 66762 was observed passing north through

Operations Track Record



Above: First appearance on the Heathfield branch for a Class 70: No. 70804 sits at the Teigngrace timber loading on March 23 with five autoballasters during a ballast drop on the branch. DAVID HUNT



Right: Network Rail's Type 3 No. 97303 makes a 45-minute pathing stop at Charlbury on March 25, while working 3Q13, the 08.42 ultrasonic test train from Derby RTC over the Cotswold route. These trains tend to run at night, due to their need to monitor the track at 30mph, but daytime paths are available on this line. ANDREW ROYLE



Devon & Cornwall Railways Class 56 No. 56312 Jeremiah Dixon leaves an exhaust trail as it heads empty scrap wagons through Water Orton on April 15, during a working from Cardiff Tidal Sidings to Stockton-on Tees. ROBIN STEWART-SMITH



Caledonian Sleeper loco No. 92018 pauses at Doncaster on April 4 with a Euston to Glasgow service. It had been diverted via the East Coast due to the Easter blockade at Watford. DUNCAN SCOTT

Luton on the afternoon of March 24 with a Ferme Park to Wellingborough Network Rail working.

CLASS 66 No. 66732 worked the 10.16 Calvert-Willesden Euroterminal empty spoil train on the morning of March 26.



CLASS 60 No. 60076 was seen passing Healey Mills on March 4 with the 6E32 Preston Dock to Lindsey empty bitumen tanks.

COLAS Class 70 Nos. 70802+70804 was seen at the new Bicester Town station site on March 5.

CLASS 56 No. 56113 has dominated the Grangemouth to Sinfon oil trains in recent weeks. On March 5 it took the empty tanks north, returning loaded tanks south on March 11. A further southbound loaded tanks on March 19 failed at Spropton. From here, Class 37 No. 37688 took the failed loco and train to Derby, with Class 50 Nos. 50007+50017 moving the tanks to Sinfon.

Whatever the problem was with the Class 56, repairs were quickly implemented and it hauled the returning empties the following day.

Class 56 No. 56113 was in use again on April 2.

LOG trains always attract attention from our correspondents. On March 9, Class 56 Nos. 56105+56078 were on the Baglan Bay to Chirk loaded. The following day saw the pair head south from Chirk to Teigngrace. On March 24, Class 70 No. 70804 was on the Chirk to Teigngrace, having taken over from Class 66 No. 66555 at Exeter Riverside Yard. The Class 70 returned to Chirk loaded the following day. The same locomotive went again to Teigngrace on April 1, returning to Chirk on April 2. The use of the Class 70 continued and on April 8 it was observed on the Baglan Bay to Chirk.

CLASS 60 No. 60002 was out on test with DBS Class 66 No. 66187 on March 10, working from Crewe ETD to Toton and back.

CLASS 56 No. 56113 worked a rake of tank wagons from Grangemouth to Long Marston on March 25 for storage,

departing with a different rake to Lindsey for further use.

UK Rail Leasing

CLASS 56 Nos. 56303+56104 ran in light from Leicester to Barrow Hill on March 13 to collect Class 37 No. 37800, which was returned to Leicester.

BARS

THE regular run from Thomson's Stockton to Cardiff Tidal and back was worked by Class 56 No. 56312 from March 5 to 12. On March 14 it took a rake of empties from Cardiff Tidal to Chaddesden.

The next reported moved followed on March 24, with it bringing a loaded rake south from Stockton. It was No. 56312 again on March 30 when it took a rake of wagons from Chaddesden to Stockton, bringing a loaded rake south on March 31.

Bluebell Railway

WORK has begun on the Bluebell Railway's 4VEP, which has been awaiting attention at Ilford for the last few months. On March 19, DTCsol 76263 was split off from the rest of the unit and placed in the paint shop for the start of stripping down work.

Derby RTC & Network Rail

CLASS 67 Nos. 67012, in Chiltern livery, and 67027, in DB red, top-and-tailed a test train on a circuit from Crewe to Derby via Newport on March 6.

NETWORK Rail Class 97 No. 97304 *John Tiley* ran light engine from Crewe to Dovey Junction and back on March 11.

DRS Class 37 Nos. 37688 and 37425 were observed on March 4 in top-and-tail formation, heading the Network Rail Test Train (1Q03 04.55 Doncaster West Yard-Hull-Goole-Wakefield Kirkgate-Healey Mills-Wakefield Kirkgate-Doncaster West Yard) past Healey Mills Yard. The train was scheduled to go to Marsden loop, but only went as far as Healey Mills East Junction, and passed Healey Mills a second time on its return journey to Doncaster West Yard.

CLASS 31 No. 31233 propelled a four-coach formation through Gloucester station on March 16 in the South Wales direction.

TAMPER No. DR73114 *Ron Henderson* and ballast regulator No. DR77904 worked an 11.15

Kettering-Wellingborough via Oakham and Market Harborough move on March 16.

ELECTRO-DIESEL No. 73952 was hauled from Derby RVEL to the High Marnham test track by Class 97 No. 97304 on March 30.

Knorr-Bremse Rail Services Glasgow

ARRIVING during March were Class 156 No. 156454 (C6), Class 318257 (C4), 320319 (C4). Departing during March were: 156448, 318257, 320319. Present on site at the end of the month were Nos. 156454, 6352/53/94, 10594/96/98, 10217, and 12142.

Our thanks

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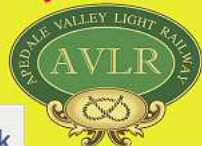
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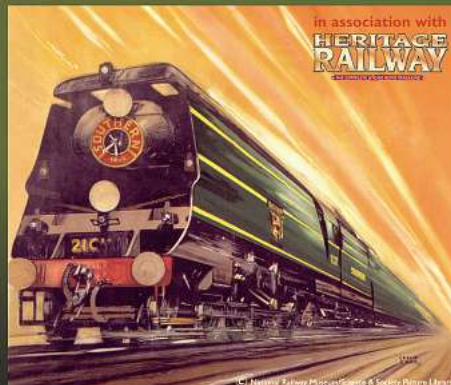


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Meetings



Are you staging an event you think should be on this page? Send brief details, no later than the 10th of the month before the issue you wish the event to appear in, to: Meetings, Railway Magazine, Media Centre, Horncastle, Lincs LN9 6JR. Alternatively, email to railway@mortons.co.uk

MEETINGS

MONDAY, MAY 4

Mirfield Railway Enthusiasts' Society. Navigation Tavern, Station Road, Mirfield. 19.30. 'Selection from his Travels': John Hudson.
North Yorkshire Moors Railway (Northallerton area group). Northallerton Town Cricket Club, Farndale Avenue, Northallerton DL7 8SN. 19.30. Members' evening and end-of-season social.

TUESDAY, MAY 5

Southern Electric Group / Light Rail Transit Association (South Hampshire branch). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. 'Trams and Light Rail in Spain, Portugal and the UK': Bob Hodges.
Railway Correspondence and Travel Society (RCTS). Beechen Grove Baptist Church, Clarendon Road, Watford. 19.30. 'My Life with the Railway – 1945-1975': Adrian Vaughan.
Stephenson Locomotive Society (SLS). The Barbourne Ex-Servicemens' Club, The Moors, Worcester WR1 3ED. 20.00. 'Eric Lomax – Railwayman of War and Peace': Dr Michael R Bailey.

WEDNESDAY, MAY 6

Burton Railway Society. Marston's Social Club, Shobnall Road, Burton-upon-Trent DE14 2BG. 19.30. 'Bullied Pacifics': Colin Boocock.
Cheshire Lines. The Blossoms Hotel, Stockport. 19.30. Annual meeting and members' night.
Mid Hants Railway (Woking and Guildford regional group). St Nicholas Church Hall, Bury Street, Guildford GU2 4AW. 19.30. 'From Bank Manager to Train Driver': Alan Nichols.
Pennine Railway Society. Salutation Inn, South Parade, Doncaster DN1 2DR. 18.00. Visit to museum at Doncaster Grammar School followed by The Andy Dalby Memorial Slide Competition.
Warwickshire Railway Society. Lamp Tavern, Barford Street, Highgate, Birmingham B5 6AH. 19.30. 'A History of Salisbury as a Railway Junction': John Stevenson.

THURSDAY, MAY 7

Great Central Railway Society (Sheffield branch). The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 19.30. 'A Tribute to Tom Lewis, Railway Photographer': Paul Shackcloth.
Lutterworth Railway Society. United Reformed Church, George St, Lutterworth, Leics LE17 4EF. 19.30. 'Gloucestershire & Warwickshire Railway': Andrew Goodman.
RCTS. The Crown, Market Square, Stony Stratford, Milton Keynes. 19.30. 'Polish Main Line Steam in the 21st Century': Julian Worth.

FRIDAY, MAY 8

Great Western Society (GWS). Lawn Community Centre, Guildford Avenue, off Windsor Road, Lawn, Swindon, SN3 1JE. 19.15. 'The World of British Freight Traffic': Peter Tough.
Purbeck Railway Circle. Harmans Cross Village Hall, Haycrafts Lane, Harmans Cross, Dorset. 19.30. 'The Mid Hants Railway - The Watercress Line, Past and Present': Dave Waldren.
RCTS. County Hotel, Lancaster Road, Carnforth. 19.30. 'Mystery Photos from the RCTS Archive': John Broughton.
RCTS. Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 19.30. 'The Glasgow Underground – its History, Development and Future': Neil Gatenby.
SLS. The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle-upon-Tyne. 19.00. 'Beamish Tramway – the First 40 Years': Les Brunton.

