

**STEAM OFF THE BEATEN TRACK: YOUR SIGHTINGS**

# The RAILWAY

BRITAIN'S TOP-SELLING RAIL TITLE

April 2015

Magazine

## RED REVOLUTION ON EAST COAST



■ **WHAT REALLY HAPPENED TO THE DIESELS? YOUR CHANCE TO BECOME A RAILWAY DETECTIVE**

**BACK TO GREEN FOR GW?**



**FIRST CLASS 800 ARRIVES IN UK**



**GOODBYE J15, HELLO Y14!**



**THE GRAND OLD MAN OF STEAM: DICK HARDY INTERVIEW**





## Finland

Friday 3rd July to Saturday 11th July 2015

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.



## The Black Sea Express

Thursday 10th September to Sunday 20th September 2015

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.



## Narrow Gauge Railways of Peloponnese

Friday 25th September to Monday 5th October 2015

This completely new tour visits the magical country of Greece which is located in south-eastern Europe at the southern end of the Balkan Peninsula. Eighty percent of the country consists of mountains or hills, making Greece one of the most mountainous countries of Europe. We travel by train in the Peloponnese Peninsula and explore this attractive area mostly by privately chartered metre gauge diesel hauled train. There will be ample opportunity to appreciate, film, and photograph the natural beauty of the mountains, forests, rivers and caves, as we make our leisurely journeys by rail. We shall also visit the Peninsula's stunning coasts: the Ionian Sea to the west with its beautiful sandy beaches; the Aegean Sea to the east with its dramatic rocky coastline. This will be a memorable trip using travel by train to discover the countries unique culture and history.



## South American Adventure

Sunday 8th November to Saturday 28th November 2015

This extraordinary tour visits Argentina and Chile, two contrasting South American countries. We stay in the capital cities and travel by steam train in both countries. Highlights include travelling through the wilderness to Esquel, deep in Patagonia, on the "Old Patagonian Express"; and the famous 'Lake Crossing' through the Andes from Argentina into Chile. We travel on specially chartered trains, mostly hauled by steam locomotives, and see for ourselves the challenges faced by those who built the railway lines through extremely hostile terrain. A variety of track gauges are used in these countries and we travel on broad, standard, metre, and narrow gauge routes. We view an interesting variety of steam locomotives at a number of railway museums visited. This tour offers a truly spectacular 'South American Adventure' – an experience not to be missed.

**For further details and prices on these and all our rail tours and trips please visit our website.**

To order 2015 brochures or for more details contact us on 01553 661 500 or visit our website.

The Railway Touring Company, 14a Tuesday Market Place, King's Lynn, Norfolk, PE30 1JN

Phone: 01553 661 500 Fax: 01553 661 800

E-mail: [enquiries@railwaytouring.net](mailto:enquiries@railwaytouring.net) Web: [www.railwaytouring.net](http://www.railwaytouring.net)







# The RAILWAY Magazine

## EDITORIAL

**Editor:** Nick Pigott  
**Deputy editor:** Chris Milner  
**Assistant editor:** Nick Brodrick  
**Designer:** Tim Pipes  
**Reprographics:** Simon Duncan  
**Publisher:** Tim Hartley  
**Editorial assistant:** Sarah Wilkinson  
**Sub-editor:** Nigel Devereux  
**Steam & Railtour News:** Nick Brodrick  
**Classic Traction News:** Peter Nicholson  
**Operations News:** Ashley Butlin  
**Narrow Gauge News:** Cliff Thomas  
**Metro News:** Paul Bickerdyke  
**World News:** Keith Fender  
**Chief correspondent:** Phil Marsh  
By post: The Railway Magazine, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR  
Tel: 01507 529589 Fax: 01507 371066  
Email: railway@mortons.co.uk  
© 2015 Mortons Media ISSN 0033-8923

## READER SERVICES

General Queries & Back Issues: Tel: 01507 529529  
Archive enquiries: Jane Skayman 01507 529423  
jskayman@mortons.co.uk

## ADVERTISING

Divisional advertising manager: Sue Keily  
Advertising: Craig Amess  
camess@mortons.co.uk Tel: 01507 529537  
By post: The Railway Magazine advertising, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

## PUBLISHING

Subscription manager: Paul Deacon  
Circulation manager: Steve O'Hara  
Marketing manager: Charlotte Park  
Production manager: Craig Lamb  
Publishing director: Dan Savage  
Commercial director: Nigel Hole  
Published by: Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

## SUBSCRIPTION

Full subscription rates (but see page 28 for offer):  
(12 months 12 issues, inc post and packing) - UK £51.60.  
Export rates are also available - see page 28 and 113 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.  
Enquires: subscriptions@mortons.co.uk

## PRINT AND DISTRIBUTION

Printed by: William Gibbons & Son, Wolverhampton  
Distribution by: COMAG, Tavistock Road, West Drayton, Middlesex UB7 7QE Tel: 01895 433800

## EDITORIAL CONTRIBUTIONS

Accepted photographs and articles will be paid for upon publication. Items we cannot use will be returned if accompanied by a stamped addressed envelope, and contributors wishing material returned by registered or recorded delivery must clearly state so and enclose sufficient postage. In common with practice on other rail periodicals, all material is sent or returned at the contributor's own risk and neither The Railway Magazine, the editor, the staff nor Mortons Media Ltd can be held responsible for loss or damage, howsoever caused. The opinions expressed in The RM are not necessarily those of the editor or staff.

This periodical must not, without the written consent of the publishers first being given, be lent, sold, hired out or otherwise disposed of in a mutilated condition or, in any unauthorised cover by way of trade or annexed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

This issue was published on April 1, 2015.  
The next will be on sale on May 6, 2015.

# A message to our new leaders: Please keep our trains on track

**B**Y the time this issue goes off sale, the general election will be just two days away. The emergence of new parties with realistic chances of gaining seats has skewed the traditional three-party balance and made this poll one of the most difficult to predict for decades.

It's even possible that another coalition government will result, but not necessarily composed of the current two parties. Whatever happens, I believe it is imperative that the new decision-makers leave our railways well alone and refrain from 'meddling for the sake of it'.

Those who put the stability and success of the rail industry ahead of ideological and political preferences will therefore have been alarmed to hear the belligerent remarks recently made by Shadow Transport Secretary Michael Dugher. He seems adamant that he is going to throw the whole system up in the air and start again if he gains office – yet as the last Labour government found when it held the reins of power between 1997 and 2010, the industry doesn't necessarily have to be renationalised to be of use to the only people who really matter – the passengers and the

freight customers. Since the dark days of the early 1990s when John Major's government decided to privatise in the belief that the rail network was in terminal decline anyway, we have been privileged to live through one of the most remarkable eras in the history of Britain's railways, with virtually unprecedented levels of passenger usage, vast amounts of new rolling stock (despite the frustrating Northern 'Pacer' situation), reopened lines and stations and – most importantly of all, an astonishing eight-year period without a single major collision or passenger fatality.

It doesn't matter how strongly one feels about politics – such a statistic cannot be argued with and, in my view, credit must go equally to both the Labour and the Conservative administrations for (albeit indirectly) creating the long-term stability that's enabled the railway to attain its current level of achievement. Ideological rants can only serve to unsettle those who work in the industry – and who knows where that might lead.

So, as someone who cares passionately about railways, may I plead with the poll winners to just keep the trains on track. In both senses!

## New stations affected by newt status

**J**UST as I am keen on the preservation of historic structures, so I am adamant that rare or threatened wildlife should be protected. Nevertheless, I have to admit to understanding the frustration of the Network Rail team trying to build a new station at Ilkeston when great crested newts were discovered on the site.

Their presence has delayed construction by more than a year while the little creatures are captured and removed to a safer place.

Visiting the site in March, Transport Secretary Patrick McLoughlin commented: "It seems that nearly everywhere we start work that's got any water, we find the great crested newt. I don't wish



**TRAIN OF THOUGHT**  
**Editor's Comment**

the newts any ill at all, but I don't think they should delay us to the length that they've delayed us on this site."

The Transport Secretary could have been forgiven for adding "Exactly how 'rare' can these newts be!?"

The station is now due to open sometime next year.

## Ruffling a few feathers at King's Cross

**T**O a child, one statue looks very much like another, so when the Gresley Society Trust succeeded in persuading the authorities to let it place a sculpture of LNER chief mechanical engineer Sir Nigel Gresley on the concourse at King's Cross, something was needed to make it stand out from the crowd and appeal to the many children who would pass it during the ensuing generations.

Knowing that the great man will forever be associated with his world-record breaking A4 *Mallard*, the trust's members came up with the idea of placing a mallard duck down at his feet.

This, it was felt, would encourage children to go over to the statue and perhaps ask their parents to explain what the bird was doing there. The parents would then use their smartphones to scan a QR code on a plaque on the wall and, hey presto, another young citizen is aware of the Gresley story.

However, the trust has now reluctantly had to tell the sculptress to leave the duck off... because Sir Nigel's two grandsons don't consider it to be appropriate. What a shame!

Their decision is all the more difficult to fathom given the fact that their grandfather was a keen ornithologist!

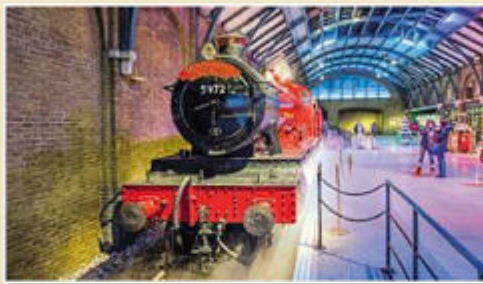
**NICK PIGOTT, Editor**



# Contents

April 2015. No. 1,369. Vol 161. A journal of record since 1897

## Headline News

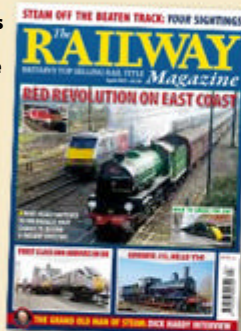


'Hogwarts Castle' goes on display – see page 69.

Stagecoach/Virgin take over East Coast franchise; First Hitachi Class 800 unit arrives; Landslip line reopens early; Abellio orders 70 new EMUs for Scotland; Exciting rail plans for the north unveiled; Riot scenes at London Bridge; Government sells Eurostar stake.

## On the cover

**MAIN IMAGE:** Two generations of Eastern motive power race along the East Coast Main Line at Tallington, north of Peterborough, on March 12 as 125mph Class 91 No. 91106 overtakes 75mph limited B1 No. 61306 *Mayflower*. The electric had been rebranded with Virgin vinyls just 10 days earlier, while the 4-6-0 was running on the ECML for the first time in the ownership of David Buck. NICK BRODRICK



**INSET 1:** The first Hitachi Class 800 SET arrives in the UK from Japan. See Headline News. CHRIS MILNER

**INSET 2:** LNER J15 re-emerges as GER Y14. See pages 50/51. NICK BRODRICK

## Track Record *The Railway Magazine's* monthly news digest



Class 68s show their mettle – see page 74.

### 62 Steam & Heritage

NRM snubs Waterman over 'Super D'; Llangollen's mega-gala

### 74 Traction & Stock

Class 68s better than expected; Northern Class 319s enter service; DRS to sell off Class 47s.

### 77 Traction Update

Scrapped, sold, renumbered, repainted? Details here.

### 78 Traction Portfolio

### 83 Network

New St demolition work ends; Bridge deck replaced on Scarborough line; Honeybourne link to be reconsidered.