SATURDAY, MAY 9

Bournemouth Railway Club. 'Avon Room', Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 14.30. 'Confessions of a Narrow-minded Enthusiast': Colin Brading.
Cornwall Railway Society. The Community Centre, Foundry Row, Redruth. 18.30. Photo competition and Roger Winnen's quiz

Ffestiniog Railway Society (Hants & Sussex area group).

Physic Garden, 16 High Street, Petersfield, Hants GU32 3JJ. 19.00. 'Railway Insignia': Steve Bigley.
RCTS. Great Western Hotel, Exeter St David's Station. 19.00. 'Raills to the Pacific North West': Dave Mitchell.
SLS. Kidderminster Railway Museum, adjoining SVR station. DY10 1QX. 14.00. TBA.

MONDAY, MAY 11

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. Penzance to Plymouth: R Binding.



The Cotswold-based Gloucestershire Warwickshire Railway is the topic of a talk by former plc director Andrew Goodman on May 7 at the Lutterworth Railway Society. Pictured is GWR 'Manor' No. 7820 *Dinmore Manor* rounding Chicken Curve, Winchcombe, towards Laverton with a mixed goods train on October 16, 2014. JACK BOSKETT

RCTS. Elwick Club, Church Road, Ashford. 19.30. 'Indian Hill Railways': David Brace.
RCTS. Bridge Ward Club, 68 Austin Street, Ipswich. 19.30. 'Freight on Britain's Railways – the Network Rail View': Andy Saunders.
Southern Electric Group (Sussex branch). Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'Europe Under the Wires': Tom Canneaux.
York Railway Circle. Library, Archbishop Holgate's School, Hull Road, York YO10 5ZA. 19.30. 'Black & White from 1960's': Robin Patrick.

TUESDAY, MAY 12

Enfield Transport Circle. First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middx EN2 6PJ. 20.00. 'London Midland Main Lines – 1958 to 1962': Kenneth Livermore (North British Locomotive Preservation Group).
GWS. BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG. 19.45. 'The 4709 Project': Richard Croucher.
LCGB (North London branch). Wood Green Social Club, 3 Stuart Crescent, London N22 5NJ (near Wood Green Tube station). 14.00. 'Travels with my Video Camera': Jim Pentney.
Pewsey Vale Railway Society. Woodborough Social Club Smithy Lane, Woodborough, Pewsey Wilts SN9 5PL. 19.45. '130 years of the Reading Railways Systems': Paul Joyce.
Wells Railway Fraternity. Wells Town Hall. 19.30. 'Swindon Works': Brian Arman.

WEDNESDAY, MAY 13

Basingstoke & District Railway Society. Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. 'Great Western - The Next 10 Years': Mike Hogg. First Great Western's projects and planning director.
Bradford Railway Circle. Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ. 19.30. 'Northern Rail': Pete Myers.
Bromsgrove Railway Club. St Godwald's Church Hall, Bromsgrove. 19.15. 'West Country Railways': Peter Triggs.
Oxfordshire Railway Society. Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LD. 19.30. 'My Railway Memories (Footplate 1956-62)': Alan Wills.
RCTS. Hitchin Christian Centre, Bedford Road, Hitchin. 19.30. 'A Fourth Colour Rail Journey (80% Steam)': Paul Chancellor.
RCTS. Old Church Rooms, Park Road, Radyr, Cardiff. 19.30. 'The Waverley Route': Ken Falconer.

THURSDAY, MAY 14

Bath Railway Society. Church Hall, St Mary's, Bathwick. Bath. 19.30. 'West Coast Main Line': Ron White.
Continental Railway Circle. St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 19.15. 'Worldwide Travels from the Chris Gammell Collection, including India, Indonesia, China and Cuba': Simon Colbeck.
Locomotive Club of Great Britain (LCGB [NW branch]). The Pied Bull Hotel, High Street, Newton-le-Willows. 19.30. Annual meeting, plus members & visitors slides and digital photos.
LCGB (St Albans branch). Chiswell Green United Reformed Church Hall, Watford Road, St Albans AL2 3HG. 19.30. Annual meeting, plus 'Railways of West Watford': Nigel Spate.

Monmouth Railway Society. Theatre A10, University of South Wales, City Campus, Usk Way, Newport, South Wales. 19.00. 'Brunel in South Wales – Part 1': Stephen Jones.
RCTS. The Arts Centre, 67 Westgate Road, Newcastle. 19.00. 'Black and White Scottish Scenes in the 50s and 60s': David Kelso.
Severn Valley Railway (Cheshire branch). Queens Hotel, Sunderland Street, Macclesfield SK11 6JW. 19.45. 'PSOV': Jauncey & Richards.

FRIDAY, MAY 15

Gosport Railway Society. The Methodist Church, Stoke Road, Gosport. 20.00. 'Railmotors, Push Pull Workings and Railway Halts': Brian Jackson.
GWS. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.45. 'Military Railways': Mike Walshaw.

MONDAY, MAY 18

Great Central Railway Society (Killamarsh branch). The Travellers Rest, Mansfield Road, High Moor, Killamarsh, Sheffield S21 2BW. 19.30. 'Railways to the Seaside': Godfrey Holmes.
Matlock Railway Club. The Duke William, 91 Church Street, Matlock, Derbyshire. 19.30. Annual meeting.
RCTS. Brighton Railway Model Club, London Road Station, Shaftsbury Place, Brighton. 19.30. 'The Pott's' – the Story of the PS&NW Joint Railway and SMR: Mike Slamo.
RCTS. Maudslay Hotel 190 Allesley Old Road, Coventry. 19.30. 'A 35 Year Miscellany, Ancient and Modern': Ian Reid.
RCTS. Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead. 19.30. Branch annual meeting, followed by members' presentation.
RCTS. West Oxford Democrats Club, 1 North Street, Osney, Oxford. 19.30. Branch annual meeting and members' slides.
RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield. 19.30. 'Looking Back': Hugh Gould.
Stafford Railway Society. Amasal Sports & Social Club, St Albans Road Industrial Estate, Stafford ST16 3DR. 19.30. 'Main Line Steam': Malcom Ranieri.
Wensleydale Railway (Northallerton branch). Northallerton Cricket Club, Farndale Avenue DL7 8SN. 19.30. Annual meeting, followed by 'The Season Ahead': Nigel Park (WR) and Ken Monkman (WRA).

TUESDAY, MAY 19

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Lost Railways of Lincolnshire': Alan Stennett.
Permanent Way Institution, West Yorkshire Section. Cosmopolitan Hotel, 2 Lower Briggate, Leeds, LS1 4AE. 18.30. 'A Railway Life': Gordon D Reed.
RCTS. Woking United Reformed Church, White Rose Lane, Woking. 19.15. 'Motive Power in the Late 1970's': Ian Baxter.

WEDNESDAY, MAY 20

Pennine Railway Society. Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. Slide presentation: Martin Bromley.
RCTS/Mid Hants Railway. Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. 'SS Shieldhall': Graham Mackenzie.
Thorncombe Rail Activities Club. Thorncombe Village Hall, Thorncombe, Chard TA20 4NE. 19.30. 'Maurice Deane on the Southern': Ian Bennett.

THURSDAY, MAY 21

Grantham Railway Society. St John's Church, Station Road East, Grantham NG31 6BX. 19.30. 'Photographing Trains Around the World': Robin Patrick.
Lutterworth Railway Society. United Reformed Church, George St, Lutterworth, Leics LE17 4EF. 19.30. 'D1015 Western Champion': R Williams.
Marlow & District Railway Society. Bourne End Community Centre, Bourne End, Bucks SL8 5SX. 19.45. 'History of Wolverton Works': Phil Marsh.
RCTS. The Coachman Hotel, Victoria Road, Darlington. 19.00. 'Railways in a Yorkshire Landscape': Stephen Gay.
RCTS. Saltaire Methodist Chapel, Saltaire Road, Shipley. 19.30. 'Modern Scenes – Last 10 Years': Steve Batty.

TUESDAY, MAY 26

RCTS. Methodist Church, junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 14.00. 'A History of the London Underground': Barry Lejeune.

WEDNESDAY, MAY 27

Basingstoke & District Railway Society. Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. 'More Confessions of a Narrow-minded Enthusiast': Colin Brading.
Bradford Railway Circle. Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ. 19.30. 'German & Austrian Steam 1969': Noel Coates.
RCTS. West Sussex County Hall, Chichester. 19.30. 'Scottish Steam 1950s and 1960s': David Kelso.

THURSDAY, MAY 28

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. Annual meeting, followed by '1970s Miscellany Part 3': Tim Speechley.

FRIDAY, MAY 29

GWS. Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS. 19.30. 'Didcot Developments III': Richard Antcliffe.
Railway Club of the New Forest. McClellan Hall, Community Centre, Cannon Street, Lymington. 19.30. 'Metropolitan Railway': Colin Brading.

MONDAY, JUNE 1

Mirfield Railway Enthusiasts' Society. Navigation Tavern, Station Road, Mirfield. 19.30. Members' night

TUESDAY, JUNE 2

Enfield Transport Circle. First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex. EN2 6PJ. 20.00. 'The Railways and the Suburbs': Michael Massey [M&GN Joint Railway Society].
RCTS. Beechen Grove Baptist Church, Clarendon Road, Watford. 19.00. 'The Network SouthEast Story': Chris Green.
Southern Electric Group/Light Rail Transit Association (South Hampshire branch). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. Members' slides.

WEDNESDAY, JUNE 3

Burton Railway Society. Marston's Social Club, Shobnall Road, Burton-upon-Trent DE14 2BG. 19.30. The Popular Annual Railway Quiz - 25th Anniversary: Chris Eaton & Dave Hoek.
Pennine Railway Society. Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. Slide presentation: Andy Barclay.

EXHIBITIONS

SATURDAY, MAY 9

The Original Larger Scale Model Railway Show, The Rivermede Centre, Reading RG1 8EQ. 10.00-4.30. Admission £9 (incl partner + children). More than 15 layouts, displays, demos (5 scale to 5in gauge), more than 70 trade stands, society stands, bring & buy, refreshments, disabled access and on-site parking. Details: www.alsrm.org.uk Contact: 01953 858080.

FILMS

THURSDAY, MAY 7

Railways Remembered. The Palace Theatre, Appletongate, Newark, Notts NG24 1JY. 19.30. 'Railways in Wartime': Rob Foxon. Box office: 01636 655755.

MONDAY, MAY 18

Railways Remembered/Peak Railway Association. Library Theatre, Tudor Square, Sheffield S1 1XZ. 19.30. 'Locospotting Days': Rob Foxon. Details: 0114 268 0948.

From The Railway Magazine archives

A look at our May 1915, 1965
and 1995 issues

100 years ago

CRIMSON LAKE GWR ENGINES:

In our September 1909 issue, reference was made to the fact that No. 2225, a Great Western tank engine of the 4-4-0 type, had been painted a light shade of crimson lake as an experiment. Subsequently, a large number of the small tank engines of the 0-4-2 and 0-6-0 types have been painted crimson, but a darker shade.

Officially this crimson colour has been described as 'brown', to match the colour of the motor trains which these engines work, but actually the two tints are quite distinct. Now a further change has been introduced, and one of the small 0-6-0 engines, originally a saddle-tank, rebuilt with pannier side tanks, has been painted a genuine brown, similar to that adopted on the London, Brighton & South Coast Railway.

THIRD CLASS PULLMANS: Hitherto, except for the fact that on the Caledonian Railway certain Pullman



The Lyme Regis section of the 'East Devon Rail Tour', topped-and-tailed by 41291 and 41206, crosses Carrington viaduct in 1965. See feature starting on page 20.

cars replace restaurant cars and are available for passengers of both classes for the purpose of obtaining meals and refreshments while travelling, these private-owned special vehicles have catered exclusively for first-class passengers.

The question of providing corresponding special accommodation for third-class travellers has for some time been considered by the Pullman Car Co Ltd, in conjunction with the London, Brighton & South Coast Railway, and we understand that several of the new cars are now under construction.

50 years ago

TINSLEY YARD NEAR COMPLETION:

Extension of the Manchester-Sheffield electrification system into Tinsley Marshalling Yard is due to be finished this summer, in conjunction with the completion of the yard. This further 16¾ miles of electrified line will extend from Woodburn Junction and Darnall Junction north-east over the

former Great Central line via Broughton Lane through the length of the yard as far as Catcliffe.

Freight trains from Tinsley yard via the Sheffield route to Manchester and the west will then be hauled from the start of their journey by electric locomotives, thereby avoiding the expense and time involved in changing power en route.

DRAWBACK OF 24-HOUR CLOCK:

Whatever our personal thoughts on the 24-hour clock may be, there is little doubt that confusion can arise late at night. Asking the time of the last train from Maidenhead to Cookham, a passenger was told "twenty to eleven" or, at least, it sounded like that.

The prospective passenger duly arrived at Maidenhead Station at 10.30 pm, only to find that he had missed it. The train had, in fact, left at 11 minutes past ten, or 22.11 by the 24-hr clock system.

Such a mistake can equally happen at, say, 22.10, 22.11 and 22.12 – but who is to say which party is at fault.

20 years ago

CLASS 92s ENTER TRAFFIC:

Outgoing BR chairman Sir Bob Reid carried out his last official duty at RfD Dollands Moor on March 17, when he officially launched the Class 92s into service on Anglo-French duties.

Since the class was introduced for test running in 1994, considerable time has been spent ironing out minor defects on these complicated machines to allow them to enter service.

In February this year, a small batch, Nos. 92018-023 were authorised for trial-running through the Channel Tunnel to obtain the required Inter-Governmental certification to allow them to be used on revenue-earning duties through the Tunnel. This was granted and the fleet was progressively launched into service from mid-February, with the formal introduction on March 17.

EARLY STEAM STUNS COMMUTERS:

Early morning commuters awaiting their trains at stations along the ex-LSW main line into Waterloo on Friday, March 24 were astonished to see the 06.50 from Woking speed past them - hauled by a 'Merchant Navy' Pacific!

The running of the first steam-hauled commuter train in Britain for 28 years was arranged by Woking Borough Council as part of its centenary celebrations, and also featured a return working in the evening, departing Waterloo at 19.09. The locomotive used for both runs was No. 35028 *Clan Line*.

Although there was a suspicion that the brakes were dragging on the return trip, both runs were made at an extremely lively pace.

The Llangollen Railway Classic Transport Weekend



BOOK ONLINE AT
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SATURDAY 4th & SUNDAY 5th JULY 2015
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Where to go for steam & classic traction in May & June

ABBEY PUMPING STATION

May 2, 26, June 6, 27-28
Corporation Road, Leicester LE4 5PX
(0116 299 51110). www.leicester.gov.uk/museums
Museum open Feb-Oct (13.00-16.30).
Events: May 2 Emergency Services Railway Day,
June 6 Teddy Bears' Picnic Railway Day,
27-28 Leicester's Vintage Festival.

ALDERNEY RAILWAY

May 3, 10, 17, 24-25, 31, June 7, 14, 21, 28
Braye Road station, Alderney, Channel Islands
GY9 3DA. www.alderneyrailway.com

ALFORD VALLEY RAILWAY

May 2-4, 9-10, 16-17, 23-24, 30-31
June 6-7, 13-14, 20-21, 27-28
Alford station, Alford, Leicestershire. 01975 564332.
www.alfordvalleyrailway.org.uk/timetables.asp

ALN VALLEY RAILWAY

May 3-4, 9-10, 17, 23-25, 26, 28, 31
June 7, 13-14, 20-21, 28
Lionheart Station, Alnwick, Northumberland
NE66 2EZ. www.alnvalleyrailway.co.uk
Information line 0300 030 3311.
Events: May 23-25 Steam Weekend,
June 20-21 Vintage & Classic Rally and Beer Festival.

AMBERLEY MUSEUM & HERITAGE CENTRE

Wednesday-Sunday (until November 1)
Houghton Bridge, Arundel, West Sussex BN18 9LT
(01798 831370). Open 10.00-17.30.
www.amberleyarrogauge.co.uk

AMERTON RAILWAY

May 2-4, 9-10, 16-17, 23-31
June 6-7, 13-14, 20-21, 27-28
Stowe-by-Chartley, Weston, Staffs ST18 0LA
(01785 850965). www.amertonrailway.co.uk
Events: June 20-21 Steam Gala.

APEDALE VALLEY LIGHT RAILWAY (home of the Moseley Railway Trust)

May 2-4, 9, 16-17, 23-25, 30-31
June 6, 13-14, 20-21, 27
Apedale Country Park, Newcastle-under-Lyme,
Staffordshire ST5 7LB (0845 0941953). www.avrl.org.uk
Events: May 16-17 Railway Gala.

ASHMANHAUGH LIGHT RAILWAY

May 3, June 7, July 5
East View Farm, Stone Lane, Ashmanhaugh, Norwich
NR12 8YW (01603 404263).
www.ashmanhaughlightrailway.co.uk

AUDLEY END MINIATURE RAILWAY

May 2-4, 9-10, 16-17, 23-31
June 6-7, 13-14, 20-21, 27-28
Saffron Walden, Essex CB11 4JL (01799 542134).
www.audley-end-railway.co.uk/
Events: May 25 Paddington Bear.

AVON VALLEY RAILWAY

May 2-4, 17, 23-31
June 3, 6-7, 10, 14, 17, 21, 24, 28
Biton station, Bath Road, Bilton BS30 6HD
(0117 932 5538/7296). www.avonvalleyrailway.org
Events: June 5-6 Bitton Beer Festival.
See website for dining trains.

BALA LAKE RAILWAY

May 2-7, 9-10, 12-14, 16-17, 19-21 23-31
June 2-4, 6-7, 9-11, 13-14, 16-18, 20-21, 23-25, 27-28
Llanowchllyn station, Gwynedd.
www.bala-lake-railway.co.uk
Events: May 23-25 Alice Days.

BARROW HILL ROUNDHOUSE RAILWAY CENTRE

May 2-3, 9-10, 14-17, 23-24, 30-31
June 6-7, 13-14, 20-21, 27-28
Campbell Drive, Barrow Hill, Chesterfield
(01246 472450). Open: 10.00-16.00.
www.barrowhill.org.uk
Events: May 14-16 Rail Ale 2015.