### 85 Freight

### 86 Metro News

### 87 Railtours

Steam Dreams and RTC to share *Flying Scotsman*; Youngest steam driver follows in father's footsteps.

### 90 Classic Traction

*East Lancashire Railway* enters service on ELR; FGV 'Gronk' for Epping Ongar; Nene Valley confirms diesel gala.

### 93 Narrow Gauge

First steaming for *Barber* at South Tynedale; *Russell* to return to Talylyn for '150'; Golden Valley buys Ffestiniog carriages.

### 96 Miniature

### 98 World

New locos and electrification for Buenos Aires; Amtrak withdraws older electrics; Uganda set for rail revival?

### 100 Operations

News from the train and freight operating companies.



Above: An historic, yet unplanned meeting of LMS express 4-6-0s at Carlisle on March 21 as Stanier 'Jubilee' No. 45690 *Leander* and 'Royal Scot' No. 46115 *Scots Guardsman* await the right away to haul their charter trains over Shap and Ais Gill, respectively. Shortly after the moment was seized by the photographer, a Class 47 diesel was coupled to the front of the 'Scot' to reduce the risk of lineside fires (see page 12). Picture: TIM EASTER

## Regulars

### 24 Multiple Aspects

### 24 Railways in Parliament

### 27 All Change

A look at how the railway has changed at Carlisle.

### 28 Subscription offer

### 36 Readers' Platform

Our Off the Beaten Track feature generated an immense volume of correspondence, with a selection printed here.

### 42 Grass Roots

### 48 Reviews

### 52 100 Years Ago

### 55 Panorama

### 107 Meetings

Details of railway society meetings near you.



Grass Roots – page 42.

### 109 Heritage Diary

Opening times of steam centres and heritage railways.

### 113 Reader Services

### 114 Prize Crossword

### 114 Where Is It?

**The Railway Magazine's** audited circulation of 37,037 copies per month makes it by far the

**UK'S TOP-SELLING RAIL TITLE!**

Subscribe today and save money on every issue.

Call 01507 529529 or see page 28 for our latest offers





## Features

### 14 The Grand Old Man of Steam

Nick Pigott interviews R H N (Dick) Hardy, a former LNER premium apprentice and one of the most highly respected personalities of the steam era.

### 20 First TransPennine: In Control

Practice & Performance compiler John Heaton spends time in the Control office at TransPennine, finding out how they keep the intensive service on track.

### 30 What happened to these diesels?

Following our exclusive revelation of incorrect steam disposal records, errors have been found in diesel disposal records too, as Peter Hall explains.

### 44 The world's greatest marshalling yards

Britain dispensed with its marshalling yards many years ago, but there are many still active around the world, as Michael Rhodes reveals.

### 50 Goodbye J15, Hello Y14

Nick Brodrick takes a look at the Midland & Great Northern Joint Railway Society's project to back-convert an LNER J15 0-6-0 into a Great Eastern Y14 in ultramarine livery.

### 52 10 Questions, 10 Minutes

This month, Steve Knight's interview spotlight falls on Charles Horton, chief executive of Govia Thameslink Railway Ltd.



**STEAM IN THE BLOOD:** The Dick Hardy story - p14



**TAKING CONTROL:** Managing trains in real time - p20



**BACK TO THE FUTURE:** Re-creating a GER Y14 class - p50



## RED REVOLUTION HITS THE EAST COAST MAIN LINE

# Virgin/Stagecoach takes over East Coast

By Chris Milner

ON March 1, a joint venture between the Stagecoach Group and Virgin Trains took over the running of the lucrative East Coast franchise, covering services from London King's Cross to Edinburgh, Glasgow, Inverness and Aberdeen.

While the venture is 90% Stagecoach-owned, the decision has been made to brand the trains Virgin Trains East Coast (VTEC), thus trading on the high profile of the Virgin name.

A press launch was held at King's Cross on March 2, when Class 91 No. 91124, DVT No. 82219 and a full Mk 4 set were unveiled in the new livery.

A second set and loco No. 91105 has been branded, but for the moment the other trains in the fleet are carrying only temporary Virgin branding.

VTEC said that a full re-livery of all the HST and Class 91 sets would take about four to five months, but that it would wait to assess opinion on the two red & white sets before rolling it out widely.

### Special

The special commemorative liveries applied by former incumbent East Coast to three of the sets – 'Flying Scotsman', 'Battle of Britain Memorial Flight' and 'For the Fallen' – will be retained, as will the 'Craigintinny 100' branding.

In the lead-up to the operator change, rail unions reiterated their views that the franchise – and all others – should be nationalised, citing the £1 billion East Coast returned to the Treasury during the five years it was managed by the Government's Directly Operated Railways. However, Rail Minister Claire Perry revealed at the launch that "during



No. 91124 at King's Cross for the official launch of the franchise and livery on March 2. After the event, it worked the 11.00 to Edinburgh. CHRIS MILNER

the eight-year term of the new franchise, £3.3bn would be returned to the Government, so it represents a better deal". There is an optional one-year extension at the DfT's discretion.

VTEC managing director David Horne said the company will build on the good work done by East Coast during its period of public ownership. Most of the current staff have transferred to Virgin.

The new franchisee plans to spend £21 million improving the reliability of the Class 91 and HST fleets as well as refurbishing the rolling stock. Of this, £8m is earmarked for Class 91 reliability work covering brakes, frames and traction equipment. Work will also take place to provide a separate power feed to maintain critical supplies in the event of a static

converter failure, and there will be a separate feed for the door-operating systems. The driver's cab will be refreshed and work will be undertaken to reduce DVT door faults.

### Refurbish

Even though the introduction of traffic of the Class 800s is just over three years away in September 2018, a budget of £14m has been set aside towards the cost of an internal refurbishment of the both fleets of InterCity 225 carriages, and the firm of Atlantic Design has been commissioned to work up some ideas.

The work will involve new seat covers and carpets, better signage and toilet improvements. Some of this work may piggyback on existing C6 HST trailer overhauls. However, there are no plans to fit the carriages with controlled

emission toilets. VTEC said there had been no pressure from the DfT to do this and that the decision to do so lies with the leasing companies.

VTEC is also planning to place more maintenance work at Leeds Neville Hill depot, and will be reducing the number of Class 67 "Thunderbird" locos from five to four. They will be located at King's Cross, Doncaster, Newcastle and Edinburgh, but there will no longer be a spare loco.

In addition to the fleet plans, the franchise will spend a further £120m on improvements in areas covering stations, customer service, touchscreen information points, free station wi-fi, and smartphone apps. Staff will all be issued with smartphones and there is also a new website.

One of VTEC's key aspirations is to improve journey times, with Leeds taking less than two hours and the fastest Edinburgh journey being cut to under four hours by 2017, with one intermediate call at Newcastle. There will be two trains per hour to the Scottish capital and within 12 months, there will be an extra 4,000 seats on London-Edinburgh services.

Long-distance 'anytime' fares from London and Stevenage will be cut by 10% and station car parking along the route will increase by 500 spaces.

By 2019, there will be a total of 23 new services introduced... serving Sunderland, Middlesbrough and Huddersfield, while trains from London to Bradford, Harrogate and Lincoln will become two-hourly. Weekend timetables will also be improved with more and faster trains, and a new partnership with loyalty card company

## First Class 800 'Super Express Train' arrives in the UK

THE first of a fleet of 122 Hitachi 'Super Express Trains' that will transform rail travel between many of Britain's towns and cities arrived at Southampton docks on March 12.

Five-car pre-series unit No. 800001 was welcomed by Rail Minister Claire Perry and the Japanese Ambassador to

the UK, Keiichi Hayashi, after a voyage from Japan that began at Hitachi's Kasado works on January 7.

Rated via the Pacific Ocean, Panama Canal and Atlantic Ocean, the prototype – ordered under the Government's Intercity Express Programme (IEP) – was transported on the Wallenius

Wilhelmsen ro-ro ship *Tamerlane*.

The Rail Minister said: "It is hugely exciting to witness the arrival of the first state-of-the-art IEP train on British soil. These trains will deliver billions of pounds of benefits for our economy by creating hundreds of jobs and apprenticeships at Hitachi's new factory

in County Durham, as well as thousands more jobs across the UK supply chain."

Using components provided by 30 UK suppliers, 12 Class 800 and 801 units will be built in Japan and shipped to the UK, but the remaining 110 will be constructed at the soon-to-be completed £82million Newton Aycliffe manufacturing complex.

In total, 866 new carriages will be built for the East Coast and Great Western franchises, the first set being due to enter services in 2017. No. 800001 is one of the bi-mode units, which feature 25kV equipment as well as MTU diesel engines fitted to the three intermediate vehicles.

Next off the Kasado production line will be a second five-car bi-mode train, followed by the first nine-car set, which is destined for use on the East Coast.

Unloaded at Southampton on March 12 were driving cars No. 815001 and 811001, and trailers 812001, 813001 and 814001. The next day, they were moved by Allely's low-loaders to the Rail Innovation & Development Centre at Asfordby, Leicestershire, where the unit was assembled before being prepared for several months of comprehensive testing, initially using the adjacent Old Dalby test track.

Later trials will include overnight running on the East Coast Main Line



History was made in the Leicestershire village of Asfordby on March 13 as the first vehicles, by then mounted on their bogies, arrived in road convoy. In the foreground are new Derby-built London Underground 'S' Stock cars, awaiting testing. NICK PIGOTT



Nectar will allow passengers to collect points that can be redeemed against travel.

First class passengers will be offered freshly cooked breakfasts as part of an overall range of catering improvements to be introduced over the next two years.

### Awards

To help the environment, use of water will be cut by 22% and carbon dioxide emissions by 20%, with energy-efficient lighting being installed in stations and car parks.

VTEC is putting £3m into a customers and communities fund to be used for local projects suggested by local people, with up to £500,000 awarded each year from 2017. There is also a new passenger charter and the company will

undertake independent surveys.

Finally, there will be a greater investment in staff through training, recognition for outstanding customer service, job trials for young or unemployed people with a guaranteed interview, and the offer of a number of apprenticeships, plus new training academies at York, Derby and London. Thirty dual-role security and revenue officers will be recruited and will be attested as special constables.

■ **Newark flat crossing to be replaced?** Network Rail has started preliminary design work on a flyover or dike under to separate the Nottingham-Lincoln line from the ECML at Newark.

If given the go-ahead, the work to replace the present flat-crossing could be completed by 2020.

## Virgin East Coast to face open access challenge from First Group

LESS than a fortnight after the joint Stagecoach/Virgin venture took over services on the East Coast Main Line, a bid to introduce open access services came from bitter rival First Group.

First was a losing contender for the East Coast franchise, but industry observers sensed an element of 'unfinished business' in its decision – for three years ago, it won the West Coast franchise off Virgin, only to be stripped of it soon afterwards because Virgin won an appeal against the decision as a result of technical flaws in the bid process.

First – which already runs the Hull Trains operation under open access rules – has now submitted a formal application to the Office of Rail Regulation for paths for five return services between London and Edinburgh with intermediate stops at Stevenage, Newcastle and Morpeth.

Stevenage station is close to Luton and Stansted airports and Morpeth could tempt passengers who use Newcastle airport to switch to rail.

First's press statement says the service is "designed specifically to encourage passengers to switch from air to rail as currently two-thirds of journeys between the two capitals are made by plane". It adds that passengers would benefit from low fares, free wi-fi and onboard catering, all offered in one high-quality class of travel.