BARRY TOURIST RAILWAY

See website for running dates
The Station Buildings, Barry Island, South Wales
CF62 5TH (01446 748816).
www.barrytouristrailway.co.uk

BARTON HOUSE RAILWAY

May 17, 23, June 21
Barton House, Hartwell Road, Wroxham, Norfolk
NR12 8TL (01603 782470/72858).
www.bartonhouseairway.org.uk
Events: May 23 Strumpshaw Steam Rally.

BATTLEFIELD LINE

May 2-4, 9-10, 16-17, 23-27, 30-31
June 6-7, 13-14, 20-21, 27-28
Shackerstone station, Shackerstone, Leics CV13 6NW
(01827 880754). www.battlefieldline.co.uk
Station open most Sats and Suns (11.45-17.00)
and bank holidays.

BLUEBELL RAILWAY

Daily (until October 4)
Sheffield Park station, East Sussex (01825 720800).
www.bluebell-railway.co.uk
Events: See website for dining trains. May 2 Toy & Rail
Collectors' Fair, 9-10 Southern at War, 24 Track Trek,
June 27-28 Model Railway Weekend.

BODMIN & WENFORD RAILWAY

May 2-October 4
Bodmin General station, Cornwall (01208 73666).
www.bodminrailway.co.uk
Events: May 2-4 Steam Gala, 9-10 VE Day Jubilee,
June 13 Heritage Transport Festival, 27 Branch Line Day.

BO'NESS & KINNEIL RAILWAY

May 2-4, 9-10, 12, 16-17, 19, 23-24, 30-31
June 6-7, 13-14, 20-21, 27-28
Bo'ness station, Bo'ness, West Lothian EH51 9AQ
(01506 822298). www.srps.org.uk/railway
Events: May 16-17 Days Out With Thomas,
30-31 Mixed Traffic Gala.

BOWES RAILWAY

May 2-3, June 6-7 (open days)
Springwell Village, Gateshead, Tyne & Wear, NE9 7QJ
(0191 4161847). www.bowesrailway.co.uk
Site open all year Mon-Sat, trains operate on selected
Suns and special days.

BRECON MOUNTAIN RAILWAY

May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31
June 2-4, 6-7, 9-11, 13, September 17
Pant station, Merthyr Tydfil CF48 2UP
(01685 722988). www.breconmountainrailway.co.uk

BRESSINGHAM STEAM & GARDENS

Daily (11.00-16.00)
Bressingham Steam Experience, Diss
(01379 686960). www.bressingham.co.uk
Steam Days Wed-Sun, Bank Holiday Mondays and every
day in school holidays.

BRISTOL HARBOUR RAILWAY

See website for running dates
M Shed, Princes Wharf, Wapping Road, Bristol
BS1 4RN (0117 3526600). www.mshed.org
Museum open Tues-Fri (10.00-17.00),
weekends (10.00-18.00)

BUCKINGHAMSHIRE RAILWAY CENTRE

May 3-4, 10, 17, 24-25, 27, 30-31
June 7, 14, 21, 26-28
Quainton Road, Quainton, Aylesbury, Bucks HP22 4BY
(01296 655720). www.bucksrailcentre.org
Events: May 3-4 Steam Gala & Model Railway
Exhibition, 25 Bus Rally, June 26-28 Days Out
With Thomas.

BURE VALLEY RAILWAY

Daily (until November 1)
Aylsham station, Norwich Road, Aylsham, Norfolk
(01263 733858). www.bvrr.co.uk
Events: May 23-25 Everything Goes.

BURSDLEDON LIGHT RAILWAY (HNGRT)

May 3 (Cars, Trains, Bikes)
May 24 (Children's Fun Day)
Bursledon Brickworks Industrial Museum, Coal Park
Lane, Swanwick, Southampton SO31 7GW
(01489 576248). www.hngrt.org.uk

BURY TRANSPORT MUSEUM

Open Wednesday-Sunday (10.00-16.00)
Bolton Street, Bury, Lancs BL9 0EY (0161 763 4457).
www.eastlancsrailway.org.uk/burytransportmuseum
or email: transport.museum@east-lancs-ry.co.uk

CALEDONIAN RAILWAY

May 31, June 7, 14, 21, 28 (Steam Sunday)
The Station, Park Road, Brechin DD9 7AF
(01356 622992). www.caledonianrailway.com

CAMBRIAN HERITAGE RAILWAYS

Lyndcys: May 2-4, 9-10, 16-17, 23-25, 30-31; June 6-7, 13-14, 20-21, 27-28
Oswestry: May 2-4, 16, 24-25, 31; June 7, 14, 21, 28
Lyndcys South Station SY10 8BX and Suite 1, Cambrian
Visitor Centre, Oswald Road, Oswestry, Shropshire
SY11 1RE (01691 688763). www.cambrianrailways.com
Events: May 16 Heritage Transport Day.

CARNFORTH STATION VISITOR CENTRE

Daily (10.00-16.00)
Carnforth station, Lancashire LA5 9TR.
www.carnforthstation.co.uk

CHASEWATER RAILWAY

May 2-4, 9-10, 16-17, 23-25, 28, 30-31
June 6-7, 13-14, 20-21, 27-28
Chasewater Country Park, Pool Road, Brownhills, Staffs
(01543 412121). www.chasewater-railway.co.uk

CHICHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS

May 17, June 21
Blackberry Lane, off Bognor Road, East Chichester,
West Sussex PO19 7FS. www.cdsmc.co.uk

CHINNOR & PRINCES RISBOROUGH RAILWAY

May 3-4, 9-10, 16-17, 24-25, 30-31
June 6-7, 13-14, 21, 28
Chinnor station, Oxon OX39 4ER
(timetable 01844 353535). www.chinnor-railway.co.uk
Events: May 3-4 Teddy Bear Days, 24-25 Senior Half Price
Specials, 30 Free Railway Open Day.

CHOLSEY & WALLINGFORD RAILWAY

May 2-4, 24-25
June 6-7, 13, 21, 27-28
Wallingford station, Hithcroft Road, Wallingford
(01491 835067).
www.cholsey-wallingford-railway.com
Events: May 2-4 Double-Headed Steam, 16 Fish and
Chip Evening Train, June 27-28 Transport Weekend.

CHURNET VALLEY RAILWAY

May 2-4, 9-10, 16-17, 23-25, 27, 30-31
June 3, 6-7, 10, 13-14, 17, 20-21, 24, 27-28
Station Road, Cheddleton ST13 7EE (01538 750755).
www.churnet-valley-railway.co.uk
Events: May 23-25 Barney Buffers, June 6-7 Bus Rally
and Agricultural Days, 27-28 Anything Goes Weekend.

COLEFORD GREAT WESTERN RAILWAY MUSEUM

Open on Fridays, Saturdays and bank holidays (14.30-17.00)
The Old Railway Station, Railway Drive, Coleford, Gloucs
GL16 8RH (01594 833569/832032).
www.colefordgwr.150m.com/aboutus.html

COLNE VALLEY RAILWAY

May 2-4, 10, 17, 23-25, 27-28, 31
June 6-7, 13-14, 20-21, 28
Castle Hedingham, Essex CO9 3DZ (01787 461174).
www.colnevalleyrailway.co.uk

CORRIS RAILWAY

May 2-4, 10, 17, 23-25, 31
June 7, 14, 21, 28
Station Yard, Corris, Machynlleth SY20 9SH.
www.corris.co.uk

CREWE HERITAGE CENTRE

See website for opening dates
Vernon Way, Crewe CW1 2DB (01270 212130).
www.creweheritagecentre.co.uk

CRICH TRAMWAY VILLAGE

Daily
Matlock, Derbyshire DE4 5DP (01773 854321).
www.tramway.co.uk
Events: May 13 & 19 Horse Tram Days,
23-31 Beside the Seaside.

DARLINGTON RAILWAY MUSEUM HEAD OF STEAM

Open Wednesday-Sunday (11.00-15.30)
North Road Station, Darlington DL3 6ST.
(01325 460532).
www.darlington.gov.uk/culture/headofsteam

DARTMOUTH STEAM RAILWAY

Daily (until November 1)
Queens Park station, Torbay Road, Paignton TQ4 6AF
(01803 555872). www.dartmouthrailriver.co.uk

DEAN FOREST RAILWAY

May 2-4, 6, 10, 13, 17, 20, 23-25, 27, 30-31
June 3, 7, 10, 14, 17, 21, 24, 27-28
Norchard, Forest Road, Lydney (01594 845840).
www.deanforest-railway.co.uk
Events: May 30 Peppa Pig.

DERWENT VALLEY LIGHT RAILWAY

May 3-4, 10, 17, 24, 31
June 7, 14, 21, 28
Yorkshire Museum of Farming, Murton Park,
Murton Lane, Murton, York YO19 5UF
(telephone enquiries via Murton Park 01904 489966).
www.murtonpark.co.uk/the-railway/

DEVON RAILWAY CENTRE

May 2-4, 6-10, 13-17, 20-31
June 2-7, 9-14, 16-21, 23-28, 30-September 6
The Station, Bidelegh, Tiverton, Devon EX16 8RG
(01884 855671). www.devonrailwaycentre.co.uk
Events: May 23-25 Railway Rummage.

DIDCOT RAILWAY CENTRE

May 2-4, 9-10, 16-17, 23-September 13
Didcot, Oxon OX11 7JU (01235 817200).
www.didcotrailwaycentre.org.uk
Events: June 7 Transport Rally.

EAST ANGLIAN RAILWAY MUSEUM

Daily (10.00-16.30) for static viewing
Chappel station, Wakes Colne, Colchester CO6 2DS
(01206 242524). www.earm.co.uk
Events: May 3-4 Swinging Sixties, 24-25 Transport Day,
June 26-28 Cider Festival.

EAST KENT RAILWAY

May 2-4, 10, 17, 23-24, 31
June 7, 14, 21, 28

White Cliffs Colliery Line, Station Road, Shepherdswell,
Dover CT15 7PD (01304 832042).
www.eastkentrailway.co.uk/
Events: June 21 Multiple Unit Day.

EAST LANCASHIRE RAILWAY

May 1-10, 13-17, 20-31
June 3-7, 10-14, 17-21, 24-28
Bolton Street station, Bury, Lancs BL9 0EY
(0161 764 7790). www.east-lancs-ry.co.uk
Events: May 2-4 Days Out With Thomas,
23-25 1940s Weekend.

EASTLEIGH LAKESIDE STEAM RAILWAY

May 2-4, 9-10, 16-17, 23-31
June 6-7, 13-14, 20-21, 27-28
Lakeside Country Park, Wide Lane, Eastleigh,
Hampshire SO50 5PE (02380 612020).
www.steamtrain.co.uk
Events: May 24-25 Days Out With Thomas.

EAST SOMERSET RAILWAY

May 2-4, 9-10, 16-17, 23-25, 27, 30-31
June 3, 6-7, 10, 13-14, 17, 20-21, 24, 27-28
Cranmore station, Cranmore, Shepton Mallet, Somerset
BA4 4QP (01749 880417).
www.eastsomerset-railway.com

ECCELSBOURNE VALLEY RAILWAY

May 2-5, 7, 9-10, 12, 14, 16-17, 19, 21, 23-28, 30-31, June 2-4, 6-7, 9-11, 13-14, 16-18, 20-21, 23-25, 27-28, 30-July 2
Wirksworth station, off Coldwell Street, Wirksworth
DE4 4FB (01629 823076). www.e-v-r.com
Events: May 2-4 Rocks and Rails Weekend,
June 23-25 1950s Week.

ELECTRIC RAILWAY MUSEUM

See website for open days
Rowley Road, Baginton, Coventry CV3 4LE.
www.electricalrailwaymuseum.co.uk/

ELSECAR HERITAGE RAILWAY

May 1-4, 10, 17, 24-25, 31
June 7, 14, 21, 28
Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley
S74 8RH (01226 746746). Open daily for static viewing.
www.elsecar-railway.co.uk
Events: May 1-4 Barnsley CAMRA Beer Festival.

EMBSAY & BOLTON ABBEY STEAM RAILWAY

May 2-5, 9-10, 12, 16-17, 19, 23-26, 30-31
June 2-6, 9, 13-14, 16, 20-21, 23, 27-28, 30
Bolton Abbey station, Skipton, North Yorkshire
BD23 6AF (01756 710614).
www.embsayboltonabbeyrailway.org.uk
Events: May 2-4 Branchline Weekend.

EPHING ONGAR RAILWAY

May 2-4, 9-10, 16-17, 23-25, 27, 30-31
June 5-7, 13-14, 20-21, 27-28
Ongar station, Station Approach, Ongar, Essex
CM5 9BN (01277 365200). <http://eorarailway.co.uk/>
Events: May 3-23 Paddington Visits, June 5-7 Western
Steam Gala, 13-14 1940s Weekend.

EVESHAM VALE LIGHT RAILWAY

May 2-4, 9-10, 16-17, 23-31
June 6-7, 13-14, 20-21, 27-28
Evesham Country Park, Twyford, Evesham, Worcs
WR11 4TP (01386 422262). www.evlr.co.uk

EXBURY GARDENS RAILWAY

Daily (10.00-17.00)
Exbury Gardens, Southampton SO45 1AZ
(023 8089 1203). www.exbury.co.uk

FAIRBOURNE RAILWAY

May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31
June 2-4, 6-7, 9-11, 13-14, 16-18, 20-21, 23-25, 27-28, 30-July 2
Beach Road, Fairbourne, Gwynedd LL38 2EX
(01341 250362). www.fairbourne-railway.com

FFESTINIOG RAILWAY

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KIRKLEES LIGHT RAILWAY

May 2-4, 9-10, 16-17, 23-September 2
Clayton West station, Huddersfield (01484 865772).
www.kirkleeslightrailway.com
Events: May 16-17 Days Out With Thomas,
June 6-7 Olly Owl's Big Weekend.

LAKESIDE & HAVERTHWAITE RAILWAY

Daily (until November 1)
Haverthwaite station, Ulverston, Cumbria LA12 8AL
(01539 531594). www.lakesiderailway.co.uk

LAPPA VALLEY STEAM RAILWAY

Daily (until November 1)
St Newlyn East, Newquay, Cornwall (01872 510317).
www.lappavalley.co.uk

LARTIGUE MONORAIL

May 2-September 12
John B Keane Road, Listowel, Co Kerry, Ireland
(00 353(0) 6824393). Open: 14.00-16.00.
www.lartiguemonorail.com

LAUNCESTON STEAM RAILWAY

Daily 17-22, 24-29, 31-June 2, 7-9, 14-16, 21-23, 28-July 3
St Thomas Road, Launceston, Cornwall PL15 8DA
(01825 750515). www.launcestonsteam.co.uk

LAVENDER LINE

May 3-4, 10, 17, 24-25, 31
June 7, 14, 21, 28
Isfield station, Uckfield, East Sussex TN22 5XB
(01825 750515). www.lavender-line.co.uk

LEADHILLS & WANLOCKHEAD RAILWAY

May 2-3, 9-10, 16-17, 23-24, 30-31
June 6-7, 13-14, 20-21, 27-28
Lowthers Railway Society, The Station, Leadhills,
Lanarkshire ML12 6XS. www.leadhillsrailway.co.uk/
Events: June 13-14 Teddy Bears' Picnic.

LEIGHTON BUZZARD RAILWAY

May 2-4, 10, 16-17, 23-25, 27, 31
June 3, 7, 10, 14, 17, 21, 24, 28
Page's Park station, Billington Road,
Leighton Buzzard LU7 4TN (01525 373888).
www.buzzardrail.co.uk

LINCOLNSHIRE COAST LIGHT RAILWAY

May 2, 23-24, July 25
Skegness Water Leisure Park, Walls Lane, Ingoldmells,
Skegness.
www.lincolnshire-coast-light-railway.co.uk

LINCOLNSHIRE WOLDS RAILWAY

May 3-4, 24-25, June 14, 21, 28
Ludborough station, Grimby DN35 5QS
(01507 363881). www.lincolnshirewoldsrailway.co.uk
Events: May 24-25 Teddy Bears' Weekend.

LLANBERIS LAKE RAILWAY

May 1-8, 10-15, 17-September 4
Gillfach Ddu, Llanberis, Caernarfon, Gwynedd
LL55 4TY (01286 870549). www.lake-railway.co.uk

LLANGOLLEN RAILWAY

Daily (until October 4)
The Station, Abbey Road, Llangollen LL20 8SN
(01978 860979). www.llangollen-railway.co.uk
Events: May 9-10 Teddy Bears' Picnic, 30-31 150th
Anniversary Weekend, June 20-21 Heritage Railcar Gala.

LOCOMOTION: THE NRM AT SHILDON

Daily (10.00-16.00)
Shildon, Co Durham. Free admission (01388 777999).
www.nrm.org.uk

LONDON TRANSPORT MUSEUM

Daily
Covent Garden Piazza, London WC2E 7BB (020 7565
7299 - 24-hour recorded information; 020 7379 6344 -
switchboard). www.ltmuseum.co.uk

LONDON TRANSPORT MUSEUM DEPOT

See website for open weekends and guided tours
2 Museum Way, 118-120 Gurnersbury Lane,
London W3. www.ltmuseum.co.uk
Tickets for guided tours (11.00 and 14.00) must be
pre-booked - book online or telephone the booking
office on 020 7565 7298.

LYNTON & BARNSTAPLE RAILWAY

May 2-7, 9-10, 12-14, 16-17, 19-21, 23-October 4
Woody Bay station, Parracombe, Devon EX31 4RA
(01598 763487). www.lynton-rail.co.uk
Events: May 9-10 Spring Vintage Weekend.

MANGAPPS RAILWAY MUSEUM

May 2-4, 9-10, 16-17, 23-25, 30-31
June 6-7, 13-14, 20-21, 27-28
Southminster Road, Burnham-on-Crouch, Essex
(01621 784898). www.mangapps.co.uk

MANX ELECTRIC RAILWAY

Daily (until November 8)
Douglas, Isle of Man. www.manxelectricrailway.co.uk

MAUD RAILWAY MUSEUM

Open noon-16.00 (ring museum to confirm)

Station Road, Maud, Aberdeenshire AB42 5LY
(01771 622906). Enquiries to bdp@scotmail.net

MIDDLETON RAILWAY

May 2-4, 9-10, 16-17, 23-25, 27, 30-31
June 6-7, 13-14, 20-21, 27-28
The Middleton Railway Trust Ltd, The Station,
Moor Road, Hunslet, Leeds LS10 2JQ
(0113 271 0320). www.middletonrailway.org.uk
Events: June 27-28 Model Railway Exhibition.