First aims to woo passengers with the procurement of five-car 125mph electric or bi-mode trains, which it says will be "comparable" to the new Hitachi Class 800/801 units due to be introduced on the route from 2018 – the same year the First Group services would start if the application is successful.

## FIRST'S GREAT WESTERN AND TRANSPENNINE EXPRESS FRANCHISES BOTH AWARDED EXTENSIONS

# Hitachi AT300 trains lined up for the Cornish main line



How the retro GWR green livery and branding would look on an AT300 at Paddington.

A DIRECT franchise award to First Great Western was made by the DfT at the end of March. It extends the current franchise by three years and seven months to April 2019 and is aimed at providing stability and continuity during introduction of electrification and 'Super Express Trains' (SETs) from autumn 2017.

In conjunction with the announcement is the news that Hitachi – builder of the Class 800/801 SETs – is to be the preferred supplier of a fleet of 29 bi-mode AT300 trains, which would run primarily from London Paddington to Plymouth and Penzance, replacing the 40-year-old HSTs.

There will be seven nine-car and 22 five-car trains, with an option for 30 more sets. The mixed fleet would allow for flexible use, including 10-car formations (2x5 cars) for through-services to/from the capital, and should begin service from summer 2018, running under electric power from London to Newbury.

The new trains will provide an extra 4,000 seats into London in the morning peak.

### Powerful

The AT300 body design is derived from the Class 395 'Javelin' and 800/801 fleets, but they will have larger fuel tanks than the Class 800s and more powerful diesel engines to cope with the steeper gradients in Devon and Cornwall.

Features of the AT300 will include additional legroom in airline-style seats, increased numbers of seats, power sockets at every seat, pressure-sealed vehicles for comfort when entering tunnels, and increased height on overhead luggage racks.

For Thames Valley suburban services, 58 four-car EMUs will be introduced by cascading 21 Class 365s from Great Northern and 29 Class 387/1s from Thameslink, plus an order for an extra eight Class 387/2 added to the existing Gatwick Express order.

In return for receiving its non-competitive franchise extension, FGW will invest £30million to improve stations

and provide 2000 more parking spaces, take on around 100 more staff, introduce free wi-fi on all trains and provide more funding for Community Rail Partnerships on local branch lines. In addition, FGW will create a paid work placement programme for the long-term unemployed, including community work placements, and will work with the Prince's Trust to develop a "Get into Railways" mentoring programme.

During this 42-month period, First Group will pay the Government around £68m to operate the franchise from September this year to April 2019.

### TPE's award

**TransPennine Express Direct Award:** In addition to the FGW direct award, a second non-competitive franchise extension has been made by the Government – this time to TransPennine Express to enable it to continue until March 31, 2016, when the Northern Rail franchise is also due to expire.

Invitations to tender for both were issued by the DfT at the end of February, TPE's running for seven years with a two-year extension option, and Northern's for nine years with a one-year option. The shortlisted bidders for Northern are Abellio/Serco (the incumbent), Arriva and Govia.

The TPE incumbent, First Group/Keolis, will face competition from Stagecoach and, unusually, with another Keolis joint venture, this one in conjunction with Go-Ahead.

As part of the direct award extension to March 2016, First/Keolis has undertaken to provide free wi-fi at all its major stations, allow the use of West Yorkshire's smart 'mcard', improve the reliability and capacity of existing trains, and invest in customer information facilities.

■ TPE is losing five of its Class 170 DMUs to Chiltern, but Northern is lending five Class 156s to TPE with two Class 37/4 loco-hauled trains being introduced on Cumbrian Coast services to cover for the loss of the 156s.



The second power car rolls off the ship at Southampton on March 12. CHRIS MILNER

using a signal protected zone (SPZ) between Peterborough and Grantham in which no other traffic will be allowed. Further phases will see the start running on the Great Western Main Line and final commissioning using North Pole train maintenance centre.

The contract between the DfT and Agility Trains (a consortium of Hitachi Rail Europe and John Laing) is worth £5.7billion over a 27½-year period and includes the manufacture and delivery of the trains as well as maintenance and servicing.

### The 122-train order comprises:

- 36 Class 800/0 five-car bi-mode sets for Great Western
- 13 Class 800/1 nine-car bi-mode for East Coast
- 10 Class 800/2 five-car bi-mode sets for East Coast
- 21 Class 801/0 nine-car electric sets for Great Western
- 12 Class 801/1 five-car electric sets for East Coast
- 30 Class 801/2 nine-car electric sets for East Coast.

## HITACHI TO BUY TRAIN-BUILDER ANSALDO

HITACHI Group has signed a binding agreement to buy Italian train manufacturer AnsaldoBreda.

Ansaldo is a long-established name in the railway industry, building its first steam locomotive in 1854 and supplying electric locomotives, multiple units and high-speed trains in more recent years. In the UK, it is known for building the first-generation trams

used by Manchester Metrolink and Midland Metro.

Hitachi is to buy the loss-making company from its owner, Finmeccanica, for €36million, and will also pay €773m for Finmeccanica's 40% stake in signalling, train control and transport system supplier Ansaldo STS.

The sale is subject to regulatory approval.



## New and upgraded lines proposed for 'no

PLANS to revolutionise travel in the North of England, including a 'TransNorth' rail system and the construction of all-new rail routes, have been outlined by the Government.

Speaking in Liverpool, Chancellor of the Exchequer George Osborne said: "Connecting the great cities of the North is at the heart of our plan to build a 'northern powerhouse'. We will work closely with Transport for the North to help make it a reality."

In another February speech, at Stockton-on-Tees, the Chancellor expressed his desire to see the East Coast Main Line between York and Newcastle upgraded for 140mph running by both new Hitachi Class 801 'Super Express Trains' and InterCity 225s, thus also helping to reduce journey times between Manchester, Leeds and Newcastle by up to a quarter.

The TransNorth plans, which are backed by Deputy Prime Minister Nick Clegg, Transport Secretary Patrick McLoughlin, and northern city leaders, stem from a transport strategy report that proposes better connections, thus allowing northern towns and cities to pool their strengths.

The network would be modernised, journey times would be cut, Oyster-style smart cards and simpler fare structures would be introduced and there would be investment in high-speed rail (building on the concept of HS3, the proposed all-new trans-Pennine high-speed line).

The plans do, however, include an east-west road tunnel under the Peak District.

Mr Osborne said: "We want to deliver a truly national recovery, in which every part of the country will share in Britain's prosperity."

Deputy Prime Minister Nick Clegg said: "As part of my Northern Futures plan, I listened to what people wanted and have taken decisive action. I've pledged to rid the region of rattling old 'Pacer' trains, I've introduced smarter ticketing in Sheffield and I've increased capacity on commuter services."

### Multi-modal

The 'TransNorth' network would have sections capable of speeds up to 140mph and would link Liverpool, Manchester, Leeds, Sheffield, Newcastle and Hull. Journey times between Manchester and Sheffield could be as low as 27 minutes.

Freight is also included, and the Government and Transport for the North will work together to produce a multi-modal freight and logistics strategy.

A number of options have been drawn up for the all-new routes:

**Option 1:** Leeds to Newcastle: Times of around 50 minutes (current best time 87 minutes). Estimated cost between £8.5 billion and £14bn.

**Option 2:** Sheffield-Manchester: 27 mins (48); £12-£19bn.

**Option 3:** Leeds-Manchester: 30 (49); £6.5-£10bn.



Chancellor George Osborne unveils the name *Northern Powerhouse* on Class 319 EMU No. 319362 at Manchester Piccadilly station March 20. TONY MILES

**Option 4:** Liverpool-Manchester: 20 (32); £8-£13bn.

**Option 5:** Leeds-Hull: 28 (55); £5.5-£9bn.

The following options involve upgrades of existing routes:

**Option 6:** Leeds-Newcastle: proposed journey times of around 70-80 minutes for an estimated cost of between £1bn and £4bn.

**Option 7:** Sheffield to Manchester: 39 mins; £3-£5bn.

**Option 8:** Manchester-Leeds 34 mins; £4.5-£7bn.

**Option 9:** Liverpool to Manchester: 23 mins; £4-£7bn.

**Option 10:** Sheffield to Hull: 60 mins (86). This would be achieved either by upgrading the existing route or by using HS2 to Leeds and then utilising the proposed Leeds-Hull improvements

The Government says that if re-elected, it will deliver HS2 in the north sooner by preparing a dedicated hybrid Bill to lay during the next Parliament. This is with a view to bringing HS2 to Crewe sooner than planned, subject to further analysis and final decisions on preferred route.

The Government also wants to press ahead with its 'Pacer' replacement

programme in the north if it is re-elected, despite warnings from a top Department for Transport civil servant that the project does not represent good value for money.

### Negative

DfT Permanent Secretary Phil Rutnam, who is accountable to Parliament for his department's expenditure, has told Transport Secretary Patrick McLoughlin that the benefit:cost ratios of buying all-new DMUs for the Northern and TransPennine franchises are low, but Mr McLoughlin has replied that the "negative impact" created by 'Pacers' outweighs purely financial implications and that a proper long-term solution is required for lines that are never likely to justify electrification.

However, RMT union general secretary Mick Cash commented that the North was full of "clapped-out, overcrowded trains and that any replacement programme is light years off".

In contrast, Stephen Joseph, chief executive of the Campaign for Better Transport, was much more positive, saying: "The north is in need of an integrated transport system which can

### Liverpool-Manchester electrified route goes live

ELECTRIC services on the newly wired Liverpool-Manchester line began on March 5 when Class 319 EMU No. 319363 made history as the first electric train to carry passengers on Britain's oldest passenger line. The first westbound service was the 07.35, formed of No. 319362. The Northern Rail unit,

which has been refurbished following transfer from the Thameslink route, formed the 06.16 service from Liverpool Lime Street to Manchester Airport. Eventually, Northern will possess 20 cascaded four-car Class 319s, all with third-rail equipment removed. See story and picture, page 75.

## Anger over threat to devolve Scottish BT Police powers

A MAJOR row has flared up over plans by the Scottish Government for its national police force to take over the work of the British Transport Police north of the border.

Scottish Justice Secretary Michael Matheson wants to integrate railway policing when responsibility for the specialist service is devolved in 2016.

The Labour Party's justice spokesman, Hugh Henry, said: "It was agreed that the functions of the BT Police should be devolved with accountability to the Scottish government and Scottish parliament. We did not agree to the BTP being scrapped and services being delivered by Police Scotland. Dissolving the BTP into Police Scotland is yet another attempt to centralise services and reduce accountability."

The three main rail unions – the RMT, Aslef and TSSA – all oppose the change. The RMT is concerned that BTP's specialist knowledge and understanding of railway matters will be lost.

BT Police employs more than 200 officers in Scotland.

## New look and name for Caledonian Sleeper loco



THE use of Class 67 locomotives on Scottish sleeping car trains is to continue for several months, and ahead of the new and separate franchise, DB Schenker has repainted No. 67004 in midnight teal livery. On March 24 it was named *Cairn Gorm* at Inverness by SNP leader Nicola Sturgeon. GRAEME ELGAR



# northern powerhouse'

help rebalance the economy and deliver the services people deserve." He did, however, criticise the plans for a road tunnel under the Peak District, calling it a waste of money that will undermine the effectiveness of the other proposed measures.

● A cross-party taskforce of MPs advising the Government on rail investment has announced 12 northern routes it believes should be priority for electrification in Network Rail's 2019-2024 control period.