MID-HANTS RAILWAY

May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31
June 2-4, 6-7, 9-11, 13-14, 16-18, 20-21, 23-25, 27-28, 30-July 2
The Station, Alresford, Hants SO24 9JG
(01962 733810). www.watercressline.co.uk
Events: May 17 Watercress Festival, 26-29 Peppa Pig,
June 20-21 War on the Line.

MIDLAND RAILWAY-BUTTERLEY

May 2-4, 9-10, 16-17, 23-31
June 6-7, 13-14, 20-21, 27-28
Butterley Station, Ripley, Derbyshire (01773 747674).
www.midlandrailway-butterley.co.uk
Events: May 2-4 Vintage Trains, 23-26 Friendly Engines,
June 13-14 Diesel Weekend, 20-21 1940s Weekend.

MID-NORFOLK RAILWAY

May 2-4, 6, 9-10, 13, 16-17, 20, 23-25, 27-28, 30-31, June 3-4, 6-7, 10-11, 13-14, 17, 19-21, 24-25, 27-28
Station Road, Dereham, Norfolk (01362 690633).
www.mnr.co.uk Events: May 23-25 1980s Weekend,
June 19-21 Steam Gala.

MID-SUFFOLK LIGHT RAILWAY

May 3-4, 24-25, 31, June 7, 14, 21, 28
Brookford station, Wetheringsett, Stowmarket
IP14 5PW (0149 766899). www.msrl.co.uk
Events: May 3-4 Middy in the War Years.

MONKWEARMOUTH STATION MUSEUM

Daily (Monday-Saturday, 10.00-17.00; Sunday, 14.00-17.00)
North Bridge Street, Sunderland SR5 1AP
(0191 567 7075). www.tvmuseums.org.uk/monkwearmouth
Free admission.

MUSEUM OF RAIL TRAVEL

Daily (11.00-16.00)
Ingrow Railway Centre (on A629 Keighley-Halifax
road), South Street, Keighley, West Yorkshire
BD21 5AX (01535 680425).
www.ingrowrailwaycentre.co.uk

MUSEUM OF SCIENCE AND INDUSTRY

Daily (10.00-17.00)
Liverpool Road, Castlefield, Manchester M3 4FP
(0161 832 2244). www.mosi.org.uk Free admission.

NATIONAL COAL MINING MUSEUM

Daily (10.00-17.00)
Caphose Colliery, New Road, Overton, Wakefield
WF4 4RH (01924 488806).
www.ncm.org.uk Free admission.

NATIONAL RAILWAY MUSEUM

Daily (10.00-18.00)
Leeman Road, York (0844 8153 139). www.nrm.org.uk
Free admission.

NENE VALLEY RAILWAY

May 2-4, 6, 9-10, 13, 16-17, 20, 23-28, 30-31
June 3-4, 6-7, 10, 13-14, 17, 20-21, 24, 27-28

Wansford station, Stibbington, Peterborough
(01780 784444). www.nvr.co.uk
Events: June 13 Steam'n' Blues XIV - The Final Whistle.

NORTHAMPTON & LAMPOR T RAILWAY

May 2-4, 10, 17, 23-25, 31
June 7, 14, 21, 28
Brampton station, Chapel Brampton, Northants
NN6 8BA (01604 820327). www.nlr.co.uk
Events: May 2-4 Teddy Bears' Weekend.

NORTH NORFOLK RAILWAY

Daily (until November 1)
The Station, Sheringham NR26 8RA (01263 820800).
www.nnrailway.co.uk
Events: May 2-4 Days Out With Thomas,
24-25 Dad's Army Live, June 12-14 Diesel Gala

NORTH YORKSHIRE MOORS RAILWAY

Daily (until November 1)
Pickering station Y018 7AU (01751 472508).
www.nymr.co.uk Events: May 23-31 Wizard of Oz
Tracker Jack Trail, June 13-14 Swinging Sixties.

OLD KILN LIGHT RAILWAY

See website for running dates
Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey
GU10 2DL. www.oldkilnlightrailway.com

PEAK RAIL

May 2-6, 9-10, 12-13, 16-17, 19-20, 23-27, 30-31, June 2-3, 6-7, 9-10, 13-14, 16-17, 20-21, 23-24, 27-28, 30
Matlock station, Derbyshire DE4 3NA
(01629 580381). www.peakrail.co.uk
Events: June 21 Peak Park Preserved Bus Gathering.

PERRYGROVE RAILWAY

May 2-5, 9-10, 12, 16-17, 19, 23-31
June 6-7, 13-14, 20-21, 27-28
Perrygrove Road, Coleford, Gloucs GL16 8QB
(01594 834991). www.perrygrove.co.uk

PONTPOOL & BLAENAVON RAILWAY

May 2-4 (1960s Mixed Traction Weekend), May 23-25 (Teddy Bears' Picnic)
Off B4248 between Blaenavon and Brynmawr
www.pontpool-and-blaenavon.co.uk

RAVENGLASS & ESKDALE RAILWAY

Daily (until November 1)
Ravenglass, Cumbria (01229 717171).
www.ravenglass-railway.co.uk

RHIW VALLEY LIGHT RAILWAY

May 23-24, June 6-7, July 4-5
Manafon, Bernew, Powys. www.rvlr.co.uk

RHYL MINIATURE RAILWAY

May 2-4, 9-10, 16-17, 23-31
June 5-7, 12-14, 19-21, 26-28
Central Station, Marine Lake, Wellington Road, Rhyll
LL18 1LN (01352 759109).
www.rhyminiaturerailway.co.uk/
Events: May 23-25 Wizard Weekend.

RIBBLE STEAM RAILWAY

May 2-4, 9-10, 16-17, 23-25, 30-31
June 6-7, 13-14, 20-21, 27-28
Albert Edward Dock, Riversway Docklands, Preston.
www.ribblesteam.co.uk
Events: May 2-4 Friendly Engines, 16-17 Anything Goes -
Deltic's 60th Birthday, 23-25 Teddy Bears' Party,
June 20-21 Models Weekend & Classic Vehicles.

ROMNEY, HYTHE & DYMCURCH RAILWAY

Daily (until November 1)
New Romney station, Kent (01797 362353/6).
www.rhdt.org.uk

RUDYARD LAKE RAILWAY

May 2-4, 9-10, 16-17, 23-31
June 3, 6-7, 10, 13-14, 17, 20-21, 24, 27-28
Rudyard station, Rudyard Road, Rudyard, Leek, Staffs
ST13 8PF (01538 306704). www.rlrs.org

RUSHDEN, HIGHAM AND WELLINGBOROUGH RAILWAY

Open most Fridays (14.00-16.00), Saturday (10.00-16.00), and Sunday (10.00-16.00)
Rushden Transport Museum, Rushden station,
Station Approach, Rushden, Northants NN10 0AW
(01933 353111). www.rhts.co.uk

RUTLAND RAILWAY MUSEUM — ROCKS BY RAIL

May 17, June 21
Ashwell Road, Gotesmore, Oakham LE15 7BX
(01572 813203 or 01780 764118 after 16.00).
www.rocks-by-rail.org/
General opening hours on Tuesday, Thursday and
Sunday: 10.00-17.00 (last admission 16.00).

SCOTTISH INDUSTRIAL RAILWAY CENTRE

(operated by the Ayrshire Railway Preservation Group)
May 24-25, June 28, July 5, 12, 19, 26
Dunaskin Heritage Centre, Dalmeilington Road,
Waterside, Patna, Ayrshire, KA6 7JF (01292 313579
evenings and weekends). www.arpg.org.uk

SEVERN VALLEY RAILWAY

May 1-October 4
Bewdley, Worcs DY12 1BG (01299 403816).
www.svr.co.uk
Events: June 27-28, July 4-5 Step back to the 1940s.
Check website for details of dining opportunities.

SHIPLEY GLEN TRAMWAY

May 2-3, 9-10, 16-17, 23-24, 30-31
June 6-7, 13-14, 20-21, 27-28
Prod Lane, Baildon, West Yorkshire, BD17 5BN
(07773 001250). www.shipleyglentramway.co.uk/

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

May 3-4, 10, 17, 24-25, 31
June 7, 14, 21, 28
Viaduct station, Sittingbourne, Kent ME10 2DZ
(01795 424899). www.skrlr.net
Events: May 3-4 Jack the Station Cat and Edward Bear
Weekend, June 14 Community Day.

SNAEFFELL MOUNTAIN RAILWAY

Daily (until November 8)
Laxey station, Snaefell, Isle of Man (01624 675222).
www.ionbusandrail.info/events

SNOWDON MOUNTAIN RAILWAY

Daily (until November 1)
Llanberis, Gwynedd LL55 4TF (0844 493 8120).
www.snowdonrailway.co.uk

SOMERSET & DORSET RAILWAY

Open Sundays (10.00-16.00) and Mondays (13.00-16.00)
Midsomer Norton South station, Silver Street,

Midsomer Norton, Avon BA3 2EY (01761 411221).
www.sdrj.co.uk

SOUTH DEVON RAILWAY

Daily (until November 1)
The Station, Buckfastleigh, Devon (0845 345 1420).
www.southdevonrailway.org.uk
Events: May 2-4 Days Out With Thomas, 22-25 1960s
Mixed Traction Weekend, 29 Teddy Bears' Picnic,
June 20-21 Model & Miniature Weekend.