They are:

- Calder Valley
- Liverpool to Manchester via

Warrington Central

- Southport/Kirkby to Salford Crescent
- Chester to Stockport
- Northallerton to Middlesbrough
- Leeds to York via Harrogate
- Selby to Hull
- Sheffield Meadowhall to Leeds via Barnsley/Castleford
- Bolton to Clitheroe
- Sheffield to Doncaster/Wakefield Westgate
- Hazel Grove to Buxton
- Warrington to Chester
- Existing electrification plans include the Diggle route, Liverpool-Wigan and Manchester-Bolton-Preston-Blackpool.

## TransPennine electrification slips – and Great Western wiring scheme might lag too

**COMPLETION** of the electrification of the TransPennine route from Manchester to Leeds will definitely miss its 2019 target date and won't be finished until the early 2020s, Transport Secretary Patrick McLoughlin has confirmed.

He also revealed that the Great Western wiring project from London to Bristol and beyond might take longer than expected, due to the number of World Heritage sites it runs through, including some 'difficult' Brunel tunnels.

## Northern and TPE to be jointly managed by DfT and Rail North

CENTRAL government and local government are both to be involved in managing the two main provincial rail operations in the north when new franchises start next year.

Although run by franchise holding companies in the conventional manner after April next year, Northern Rail and TransPennine Express will work in conjunction with a partnership formed by the Department for Transport and Rail North Ltd (a consortium of 29 local transport authorities at county,

unitary and city council level).

A partnership agreement was signed on March 20 by Transport Secretary Patrick McLoughlin and two Rail North directors, Cllrs James Lewis and Julie Dore, giving the Leeds-based overseeing body numerous powers, including the right to carry out inspections on stations and trains.

In connection with the move, the Government issued a direct franchise award to TransPennine Express in March (see story on page 7).

## Stronger catenary to be installed on the East Coast Main Line

OVERHEAD line equipment on the more exposed and windswept sections of the East Coast Main Line is to be strengthened by the addition of rigid beams.

Tests by Network Rail engineers have found that the existing masts and foundations installed in the 1980s are strong enough to bear the weight of the 'portal'-style crossbeams, meaning that the upgrade can be carried out faster and cheaper than would be the case with complete OHLE replacement. The beams are of lightweight lattice

construction and, in allowing the catenary and contact wires to be hung independently, will reduce the number of de-wiring incidents on the King's Cross-Edinburgh route.

They will also enable the ECML to be upgraded more easily for 140mph operation when Class 800s/801s begin running at the end of the decade.

A trial portal installation has been erected near Potters Bar and the project is to be extended gradually along the route over the next four years, starting with the most vulnerable 'blackspots'.

## Council loses Radlett freight depot challenge

A HIGH Court challenge by St Albans District Council against the decision to build a rail freight terminal on the former Radlett aerodrome has been dismissed.

The council has spent seven years and more than £1.5million fighting plans by developer Helioslough for the terminal. The application for the terminal was approved by Communities Secretary Eric Pickles last July following a public inquiry.

In the latest challenge, the council, which has twice refused planning consent, claimed that because an incinerator on green belt land at Hatfield had been turned down by the Government, the decision should be the same for the terminal. The court disagreed and told the council to pay £13,269 costs. Objectors are now calling on Hertfordshire County Council not to sell the land.

## Abellio ScotRail orders 70 Hitachi AT200 EMUs



A computer graphic showing how the AT200 class EMUs would look at Glasgow Queen Street station.

THE new ScotRail franchisee, Abellio, signed a contract with Hitachi Rail Europe in March for the provision and maintenance of 70 EMUs. The trains will be financed by Caledonian Rail Leasing.

What is unique is that the contract includes a provision for the Scottish Government to buy the fleet for a nominal £1 after 25 years.

The order is the first in the world for Hitachi 'A' series trains and is for 46 three-car and 24 four-car AT200 model units.

The intention is to use them on the busy Edinburgh-Glasgow and Stirling-Alloa/Dunblane routes.

Hitachi says the first seven trains will be built in its Kasado factory in Japan, but that the remaining 63 will be constructed in its soon-to-open Newton Aycliffe train manufacturing plant in County Durham. They will be built alongside Class 800 and 801 inter-city trains at both locations.

By the end of 2017, 24 units are due

to be in service, with the remainder entering service in 2018. The move will allow ScotRail's existing DMUs to either strengthen other services or be cascaded to England as part of the 'Pacer' disposal programme.

The contract includes a 10-year maintenance deal, and the plan is to stable and service the trains in Edinburgh, with satellite maintenance at other locations.

The AT200 has a top speed of 100mph and has been designed to revolutionise regional commuter travel. Each vehicle is 23 metres long and features cab-end and inter-vehicle gangways to facilitate the best use of passenger space.

Abellio's franchise was launched at Stirling on April 1 and will run for seven years with the option after five years to extend the term until 2025.

A report, along with the launch of the separate Caledonian Sleeper franchise, is planned for our May issue.

## Striking new look for GBRf Class 66



TO mark GB Railfreight's new and close association with Aggregate Industries, the freight operator has had one of its Type 5s, No. 66711, repainted in AI's livery. The 'aggregated' livery is seen at Eastleigh Works on March 18. CARL WATSON

## Grand Central tops Which? survey

THE top two places in a customer satisfaction survey conducted by Which? magazine have gone to open access operators.

Grand Central heads the league table with a score of 76% – the highest the magazine has seen in the four years it has been running the surveys – and in second place is First Hull Trains with 69%.

Passengers said they liked the cleanliness of the trains and the ease of getting a seat. East Coast and Virgin run

many more services, but both scored highly too, with customers praising the frequency and reliability of their trains.

Perhaps unsurprisingly, the operators at the bottom of the scale are those running intensive suburban services into London – Southern, Southeastern and the Thameslink route, the latter bottom with 43%.

The survey asked about cleanliness, seating availability, frequency, punctuality and value for money.



## SIDELINES

### Nine-car 'Pendolinos' to lose a first class coach

VIRGIN West Coast has decided to reduce the first class accommodation in its 21 nine-car 'Pendolinos' by converting one coach in each set to standard class.

The work, which will be carried out at Wolverhampton's Oxley depot, will leave each nine-car set with only two-and-a-half first class carriages, which is expected to cause overcrowding in those coaches on peak morning trains.

### Passengers evacuated from blazing EMU

THE Rail Accident Investigation Branch is probing an incident at Windsor & Eton Riverside on January 30 when fire broke out in one of the coaches of a 10-car Class 458/5 EMU.

Eleven passengers had to be evacuated onto the trackside in the incident, which was caused by a flashover in an underfloor junction box. The guard was taken to hospital suffering from smoke inhalation.

### LNER Society to stage jubilee symposium

THE LNER Society is to celebrate its golden jubilee with a celebratory dinner and symposium in York on May 8-9. Guest speaker will be John Cameron, former owner of A4 No. 60009 *Union of South Africa*, and tickets are available from: LNER Society, c/o Ebor House, Millfield Lane, Nether Poppleton, York YO26. Email:lnersocietypublicity@btintern.et.com

### Electric Railway Museum site saved

A £250million business park that would have involved redevelopment of the site occupied by the Electric Railway Museum in Coventry, has been turned down by Communities Secretary Eric Pickles following a public inquiry. Had it gone ahead, it would have meant the relocation of the Electric Railway Museum, the UK's only centre devoted to the preservation of electric multiple units.

### World's oldest tunnel gains protected status

WHAT is claimed to be the world's oldest railway tunnel, near Crich, Derbyshire, has been given protected status by English Heritage.

Fritchley tunnel was built in 1793 as part of the Butterley Gangroad, a horse-operated railway linking the Cromford canal with quarries at Crich. Used by steam locos until 1933 and excavated in 2013, it has now been scheduled as an ancient monument.

### Wisbech tram loco to be revived

THE only surviving Wisbech & Upwell Tramway diesel, No. 11103 (D2203), is to have side valances and cowcatchers fitted to re-create its tramway days.

The work is to be carried out on the Embsay & Bolton Abbey Railway, where the Class 04 is now based.

### Lost 'pan' disrupts West Coast Main Line

DAMAGE to overhead wires between Bletchley and Leighton Buzzard on March 18 led to a day of disruption for passenger and freight services on the West Coast Main Line.

The damage was caused as a result of 'Pendolino' No. 390039 losing its pantograph near Linslade tunnel.

# NR chief attacks 'macho' culture and starts purge on weeds and junk

NETWORK RAIL chief executive Mark Carne has attacked what he calls a 'macho' culture on the railways that has led to unsafe working practices.

Speaking to the Institute of Engineers, Mr Carne, who joined NR from the oil industry, said that passenger safety performance was the best in Europe, but that about 600 rail employees and contractors are injured every year to the extent that they cannot return to work

the next day. In the oil and gas exploration industry, the figure would be 30-60, he said.

With women accounting for 14% of the company's workforce, he outlined proposals to tackle the 'macho' culture and gender imbalance and said there would be career development plans and mentoring to compensate for the inherent bias that can occur in male-dominated societies.

He also announced that a massive 'tidying-up' programme has started to finally rid the main line system of the buddleia bushes, weeds and bits of old rail that have been littering it for decades.

"We are picking up thousands of tonnes of scrap iron and old sleepers, cutting down hundreds of miles of buddleia and removing graffiti," he told the institute on February 25.

## Crossrail tunnelling almost complete as *Victoria* breaks into Liverpool Street



An historic moment as Crossrail tunnel boring machine *Victoria* breaks through into the site of Liverpool Street station on March 11, leaving only a short 2km stretch from there to Farringdon to complete the job. Picture: CROSSRAIL

## Near riot scenes at London Bridge

COMMUTERS, desperate to get home, vaulted over ticket gates at London Bridge station amid chaotic near-riot scenes on several days during the first week of March. Rail staff were spat at and some had hot coffee thrown at them by passengers frustrated by weeks of peak-time delays caused by the station rebuild.

The situation was exacerbated on March 4 by a fatality at Streatham, which was declared a crime scene, and by a signal failure. For some passengers, it was too much being cooped up on the concourse and many climbed over or crawled under the ticket barriers, which had been closed in an attempt to control the overcrowding.

As delays stretched to 60 minutes, some passengers took it out on staff trying to control the crowds. So serious were the scenes that British Transport Police officers were called to restore order.

Transport Select Committee's Labour chairwoman Louise Ellman described the scenes as "chaotic and dangerous" while the RMT union called it "life-threatening chaos".

During Network Rail's major operation to expand capacity with new platforms, services have been running to a special timetable with fewer platforms available. After Rail Minister Claire Perry demanded that something be done, NR put in place a number of improvements, including:

- A 'one-station-team' integrated management structure with all staff (Network Rail, Southern and Southeastern) working as a unit.
- Further changes to the timetable to help a better flow of trains into, and out of, the station
- Increased staff, at peak times and at times of disruption.
- Olympic 2012-style 'travel champions' to bolster staff levels
- Boosted wi-fi strength and extra screens to provide passengers with better access to latest travel information.
- Better advanced warning regarding alternative travel advice.

## Landslip line reopens three weeks early

REPAIRS to the landslip on the north side of Harbury tunnel, between Leamington Spa and Banbury, were completed three weeks ahead of schedule, enabling the line to open on March 13.

It was on January 31 that movement of one of the deep cutting sides was noticed and all rail movements suspended. The cutting has caused problems since the line was engineered by Brunel in the 19th century.