SOUTH TYNEDALE RAILWAY

May 1-5, 7, 9-10, 12, 14, 16-17, 19, 21, 23-31
June 2, 4, 6-7, 9, 11, 13-14, 16, 18, 20-21, 23, 25, 27-28, 30
The Station, Alston, Cumbria CA9 3JB
(01434 381696; Talking timetable 01434 382828).
www.south-tynedale-railway.org.uk/

SPA VALLEY RAILWAY

May 2-4, 9-10, 16-17, 23-25, 30-31
June 6-7, 13-14, 20-21, 27-28
West Station, Royal Tunbridge Wells, Kent TN2 5QY
(01892 537715). www.spavalleyrailway.co.uk/
Events: May 17 Peppa Pig.
See website for details of dining trains.

ST ALBANS SOUTH SIGNALBOX

May 10, 24, June 14, 28, July 12, 26
Ridgmont Road, St Albans AL1 3AJ. www.sigbox.co.uk
Open: 14.00-17.00.

STATFOLD BARN RAILWAYS

June 6, September 12 (Enthusiasts' Day)
The private railway at Tamworth, Staffordshire, is not
open to the public. Interested readers may apply for an
invitation to enthusiasts' days.
More details: www.statfoldbarnrailway.co.uk/

STEAM — RAILWAY MUSEUM OF THE GWR

Daily (10.00-17.00)
Kemble Drive, Swindon SN2 2TA (01793 466646).
www.steam-museum.org.uk
The library and archive is open Mon-Fri (10.00-16.00)
by appointment only (01793 466607).

STEEPLE GRANGE LIGHT RAILWAY

May 2-4, 10, 17, 23-25, 31, June 7, 14, 21, 28
Steeplehouse station, Old Porter Lane, Wirksworth,
Derbyshire (DE4 4LS for sat navs) (07769 802587).
www.steeplegrange.co.uk Events: May 2-4 Rocks and
Rails Weekend, 23-25 Friendly Engines.

STEPHENSON RAILWAY MUSEUM

May 3, 10, 17, 24, 31, June 7, 14, 21, 28
North Tyneside Steam Railway Association,
Middle Engine Lane, West Chirton, North Shields
NE29 8DX (0191 2007146). www.ntrsa.org.uk

STRATHSPEY RAILWAY

May 2-4, 6-7, 9-10, 13-14, 16-17, 20-21, 23-24, 27-28, 30-31, June 2, 4, 6-7, 9-11, 13-14, 16-18, 20-21, 22-24, 27-28, 30-August 31
Aviemore station, Dalfaber Road, Aviemore,
Inverness-shire (01479 810725).
www.strathspeyrailway.co.uk

SUTTON HALL RAILWAY

Ring railway for running days
Tabors Farm, Sutton Hall, Shogland Road, Rochford,
Essex SS4 1LQ (01702 334337).

SWANAGE RAILWAY

Daily (until November 1)
Swanage station, Dorset BH19 1HB (01929 425800).
www.swanagerailway.co.uk
Events: May 8-10 Diesel Gala, June 20 The 60s Express.
(01793 7771615).

SWINDON & CRICKLADE RAILWAY

May 2-4, 9-10, 16-17, 23-25, 27
June 6-7, 13-14, 19-21, 27-28
Tadpole Lane, Blunsdon, Swindon SN25 2DA
(01793 7771615).
www.swindon-cricklade-railway.org
Events: May 2-4, June 6-7 Kids Go Free Weekend,
May 23-25 Real Ale & Cider Festival.

TALYLLYN RAILWAY

Daily (until November 1)
Wharf station, Tynwy, Gwynedd LL36 9EY
(01654 710472). www.talyllyn.co.uk
Museum open: 10.00-14.00.

TANAT VALLEY LIGHT RAILWAY

See website for opening times
Nant Mawr Visitor Centre, Rednal, West Felton,
Oswestry, Shropshire SY10 9HW (01948 781079).
www.tvlr.co.uk

TANFIELD RAILWAY

May 3-4, 10, 16-17, 24-25, 31
June 6-7, 13-14, 20-21, 27-28
Marley Hill Engine Shed, Old Marley Hill, Gateshead,
Tyne & Wear NE16 5ET (for sat navs)
(0845 463 4938). www.tanfield-railway.co.uk
Events: June 20-21 Legends of Industry,
28 Tanfield Markets.

TARKA VALLEY RAILWAY GROUP

See website for activities
Torrington Station/The Puffing Billy, Station Hill,

Great Torrington, Devon EX38 8JD. (07881 905260)
www.tarkavalleyrailway.co.uk

TEIFI VALLEY RAILWAY

See website for running dates
Henllan station, Henllan, Llandysul SA44 5TD
(01559 371077). www.teifivalleyrailway.org

TELFORD STEAM RAILWAY

See website for reopening date
Old Loco Shed, Bridge Road, Horsehay, Telford
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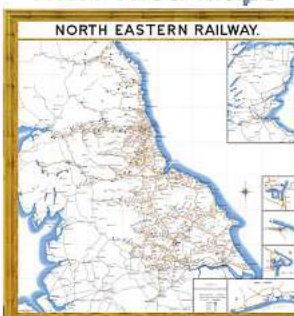
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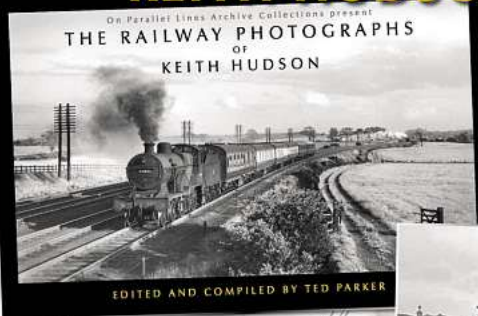
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Sunday 20th September
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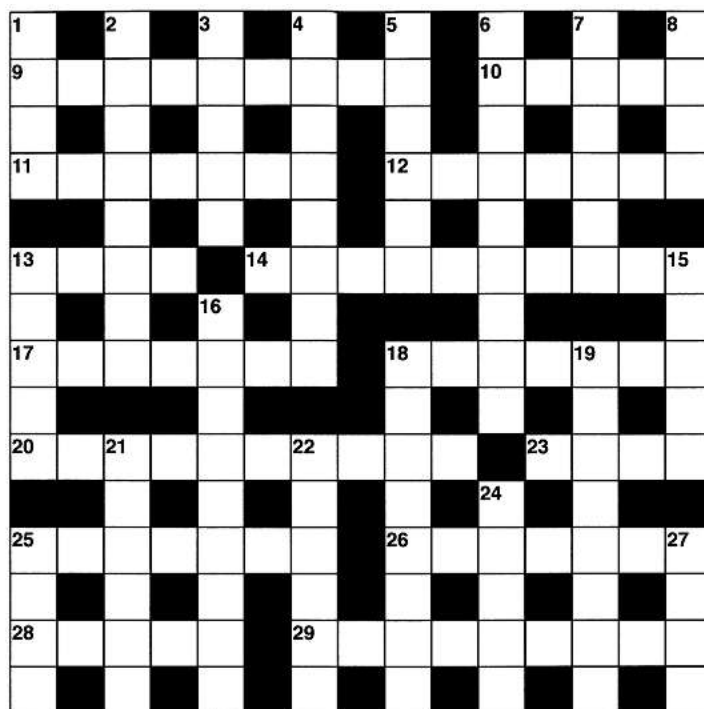
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■ Puzzle compiled by WILL ADAMS

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

Across

- 9 No. D215 (9)
- 10 Station between Sheffield and Stockport (5)
- 11 Colin T ___, celebrated railway photographer (7)
- 12 and 13 Intermediate station on the Watford Junction-St Albans Abbey branch (7,4)
- 14 Town with a Bank Quay station, and Dallam and Arpley steam sheds (10)
- 17 Great ___, intermediate station on the Wolverton-Newport Pagnell branch (7)
- 18 Station approached from the east through the picturesque Sydney Gardens (4,3)
- 20 *Clan* ___, BR No. 72007 (10)
- 23 Location with Hull & Barnsley and GCR stations, and a large GCR concentration yard (4)
- 25 Station on the Exmouth branch (7)
- 26 Former station on the LSWR Turnchapel branch (7)
- 28 EM1 electric No. 26054 (5)
- 29 ___ Junctions, at the south end of the West London Extension Railway, near Clapham Junction (9)



Down

- 1 *Earl* ___, 'Britannia' No. 70044 (4)
- 2 Keith & ___ Railway, heritage line (8)
- 3 *Blair* ___, A3 No. 60058 (5)
- 4 Station between Rochester and Maidstone West (8)
- 5 Rye & ___ Railway (6)
- 6 *County of* ___, GWR No. 1019 (9)
- 7 and 18 down Station on the 'Battlefield Line' (6,8)
- 8 England's highest main-line station (4)
- 13 George Stephenson's birthplace on the Newcastle-Carlisle line (5)
- 15 ___ & Brecon Railway (5)
- 16 '___ Line', branding for the Nottingham-Mansfield-Worksop route (5,4)
- 18 See 7 down
- 19 Station and viaduct on the NER Redcar-Whitby coastal line (8)
- 21 'Jubilee' No. 45605 (6)
- 22 Circle and District Line station between Blackfriars and Embankment (6)
- 24 ___ Bridge, last station before Boat of Garten on the GNoSR line from Craigellachie (5)
- 25 BR computerised control system fully introduced in 1973-75 (4)
- 27 ___ Park, station on the GER Palace Gates branch (4)

May crossword entry form

Name

Address

.....Postcode

Tel

Email

Send completed form (photocopies are accepted) to: May Crossword Quiz, The Railway Magazine, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle LN9 6JR. Open to UK entrants only. Winners will be announced in the July 2015 issue. The winners will be the senders of the first all-correct solutions opened in our office.