Closure meant that Chiltern and

CrossCountry passengers had to be bussed between Leamington and Banbury and freight traffic, particularly intermodal services to and from Southampton, had to be diverted. Freight traffic over the route resumed on March 9, running at night only.

Network Rail chief executive Mark Carne said: "We have been working around the clock to secure the cutting and will carry out long-term repairs to significantly reduce the chances of similar incidents in the future."



## Out for a duck: Mallard's off the rails

THE Gresley Society Trust has been forced to drop its plan to incorporate a mallard duck in a statue of Sir Nigel Gresley it has commissioned for King's Cross station.

Even though many financial donations have been received for the proposed statue with the duck, the two grandsons of the former LNER chief mechanical engineer have objected to it, claiming that it is not in keeping with their grandfather's image.

In a statement, the sculpture group of the trust, said: "The mallard would have been an

illusion to the design of one of Sir Nigel's most famous locomotives and was included specifically for the purpose of attracting viewers, especially younger, uninformed viewers and drawing their attention to a plaque containing a QR code that provide them with full information.

"We believe that the many thousands of views expressed through the press and social media, along with the views of the very many people who have contributed financially, should take precedence over the views of a tiny, if significant, minority."



## Labour will scrap franchises, says its transport chief

IF Labour wins the general election in May, it will scrap the passenger train franchising system, warns the party's Shadow Transport Secretary, Michael Dugher.

Dugher, who was appointed to the post in November, claims that "privatisation has been a disaster for the railways" and that the public sector will be running sections of the network "as soon as possible".

Stopping just short of a commitment to full renationalisation, the MP for Barnsley East says that a huge amount of Government investment is going into the railways and that "the whole franchising system, as it stands today, needs to go in the bin".

He told the *New Statesman* on February 18 that he didn't envisage a return to a 1970s or '80s-style British Rail but that he wanted a new passenger authority in "unashamedly socialist terms" and that a review of the entire franchising system would start within 10 days if Labour wins the election.

Labour also says it will scrap the Rail Delivery Group and get an amendment to the 1993 Railways Act passed that would remove the restriction on public sector bodies tendering to operate rail services.

## Boost for Watford and Hull in pre-election budget

IN his pre-election budget speech on March 18, Chancellor George Osborne pushed forward a number of key rail schemes that will bring benefits nationally.

The biggest was the sign-off of the £284million Croxley rail link project to divert London Underground's Metropolitan Line terminus from Watford to Watford Junction via Watford High Street, with two new intermediate stations.

The scheme could be a catalyst for the reinstatement of direct trains from Chesham and Amersham to Watford. In the budget, Mr Osborne allocated a further £34million to the scheme to peg a shortfall.

The Chancellor also had good news for passengers in east Yorkshire. He said that "subject to an acceptable contribution from Hull Trains" and a proper business case, electrification of the Selby-Hull line would go ahead by the end of the current Network Rail control period in 2019, thus completing the full electrification of the historic trade route between Liverpool and Hull.

In the south, £100,000 will be provided by the Government for a further study into the advantages of reopening the Lewes-Uckfield line, and the South West Peninsula task force will be asked to consider improvements to the Exeter-Salisbury line.



## 'Patriot' boiler barrel rolled – in the UK

A NEW milestone has been reached in the annals of British preservation with the rolling of the first complete boiler barrel for a large main line standard gauge locomotive.

The parallel boiler sections for new-build 'Patriot' No. 45551 *The Unknown Warrior* were manufactured by Deepdale Engineering, of Dudley, West Midlands.

The latest major component has been entirely paid for by a £9,000 interest free loan from a supporter. The only significant change from the original design is that boiler insurers Royal Sun Alliance had insisted that the seams be welded, rather than riveted. The LMS Patriot Project hopes to have the barrel and firebox complete within 18 months. Picture: BOB SWEET

## Government sells the nation's stake in Eurostar

THE Government has sold its 40% stake in Eurostar to a consortium of British and European investors for £585.1million.

The new owners are Hermes Infrastructure, a London-based institution, and Canadian pension fund Caisse de dépôt et placement du Québec (CPDQ).

Eurostar has also agreed to redeem the Government's preference share, raising a further £172m, so netting the Treasury £757.1m.

Eurostar's other shareholders – SNCF (55% stake and SNCB, 5%) – are retaining their holdings, but are thought unlikely to exercise an option that gives them the right to acquire the UK's stake at a 15% premium to the takeover price.

The deal is conditional on both that and on regulatory approval.

■ Eurostar performance in 2014 rose 3% from 10.1million passenger journeys to 10.4million and sales revenue

was up 1% from £857m to £867m.

The business travel proportion of journeys rose 4%, which the operator attributed to "the strong recovery in the UK economy". Operating profits were up 2% from £54m to £55m. Figures are expected to improve even more when Eurostar's 17 new e320 trains begin to come into full commercial service at the end of this year, enabling major refurbishments to the existing Class 373 sets.

## FOUR ICONIC MACHINES IN THE NEWS

### Eurostar driving car moves to steam centre!



A EUROSTAR power car has gone on display at the Great Central Railway (Nottingham).

Driving car No. 3308 was built for the Regional Eurostar (North of London) services, which were scuppered by the rapid growth of budget airlines in the late 1990s.

There are unconfirmed suggestions that because of the axing of those services, No. 3308 has never turned a wheel in passenger-earning service. At one stage, its transformer was removed for another vehicle

**The fastest British train to be seen on any preservation site. Eurostar power car No. 3308 in the unusual setting of Nottingham Heritage Transport Centre in March. PHIL STANWAY**

and it is bereft of other parts.

The vehicle became famous as the power car that was floated down the River Thames on a barge in 2007 to mark Eurostar's 10th anniversary. It has spent the last few years at Wabtec Brush's Loughborough Works acting as a template for the rebuilding of car No. 3015, which had sustained fire damage, and it was moved the short distance to Ruddington from Loughborough for display. No. 3308 still retains its North Pole depot code.

Later this year, it will go on display at the NRM, but the museum says it has not been placed into the National Collection. Discussions have been taking place about designating No. 3314, the fastest UK electric loco, for preservation, too.

### Prototype Kestrel parts 'found in Russia'

THE newly re-established Birmingham Railway Carriage & Wagon Co Ltd (see p90) is claiming to have located some surviving body panels from the 1960s prototype diesel-electric loco No. HS4000, writes Peter Nicholson.

The yellow & brown-liveried No. HS4000, named *Kestrel*, was built by Hawker-Siddeley at its Brush Traction works, Loughborough, in 1967 (Brush No. 711). It was a Co-Co diesel-electric powered by a 4,000hp Sulzer 16LVA24 engine and six Brush DC motors.

Taken into BR stock in January 1968, it ran passenger and freight trials until withdrawn in March 1971 and returned to Brush – which sold it to the Soviet Union for £127,000 in 1971.

The Russians regauged it to 1,520mm (approx 5ft gauge) and ran main line trials with it from Shcherbinka research institute. It was later dismantled and the engine used for static testing with the

entire remains believed to have been scrapped in 1993.

Now, however, it appears that in the course of searching for drawings and available information on this unique loco, the new BRCW company became aware, last December, that some original body panels have survived.

Contact has been made with the Russian company reported to be holding the panels with a view to acquiring them for a return to Britain, but the poor state of UK-Russia political relations at present are hampering negotiations.

In the meantime, the restoration group has managed to locate technical drawings for the 16LVA engine.

### All-new Bulleid turf-burner to be constructed

THE world of preservation is to take a huge step into the unknown with the launch of a project to build a working replica of the controversial Bulleid turf-burner. The original 0-6-6-0

was designed and built for CIE (Irish Railways) by former Southern Railway chief mechanical engineer Oliver Bulleid in the 1950s and was similar in appearance to his abortive SR 'Leader' class.

The eccentric steam loco began trials in August 1957, but dieselisation was already under way in Ireland and the project was abandoned through lack of interest. Now a group called the Irish Railway Locomotive Preservation Association is to launch a fundraising campaign aimed at resurrecting the four-cylinder machine as a new-build project.

### Did Lion go to America?

RAILWAY historians researching the disposal of diesel locomotives have unearthed a remarkable suggestion that the BRCW-built Type 4 prototype No. D0260 *Lion* might have been secretly shipped to the USA.

See report on pages 32/33.



## SIDELINES

### Historic meeting of Stanier 4-6-0s in Carlisle

FOR the first time in half a century, two LMS three-cylinder 4-6-0s stood side-by-side at Carlisle on March 21. As seen on our contents page picture this month, both 5XP No. 45690 *Leander* and 'Royal Scot' No. 46115 *Scots Guardsman* were awaiting departure from the Border city with southbound railtours for Vintage Trains and the Railway Touring Company, respectively.

The rare sight lasted only a few minutes because Class 47 No. 47237 was swiftly coupled onto the front of the 'Scot' following reports of two lineside fires on the West Coast Main Line, near Shap, after the passage of the northbound 'Winter Cumbrian Mountain Express'.

### Three million journeys on 'Two Together' railcard

IN the first year since the launch of the 'Two Together' railcard, more than 215,000 have been sold with three million journeys made. Using the £30 card, one couple saved £118.40 on a return trip from Reading to Culrain, Scotland.

### NR comes under Freedom of Information Act

NETWORK Rail's reclassification as a public sector body last year means that, from April, it will be subject to requests made by the public under the Freedom of Information Act.

### For the Fallen gifted to NRM

FIRST World War commemorative Class 91 No. 91111 *For the Fallen* will be acquired by the National Railway Museum when it is withdrawn from service. The move was proposed by the Railway Heritage Designation Advisory Board, which is chaired by enthusiast Lord Faulkner.

### Longannet to close

SCOTLAND'S Longannet power station is to close by March 2016. The decision to close the Scottish Power-operated complex, situated on the banks of the River Forth and served by the Stirling-Alloa line, will mean the end of DBS-hauled coal trains.

### Gresley photo contest

THE Gresley Society is staging a photographic competition with a top prize of £250 for the best image of a Gresley locomotive in 2015.

The contest is open to non-members. Details are available at: [www.gresley.org](http://www.gresley.org) (It is hoped to publish the winning entries from the 2014 competition next month).

## 'Baby Deltic' to star at Barrow Hill rarities gala

SEVERAL classes of locomotive not usually seen at Barrow Hill roundhouse will feature over the weekend of April 18-19.

Major main line freight companies are supporting the 'rarities gala' and DRS Class 68, GBRf Class 66, DBS Class 60, and Colas Rail Class 60 (Sat only) will complement 'Warship' D832 *Onslaught* from the West Somerset Railway, 'Hymek' D7076 from the East Lancs Railway, and Class 27 No. 27066.

The project to create a 'Baby Deltic', No. D5910, will see the partially completed loco displayed on the turntable as the centerpiece of the event, enabling visitors to view progress to date. Ticket prices and other details: [www.barrowhill.org](http://www.barrowhill.org) or [www.seetickets.com](http://www.seetickets.com)

## Whole of Waterloo International platform area to be reopened

THE remaining platforms at the former Waterloo International terminal are to be taken out of mothballs and reopened to provide additional capacity for South West Trains services.

The terminus closed in November 2007 when Eurostar decamped to St Pancras International, but one platform was reopened on a trial basis last year for SWT usage. Apart from staging a major theatrical production of *The Railway Children* in 2010, the others have remained mothballed.

With Waterloo now handling more than 220million passengers a year, platforms 1 to 4 in the domestic part of the station are being lengthened to allow for 10-car trains.