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Solution to the March issue.

Across: 7 Ramillies 8 Garth 10 Llanbedr 11 Austin 12 Alne 13 Tyne Dock 15 Baghill 17 Edstone 20 Kinnaber 22 Side 25 Etarre 26 Sprinter 27 Ocean 28 Kitchener

Down: 1 Hayle 2 Signal 3 Bluebell 4 Penrith 5 Passed at 6 St Vincent 9 Carn 14 Tavistock 16 Honor Oak 18 District 19 Arisaig 21 Brea 23 Danger 24 Seven

March winner: Graham Hancock, Winton, Dorset.

Runners-up: Bob Bickerstaff, Strete, Devon; Bob Horner, Leighton Buzzard, Beds.

The closing date for this month's crossword is June 5, 2015.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only



OUR mystery picture last month, supplied by Sophie Milner, showed the glazed platform directional signs in the subway that connects the main concourse with platforms 1 to 7 at Cardiff Central station. The station is Grade II-listed and is considered to be the most complete 1930s

GWR station in existence, featuring a booking hall constructed in Portland stone with art deco light fittings, topped by a clock cupola.



Now, do you recognise the station at which the Birmingham RC&W Type 2 is waiting for departure? Answer next month.

Next month

The June issue will be on sale on June 3. Thank you for choosing *The Railway Magazine*

00 Gauge (1:76)

Bachmann Branchline - Steam locos



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) **NEW** £93.46



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem **NEW** £93.46



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest **NEW** £93.46

Wagons



37-529A 20 ton brake van in LNER oxide **NEW** £20.36
37-530 20 ton brake van in BR grey - weathered **NEW** £20.83
37-531 20 ton brake van in BR bauxite - weathered **NEW** £20.83
37-532 20 ton brake van CAP/2TV in BR bauxite **NEW** £20.36
38-750 Long Tube Wagon BR bauxite (previously announced as BR grey) **NEW** £22.91



38-751 Long Tube Wagon BR Bauxite (Early) **NEW** £22.06
38-752 Long Tube Wagon BR Bauxite (Late) **NEW** £22.06

Base Toys - Buses

B112A Bristol Lodekka LD5G Closed Platform 'Eastern Counties' - Route: Circular, Service, 239 (Circa 1954 - 1971) **NEW** £21
B112B Bristol Lodekka LD5G Closed Platform 'Eastern Counties' - Route: 216 (Circa 1955 - 1972) **NEW** £21

Dapol - Wagons

4F-013-011 Gunpowder Van GWR W105762 **NEW** £9



4F-013-012 Gunpowder Van GWR W105762 - weathered **NEW** £10
4F-017-013 Lime Wagon Glan - Yr - Afon **NEW** £9
4F-031-017 6 Wheel Milk Tanker Express Dairy 'E' **NEW** £13
4F-031-018 6 Wheel Milk Tanker Express Dairy 'E' - weathered **NEW** £14

EFE - Buses

18014EFE Daimler MCW Fleetline 'Greater Manchester Transport' **NEW** £26.50
23323 AEC RF Coach 'Valiant / Silverline' **NEW** £26.50



27318EFE Leyland TD1 'Wilts & Dorset' **NEW** £26.50



28011EFE Daimler DMS 1 door 'West Midlands P.T.E.' **NEW** £26.50

NEW



28824 Leyland Titan 2 door 'London Transport' **NEW** £26.50
36903EFE Park Royal Regent V 'East Kent N.B.C.' **NEW** £26.50

Hornby - Steam locos



R3086 Class A1 'Flying Scotsman' in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (list £82.49) **BARGAIN** £64



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR black early emblem & tender (list £139.99) **BARGAIN** £105

Train packs



R3220 Tyseley Connection train pack Hall Class 'Pitchford Hall' in GWR green & 3 Mk1 coaches in chocolate and cream (list £199.99) **BARGAIN** £149

Electric locos



R3347 Class 92 92019 'Wagner' in Railfreight/EWS **NEW** £74.06

HSTs



R3270 Class 43 twin pack - Midland Mainline HST in teal green **NEW** £194.70

EMUs



R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar **NEW** £157.40



R1169 Tornado Pullman Express train set Class A1 4-6-2 60163 'Tornado' & 3 Pullman cars (list £150) **BARGAIN** £93

Coaches



R4590 Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack **NEW** £41.66
R4619 BR Maroon Mk1 BG full brake/parcels coach (list £24.99) **BARGAIN** £19



R4620 BR crimson and cream Mk1 SO second open (list £24.99) **BARGAIN** £19



R4621 BR maroon Mk1 TSO tourist second open (list £24.99) **BARGAIN** £19



R4642 BR chocolate & cream Mk1 BG full brake/parcels coach (list £24.99) **BARGAIN** £19



R4643 BR maroon Mk1 SO second open (list £24.99) **BARGAIN** £19



R4644 BR chocolate and cream Mk1 TSO tourist second open (list £24.99) **BARGAIN** £19



R4676 BR Mk3 Intercity Coach Pack x 3 **NEW** £92.58

Wagons



R6625 GWR Mogo Van (list £11.49) **BARGAIN** £9



R6678A LMS Horse Box '42409' **NEW** £18.51



R6713A BR Vent Van Bauxite Triple Pack **NEW** £25.92



R6717 Hornby Wagon 2015 Conflat and Container **NEW** £9.25



R6706 3 x open wagons - S C Ruffley, Sodor Scrap & brake van (Thomas the Tank Engine) (list £34.99) **BARGAIN** £14

Oxford Diecast - Cars



76MC003 Mini Coupe Chilli Red/Black **NEW** £4.75



76REL004 Reliant Regal Honey Beige **NEW** £4.45



76R004 Rover P6 Paprika **NEW** £4.45



76SET17C Land Rover 5 piece Set **NEW** £21



76SET32 5 Piece Land Rover Set I/II/Disco/Defender/Freelander **NEW** £19



76DEF013 Land Rover Defender Station Wagon RAF **NEW** £4.75



76LAN180000 Land Rover Series 1 80" Canvas 34th Light AA Reg. RAF Firdan **NEW** £5

Public Service vehicles



76F8005 Dennis F8 Devon Fire Brigade **NEW** £11

N Gauge

Dapol - Diesel locos

2D-013-053 Class 27 diesel D5360 BR green small yellow panel (Dummy) **NEW** £33



2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk 3 coaches **NEW** £135

Graham Farish - Diesel locos



371-604 Class 42 Warship diesel D832 'Onslaught' in BR green (as preserved) **NEW** £100.26



371-605 Class 42 Warship diesel 810 'Cockade' in BR blue, weathered **NEW** £106.21



VA10812 Ford Capri Mk3 2.8 injection, Forest Green and Crystal Green (list £22.99) **BARGAIN** £14



VA13105 Vauxhall Cavalier GSI, David Leslie & Ecurie Ecosse Team, 1993 Auto Trader RAC British Touring Car Championship (list £26.99) **BARGAIN** £16



VA13600 VW Golf Mk2 GTI 16V Tornado red **NEW** £14

O Gauge (1:43)

Corgi Collectables - Cars



VA10812 Ford Capri Mk3 2.8 injection, Forest Green and Crystal Green (list £22.99) **BARGAIN** £14



VA13105 Vauxhall Cavalier GSI, David Leslie & Ecurie Ecosse Team, 1993 Auto Trader RAC British Touring Car Championship (list £26.99) **BARGAIN** £16



VA13600 VW Golf Mk2 GTI 16V Tornado red **NEW** £14



VA13700 BMW (E30) Alpina C2.5 Convertible, Brilliant Red (list £22.99) **BARGAIN** £14

Oxford Diecast - Cars



43AK016 Austin 3 Way British Rail **NEW** £11



43BN6001 Bentley MK VI Ivo Peters **NEW** £18

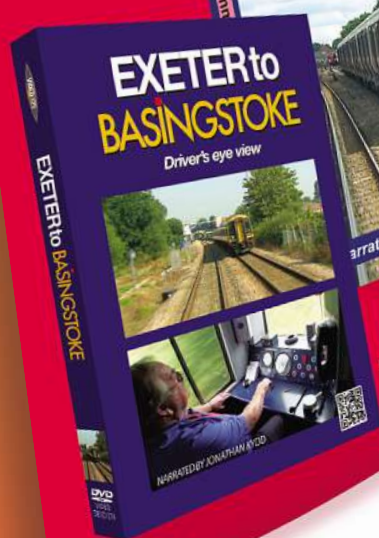


43HT003 Healey Tickford Pale Blue **NEW** £19

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