A series of upgrades to infrastructure on the Waterloo area routes is being masterminded by the South West Trains-Network Rail Alliance, which has agreed a collaboration with Skanska, Colas Rail, AECOM and Mott MacDonald, and is working on other plans for major improvement works. Once the proposals

have been finalised, they will be sent to the Office of Rail Regulation and Department for Transport for approval.

In respect of passenger capacity, work to lengthen the Class 458 EMUs using former Class 460 'Gatwick Express' stock continues, and SWT says a further 150 new Class 707 EMU carriages will start to be introduced in 2017.

Christian Roth, fleet director of the South West Trains-Network Rail Alliance, said: "Our commitment is to boost peak time capacity by 30% by 2018."

## Container blown off train on West Coast

THE Rail Accident Investigation Branch has started investigations into how an empty 30ft container was blown from a train at Scout Green in the early hours of March 7.

The container was on a Crewe to Coatbridge intermodal service and was dislodged at around 02.15. Rather remarkably, it missed overhead catenary posts and rolled down a low embankment before demolishing a stone wall. The driver was unaware of the loss.

Just a few minutes before, the up Glasgow/Edinburgh sleeper train had passed Scout Green.

It's not the first such incident to have affected the West Coast Main Line. On March 1, 2008, two containers were blown off a freight train at Cheddington. Following that incident, RAIB made 10 recommendations, including ones related to the design and operation of wagons

**Right: The container lying between the line and an adjacent road sign ironically warning of a sharp turning movement. Engineers on the scene were amazed that the container had not hit any of the overhead wiring masts. PETER FITTON**



fitted with non-compliant fitting spigots.

In a separate incident on January 28, two hinged spigots on a wagon of a Warrington-Doncaster freight train, which were incorrectly stowed and foul of the gauge, dislodged platform coping stones at Moston, between Manchester Victoria and Rochdale. The stones were then hit by a Northern Rail DMU travelling at

68mph, causing minor damage.

A survey undertaken by Network Rail in July 2014 had shown that the platform at Moston was closer to the track than permitted, but this had not been rectified before the accident.

RAIB's investigation will focus on this as well as the incorrect stowing of the wagon fittings.



**THAMESLINK STABLES BUILT IN PETERBOROUGH: Six new stabling sidings for the new Class 700 Thameslink trains, complete with controlled emission toilet disposal facilities, are nearing completion at Peterborough. The sidings have been built on the site of the old New England steam shed. PAUL BIGLAND**

## Leighton Buzzard bids to beat cash deadline

THE Leighton Buzzard Railway has launched an urgent appeal to raise £50,000 in three months in an effort to replace its main station building, writes *Cliff Thomas*.

The 2ft-gauge Bedfordshire line is racing against a deadline, for it succeeds in raising the money by June 7, an anonymous benefactor will match it with another £50,000, enabling the LBR to give the go-ahead for replacement of its Page's Park headquarters.

As we closed for press, the railway's members had made pledges amounting to £37,000.

LBR chairman Terry Bendall explained: "After the disappointment

of being turned down by the Heritage Lottery Fund after three years of hard work, we decided to raise the money ourselves."

The corrugated iron structure at Pages Park was already third-hand when erected many years ago and is now dilapidated, presenting a poor first impression to visitors. The new building is designed to echo the architecture of the London & North Western Railway (which built the town's original main line station).

Donations can be made via [www.buzzrail.co.uk](http://www.buzzrail.co.uk) or to Leighton Buzzard Narrow Gauge Railway Society Ltd, Pages Park, Billington Rd, Leighton Buzzard LU7 4TN.

## Virgin, DRS and The RM to run charity special

FOLLOWING last year's successful collaboration between Virgin Trains, Direct Rail Services and *The Railway Magazine* in running a charter train that raised £20,000 for the Royal British Legion, a second train is being planned for August 22 to visit the Bournemouth Air festival. All proceeds will be donated to air ambulance charities.

Called 'The Bournemouth Flyer', it will, like last October's train, be hauled by a pair of Class 37s, one being No. 37025, based at the Scottish Railway Preservation Society's Bo'ness depot and on the verge of main line certification.

The second is expected to be No. 37401 (subject to availability), raising the prospect of two large logo English Electric Type 3s working together on the main line. A Class 57 will be at the rear of the train to provide on-board power for air-conditioning and lighting.

Starting at Chester (approx 07.00), the train will only pick up at Crewe, Stafford, Tame Bridge Parkway and Birmingham International, then be routed via Banbury, Reading West and Southampton to Bournemouth with a planned arrival at about 12.15. The sea-front, providing the best view of the free air display, is 20 minutes walk from the station.

Tickets will be on sale from May 6 priced at £85 adult standard or £125 first class with child standard tickets (up to age 16) at £20 and child first class £30. First class will include breakfast and a hot teatime snack.

Full details of how to buy tickets will be on *The RM* website and Facebook page from May 6.



# Rail Holidays of the World

 Ffestiniog Travel

## Take an Unforgettable Rail Journey this June – Near or Far

### The Hebridean & Orcadian Odyssey ~ 29 June - 14 July 2015

- Lews Castle & Museum
- Neist Point & Dunvegan Castle
- Jacobite & Strathspey Steam Trains
- Kyle Line & Eilean Donan Castle
- Loch Ness Cruise & Urquhart Castle
- Scara Brae, Skail House & Churchill Barriers
- Charter trains on Keith & Dufftown Railway
- 16 days from £2,995pp



### The Grand Arctic ~ 30 June - 14 July 2015

- Free rail travel with InterRail pass
- Flåm Railway
- Kroderbanen and Urskog Railways
- Travel across the Arctic Circle
- Travel the Iron Ore Route
- Inlandsbanan – Gällivare to Mora
- Steam train excursion at Arvidsjaur
- Free time in Bergen, Oslo and Stockholm
- 15 days from £2,735pp

### USA Canyons & Railroads ~ 4 June - 22 June 2015

- Journey across America's 'wild west' by train
- Cross the states of California, Nevada, Utah, New Mexico to Colorado
- Roaring Camp, Sugar Pine, Durango & Silverton Railroads
- Cumbres & Toltec, Royal Gorge & Pikes Peak Railroads
- 3 nights in San Francisco
- Yosemite National Park
- Cross the High Sierras on Amtrak's 'California Zephyr'
- Bryce Canyon & Grand Canyon
- Monument Valley & Mesa Verde
- 19 days from £3,475pp



For full details of all these tours order our 2015 brochure or visit our website  
Call: 01766 772030 or Email: [info@ffestiniogtravel.co.uk](mailto:info@ffestiniogtravel.co.uk) Visit: [www.ffestiniogtravel.com](http://www.ffestiniogtravel.com)



Years of Unforgettable Rail Journeys



 Ffestiniog Travel





# THE GRAND OLD

## RICHARD HARDY

Six years ago, we presented with our August issue a DVD entitled *The Grand Old Men of Steam*, featuring an interview between the editor and former LNER premium apprentices Richard Hardy and Peter Townend, both of whom went on to become BR shedmasters. Peter had been the subject of a written interview in the magazine a couple of years earlier and we are now delighted to be able to add Dick to the litany of illustrious names in this series....



A portrait of Dick in 2011 – in the cab of 'Britannia' No. 70013 *Oliver Cromwell*. NICK BRODRICK



### PART ONE

**M**ENTION Dick Hardy at any heritage railway in the country and you'll almost certainly be greeted by a broad smile of recognition, for even those who've never had the honour of meeting him will know the name.

Dick, or R H N Hardy as he is sometimes known in formal circles, is one of the elite but dwindling breed of men who began their career in the 'Big Four' era of 1923-1948.

He has been referred to on several occasions as 'Britain's Greatest Living

Railwayman' and although Dick himself has always argued with the description – pointing out that there are several younger men who rightly reached the top of the industry – he has now attained his 92nd year and it's a case of keeping fingers firmly crossed that he will remain with us for a good few years yet.

This elder statesman of steam has seen and achieved things most of us can only dream about, running half-a-dozen locomotive depots at the height of the British Railways steam era in the 1950s and overseeing the wholesale changeover from steam to modern traction on the Stratford Division of the Eastern Region in the early 1960s.

He began his career in Doncaster Plant Works during the Sir Nigel Gresley era, learnt his trade during the dark days of the Second World War and has travelled more than 60,000 miles on the footplate of main line steam locomotives, firing almost every class of LNER Southern Area engine at one time or another and driving many of them too.

Yet Dick will tell you proudly that he is first and foremost a 'people person' and that he has worked with no fewer than 25,000 railwaymen and women, many of whom later became personal friends and remained so long afterwards.

Richard Harry Norman Hardy was born in Leatherhead, Surrey, on October 8, 1923, and

at the age of five was given his first copy of *The Railway Magazine*. "It was the January 1929 issue and I was enthralled by it and learnt so much from its pages," he told me. "At that time, *The RM* was just about the only way for young members of the public like me to find out what was happening on the railways, so I began reading it regularly and could soon quote Cecil J Allen at length! I wasn't a number collector, but I did like drawing engines and once won a prize in a children's art exhibition."

### Marvellous

At the age of seven, Richard's suburban view of railways changed out of all proportion when he was taken by his much-loved governess, 'Mitts', for a fortnight's holiday in the industrial heartland of South Yorkshire. There he clapped eyes on his first collieries, steelworks and northern mills and spent hours on Mexborough station watching coal trains on the ex-Great Central Railway system. He was taken for a thrilling day watching LNER Pacifics and other glamorous sights at York – but the icing on the cake for the wide-eyed young visitor from Surrey was a personal tour of Doncaster Carr Loco by Mitts' uncle, who by good fortune was the depot's chief clerk.

"Even after all these years, I can still say that was one of the most marvellous holidays of



**Left: Five-year-old Richard dressed as an engine driver in 1929. The outfit was made by his mother and the oil-feeder was donated by a Southern driver.**

**Unless stated, all photographs are courtesy of the R H N HARDY COLLECTION in conjunction with TRANSPORT TREASURY.CO.UK**



# MAN OF STEAM



Dick (right) with A4 Pacific No. 4468 *Mallard* at Doncaster Plant Works in the mid-1940s with some of his fellow LNER premium apprentices, including Peter Townend (left).

my life,” he smiles. Little could Richard have known that the Great Central would become a major part of his life three years later when, in 1934, his father, who had been a tea-planter in Ceylon in earlier years, retired and moved the family to Amersham, in Buckinghamshire.

“I soon became a regular on Amersham station, spellbound by the sight and sound of Robinson Atlantics, ‘Directors’ and 4-6-0s roaring up the bank, and watching their drivers, who were nearly always elderly moustachioed men, sitting comfortably in their seats as they stormed by. Sometimes they would wink or wave at me as they passed and I would live on that acknowledgement for days afterwards!”

Shortly after moving to Buckinghamshire, Richard was sent to Marlborough College, Wiltshire, as a boarder and thus became familiar with the engines of the Midland & South Western Joint line – but he admits that “a much greater attraction” was Savernake, about five miles away on the Great Western main line, where he was often allowed to sit in one of the signalboxes and watch the Swindon engines he’d read so much about in books and magazines.

“They were wonderful with their copper-capped chimneys, but my first love remained the LNER and as I went through my teens, I found my interests beginning to widen... from a straightforward dedication to machines ▶

**Right: The Metropolitan Railway had only just become part of London Transport when Dick moved to Amersham as a boy in 1934 and some of his early memories feature locomotives such as the ‘H’ class 4-4-4Ts, one of which is seen running between Chorley Wood and Chalfont.**

ER WETHERSETT



Two of the ex-Great Central drivers who inspired Richard in his boyhood days at Amersham were Fred France, seen (left) in the cab of ‘Director’ 4-4-0 No. 5506 *Butler-Henderson* in August, and (right) Ted Simpson, with his fireman on B3 class 4-6-0 No. 6166 *Earl Haig*. Both photos were taken by Dick and the one on the left provides a living link with the opening day of the GCR London extension in 1899, for Fred was the fireman on the very first train out of Marylebone!



# THE DICK HARDY STORY



The learner and the master... Dick as a young fireman in 1944 with the man he describes as "my great mentor" – driver Ted Hailstone. "Ted taught me the finer arts of locomotive management and bred in me an understanding of what was right and wrong in life. For many, many thousands of miles since, I have practised the principles he drilled into me".



While boarding at Marlborough College, Richard took the opportunity to familiarise himself with the Great Western Railway and took this picture of 'Duke' 4-4-0 No. 3278 Trefusis at Savernake Low Level in the summer of 1939.



Left: A priceless snap from the family album... Richard's mother, Gladys, stands with driver Bill Denman and fireman Jim Edison during a visit to Doncaster in 1943. It was Mrs Hardy who found the money to keep her son at school and pay the LNER's premium apprentice fees after the death of her husband in 1938.

to a fascination with the people who operated them. Whereas before, I would have saved up all my pocket money for the fare to Marylebone or Leicester, I was now content to stay in Amersham and chat to as many engine crews as I could, hoping they would invite me to hop on board and travel with them to the next station. Sometimes they did and I began to learn from them the art of enginemanship.

"One particular senior driver, Ted Simpson, taught me a lot and I would listen for hours on end to him talking about his days on the old Manchester, Sheffield & Lincolnshire Railway and the great characters he had worked with in the Victorian and Edwardian eras. I still treasure the letter he wrote to me at Marlborough telling me that, if my mother agreed, he would take me from Marylebone to Aylesbury on the footplate of the locomotive working the 10pm mail. That letter burnt my pockets day after day and was dog-eared long before the end of term."

Dick's father passed away in 1938 and although his mother was just about able to afford the Marlborough fees for another two years, a lack of family funds dictated that there could be no going to university. So in the summer of 1940, at the age of 16, the young Hardy decided to make his beloved railways his career and after ascertaining from his mother that there was enough in the family kitty to finance the payments required for a four-year premium apprentice course with the LNER, he wrote a job application letter to Sir Nigel Gresley.

The great man didn't reply personally, but his assistant, Edward Thompson, did and invited him to Doncaster for an interview.

"I remember Mr Thompson well. He was tall and elegantly dressed and interviewed me in a kindly way, asking me about my home life, interests, ambitions and giving me advice on where to find decent lodgings in the town.

"I started work as a premium apprentice on January 17, 1941, working in Doncaster Plant alongside Yorkshire lads who found my southern accent amusing and who decided to call me 'Cloggy Dick' after I'd bought myself a pair of clogs for eight shillings and sixpence

**"Some of the drivers who allowed me to travel with them on the footplate were famous, such as Joe Duddington, who had broken the world speed record with *Mallard* in 1938".**

(about half a week's wages). Joking aside, though, the shoes were surprisingly warm and comfortable once I'd mastered the technique of walking with a solid wooden sole and when I later caught my foot between the fallplate and tender-end of a GN Atlantic, it was the wood that took the squeeze, not my foot, for which I was everlastingly thankful."

Dick's training at Doncaster saw him working in most of the plant's departments, covering many aspects of locomotive repair – but it was in his spare time in the evenings and weekends that he really began to gain the experience that would stand him in such good stead in later life. For instead of going to the pub or the pictures, he would often take train rides to familiarise himself with the surrounding network. One evening at

Wakefield Kirkgate station, he was looking at the engine of the up Leeds-London Mail when the fireman asked him who he was and, upon learning that he was an apprentice, invited him into the cab for the run to Doncaster. When they arrived there, though, he wasn't allowed off as station officials were on the platform, so he had to stay on board while the loco made its way to the town's Garden Sidings, whereupon he was asked if he'd like to help the crew dispose it over the ashpit there.

"I couldn't believe my luck," said Dick. "The friendly fireman was called Stan Hodgson and his driver, Bob Foster, told me that if I ever wanted more trips, I could travel with him whenever he was on a late turn."

Over the ensuing months, he was introduced to many other crewmen and they allowed him to ride with them too. It was all totally unofficial, of course, but over the next four years, Dick managed to clock up an astonishing amount of footplate experience.

Some of the journeys were on overnight trains to Edinburgh, and some of the men he rode with were famous, such as Joe Duddington, who had broken the world speed record with the A4 *Mallard* in 1938. "I had a trip with him to Leeds on a stopping train," recalls Dick with a smile... "he had a Pacific and four little Great Northern coaches and he'd probably found it easier to get his A4 up to 126mph than he did to stop in the right place at Hampole and Fitzwilliam Halt with his tiny train!

"Another was Ted Hailstone, probably my greatest mentor. He taught me the finer arts of locomotive management, how to build a fire with the utmost care and how to use fire-irons correctly. He also drilled into me the





Still in his element in the 21st century... Dick strolls along the former coaling stage road of Barrow Hill during a visit to Britain's last working roundhouse in 2009. NICK PIGOTT

importance of not leaving the footplate without permission (even to get a cup of tea) and he was even a stickler for tidiness. If I so much as failed to sweep up after firing, he would stand and shuffle his feet until I did so.

"Ted bred in me an understanding of what was right and wrong in life and that managers would be respected by their men as long as they were fearless, kept their promises, maintained law and order and were fair to all in terms of discipline.

"Most vitally of all, though, he taught me the importance of never relaxing concentration when on a moving train. One night in the wartime blackout, we were running between Bradford and Halifax on an N5 tank and he had allowed me to drive. At Queensbury station, I made the classic mistake of seeing a green light from the guard and setting off without keeping an eye on the signals. The advance starter around the corner was showing red and despite my efforts to stop, we ran four coach-lengths beyond it.

"I had allowed my mind to wander.

"Ted managed to square it with the guard and signalman not to report the incident, but the dressing-down he gave me taught me a lesson I shall never forget and it's one I never hesitate to pass on to others, even today in the 21st century."

In gaining such experiences and by riding with so many different drivers and firemen – often not returning home until the early hours of the morning – the young Hardy was actually learning as much about the various techniques of footplate work as he would have done if he'd joined the running department from the start.

After one such 'shift' in the winter of 1941/42, he got off a locomotive at Wakefield and was waiting for a train back to his digs in Doncaster. As the train ran in, a tall figure

emerged out of the gloom. It was Edward Thompson himself.

"He recognised me instantly and wanted to know what I was doing. I was nervous but thought it best to come clean, so I told him I was working on footplates but that I had no authority for doing so.

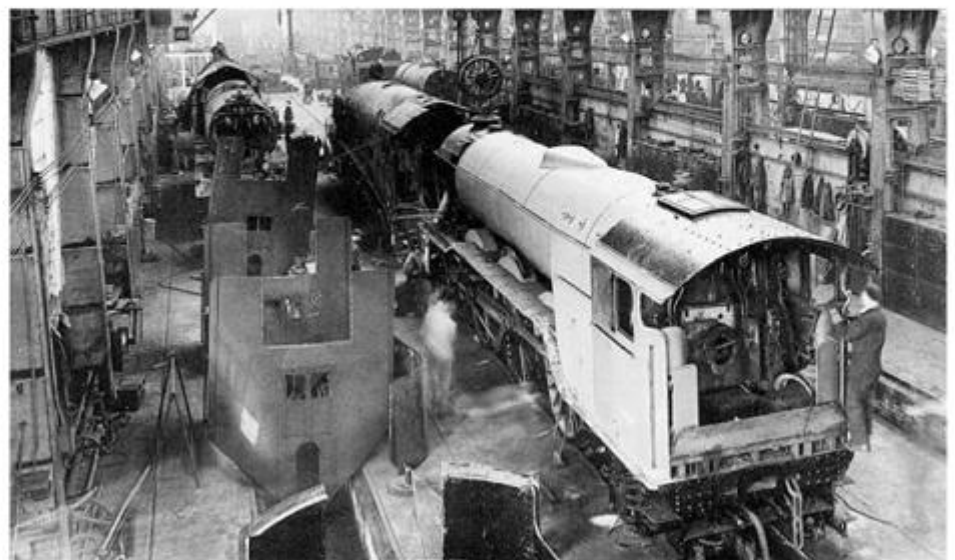
"I expected the worst, but his reply was: 'I'm delighted to hear you are interested enough to do this in your spare time. Are you going to Doncaster? If so, come with me'.

"He strode to the nearest coach and sat down at one of the tables. We were an incongruous pair side-by-side, he elegant and well-dressed and me in dirty overalls and clogs, with eight hours' coal dust and grime on my hands and face. The journey passed all too

quickly... he told me about the locomotives he intended to build; they were to become the B1 4-6-0s and the L1 2-6-4 tanks; also he intended to simplify some of the Gresley designs and to rebuild some of Robinson's to form prototypes.

"He told me a bit about his own life and it turned out that he too had been at Marlborough College. When we got to Doncaster, his last words were: 'Come and see me when you want an engine pass.' I went home scarcely able to believe my ears.

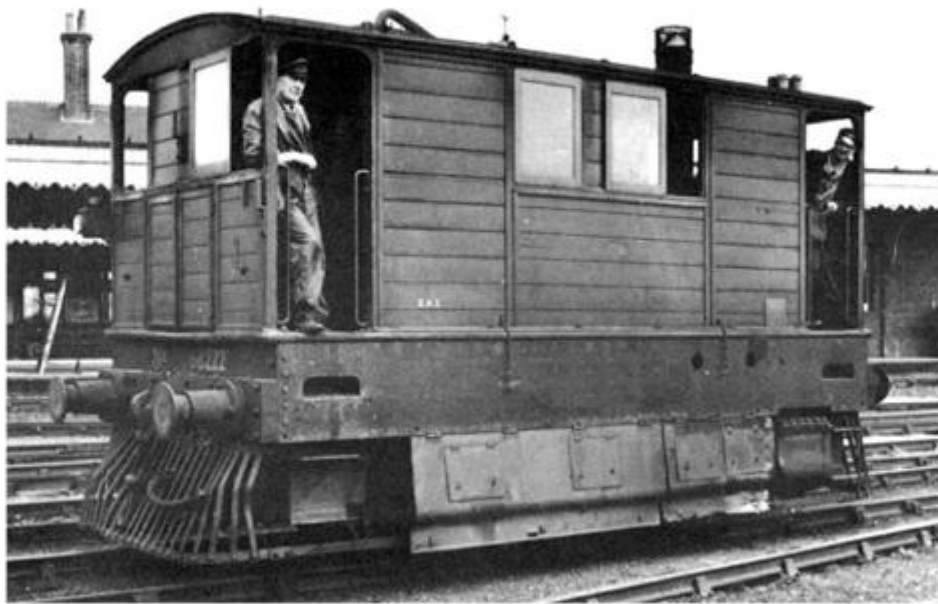
"The next week I asked permission to leave my workbench for a few minutes and went to the main office building. I clomped through the door in my clogs, straight onto some rather nice carpets, and said I wanted to



Doncaster Plant in the late-1940s, with A3 and A4 class Pacifics inside the Crimpsall erecting shop. Picture: BR



# THE DICK HARDY STORY



One of the Wisbech & Upwell Tramway's J70 locomotives. "Being a fireman on one of these was no joke," says Dick. "You had to fire in a little pit, boiling hot, bent double, knocking your knuckles and scorching your pants, often on a 12-hour shift." P J LYNCH

see Mr Thompson about an engine pass.

"This caused an unbelievable stir amongst the great man's personal bodyguards. Workers like me would sometimes come out of the shops in dirty overalls to see the works manager, or at a pinch the mechanical engineer, but most certainly not the chief mechanical engineer! I got as far as a Mr Gosling, who looked at me as though I had the palsy and insisted rather snootily that Mr Thompson could never for one moment have said I could have an engine pass. But with a persistence that was far from popular, I got that coveted bit of cardboard... and celebrated it that weekend with 28 hours' continuous duty!

It is instructive to learn that Dick put himself through all those years of hard work on the footplate even though he knew he would eventually gain practical experience anyway, for premium apprentices spent the last 12 months of their formal training attached to Doncaster Carr depot and part of that training comprised three weeks' footplate work. "That wouldn't have been nearly enough for me though," he laughs.

One day, while spending a rare evening in his lodgings, Dick noticed in the *Railway Gazette* a letter from John G Robinson, long since retired from his position as Locomotive

Superintendent of the Great Central Railway, and residing in Bournemouth. "I saw that his address was at the foot of the letter so, with the impetuosity of youth, I decided to write telling him how much I admired his engines and how I enjoyed working on them.

"Imagine my delight when I received a lovely reply telling me about his early days on the railways and how he had worked his way up the many rungs of the ladder. He finished as

**"He looked at me as though I had the palsy and insisted rather snootily that Edward Thompson could never for one moment have said I could have an engine pass!"**

follows: 'Young man, you will never forget that there is no finality to what you can learn about the railway profession'. Thus spoke the octogenarian to the boy. How right he was!

"Although I too had started my career with the hope of rising one day to chief mechanical engineer, that ambition had vanished after a few months, for I soon realised my technical and mathematical limitations. I'd also been starting to get advice from colleagues and bosses that my strengths lay on 'the administrative side'. I was quite hurt by this at first, thinking that all



A sight guaranteed to strike a sense of deep respect into every apprentice... the presence of the bow-tied L P Parker on the premises. "The Locomotive Running Superintendent was a frightening disciplinarian who worked the young men desperately hard, but he did a tremendous amount to further our careers," says Dick.

my urge to get practical experience had counted for nothing, but I soon began to realise that the time I'd spent voluntarily on the footplate was helping me to understand – perhaps almost by instinct – the personality of enginemens and the many disciplines and challenges they have to deal with."

Those responsible for Dick's training had indeed picked up on his ability to empathise with men old enough to be his grandfather and so it was that in June 1945, he was sent to Shenfield for an interview with Leslie Preston Parker, the Locomotive Running Superintendent of the LNER Eastern Section. The reputation of L P Parker had spread far and wide, for he was an autocratic and frightening disciplinarian who worked the company's young men desperately hard.

He told Dick that as long as the results of his Higher National Certificate in Mechanical Engineering were favourable, he would be sent to Stratford motive power depot as a progressman. The exam was duly passed and a few weeks later he started at Stratford, which at the time was one of the largest steam sheds in the world, let alone Britain. His job was to chase material from the main works for repairs and to make sure that the out-depots were adequately supplied with stores.

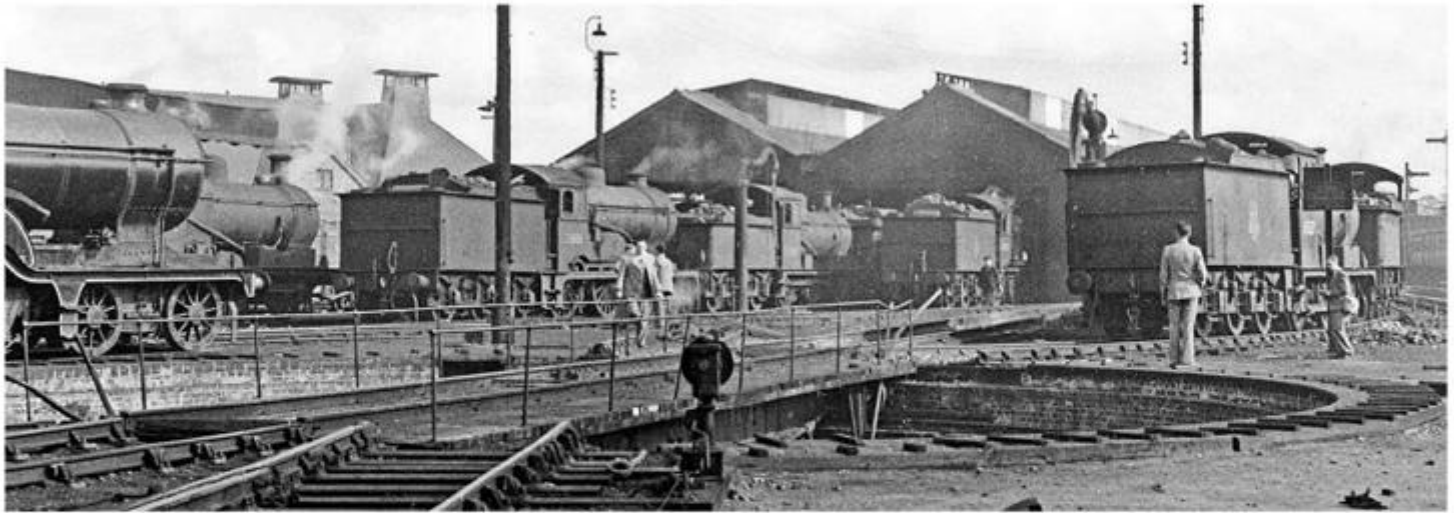
Just five months after that, by which time the world was at peace again following the end of the war, Mr Parker transferred his trainee to the Norfolk Fens to learn the role of foreman and shedmaster at King's Lynn depot.

"It seemed to me like the last place on earth," said Dick, "and one of its sub-sheds was responsible for the extraordinary Wisbech Tramway. The tram engines undertook prodigious feats of haulage during the fruit season and a day's work for a fireman at the height of the fruit season was no joke. You had to fire in a little pit, either on your own or with the driver according to the direction



Right: Dick (centre) with former King's Cross shedmaster Peter Townend and *Railway Magazine* editor Nick Pigott during one of his *RM* interviews.





The cramped scene at King's Lynn engine shed, where Dick worked immediately after the war. "At the time, it seemed to me like the last place on earth", he says. COLOUR-RAIL.COM



South Lynn shed, which although in the same town was a completely different place in terms of space and attitude. This was Dick's first command, in June 1946. COLOUR-RAIL.COM

of travel – hot, bent double, with a short shovel, knocking your knuckles and scorching your pants, often on a 12-hour shift."

In June 1946 came another transfer, but this time no further away than the other side of the same town, to the former Midland & Great Northern Railway depot at South Lynn. This was to be an extraordinary promotion for a man barely 22 years of age... for Dick was to become acting shedmaster, taking charge of leathery-faced men who had been working with locomotives longer than he had been alive.

"Mr Parker and Mr Thompson felt I had it in me to become what is today known as a man-manager and were clearly dropping me in at the deep end to see how I fared – but it was one of my private worries that men old enough to be my grandfather might have had contempt for so young a boss. To my eternal relief, I found that this was not so, or if it was, they kept it to themselves.

"They were so exemplary in their work, so conscientious, so interested in locomotives and so courteous that any request I made, as long as it was simply and straightforwardly presented, was always accepted and carried out. I think they realised after a while that I knew what I was talking about and they saw me as an 'old head on young shoulders'."

The place was different in every respect from King's Lynn. Whereas the former had been cramped, there was plenty of room at the M&GN depot. Hand coaling had been the only method at King's Lynn, but South Lynn had a small coaling plant and the work was different too, with the South Lynn men having to work

heavy trains, especially in summer, over a hard and hilly road. "Norfolk is by no means the fiat country that might be imagined," says Dick, who reveals a remarkable contrast in the attitude of the town's railwaymen: "The indifference of the average ex-Great Eastern man for the 'Joint' was only exceeded by the contempt South Lynn crews felt for anything GER or, indeed LNER!"

They were true professionals, though, and he has never forgotten the dedication of one old South Lynn character, George Pilch, when the crew of a B12 4-6-0 reported a gently weeping fusible plug in the crown of its firebox. "Such an incident was serious and would normally require the fire to be thrown out and the engine to be taken out of service for the plug to be tightened up or changed," explained Dick.

### Appalling

"But George knew there was no suitable loco on hand to take over, so after telling me to 'look the other way', he asked for the fire to be pushed up to the far end of the firebox, wrapped his wrists and neck in wet sacking, climbed through the firehole door and very delicately tapped the head of the plug so that it was no longer leaking. He did that under appalling conditions of heat in the firebox of a boiler still carrying 75 lb/sq inch of pressure.

"Why did I allow it? Well, perhaps because I was naïve, or perhaps because George was determined to avoid further delay to a passenger train and I could see he knew exactly what he was about to do.

"I was guilty of one or two other rather stupid escapades like that and when they

came to the notice of the District officers at Cambridge, it was decided that I was sailing too close to the wind and that I should be transferred to the motive power headquarters at Liverpool Street (irreverently known as 'Mr Parker's House of Correction') as a technical assistant. I was a bit crestfallen, but I now realise that the move brought me to my senses. It also enabled me to commute from my home town of Amersham and within a few weeks I had met the girl who was to become my wife, Gwenda.

"We married the following year, 1949, but one's domestic life in the context of one's training and advancement was of no consequence to L P Parker (although no man could have been kinder in cases of real need) and not long before our wedding, he sent me back to East Anglia to work as the Assistant District Motive Power Superintendent at Cambridge. That was tough!

"Gwenda and I had to put up with the fact that only once in a fortnight, and sometimes once in three weeks, could I get home, and it was pretty depressing living in a small hotel near the station. But in September of that year, I was summoned to Nottingham to be given a thorough going-over to decide my suitability to become shedmaster at Woodford Halse, on the ex-Great Central main line. I was delighted when I landed that job, for, not only was it my first full-time command, but it was on the same route on which my boyhood love of railways had developed."

**CONTINUED NEXT MONTH**





Right: Duty control manager Keith Round in the TransPennine Express control room on February 13 and (above) a display showing late-running trains in red. Both: TRANSPORT REPORTS LTD



A magnificent Pennine backdrop for two unidentified TPE Class 170 sets as they head east through Edale with the 13.55 Manchester Airport-Cleethorpes service on January 20. LES NIXON

# FIRST TRANSPENNINE EXPRESS: IN CONTROL



**John Heaton FCILT** spends a day in the Manchester control office of First TransPennine Express to see how its intensive train service is kept on track

**Y**OU do not have to be familiar with how a control office works to know when it is under pressure. Nowadays it's 'heads down' for the controllers, staring at their computers and tapping touch screen displays to dial their contacts. This morning is different, though, as the staff can spend time swapping notes, leaning back in their chairs sipping tea and talking to visitors.

The service is in the process of recovering from a trespass incident in the Lancaster area, where three dogs have roamed onto the railway. Network Rail had rightly said that the railway does not stop for dogs but the owner had then followed the strays and the civil police have given chase. Network Rail controllers have labelled the episode as the 'rampant poodle' incident.

I am visiting the shiny new Manchester integrated control office, based in the back streets of Beswick, as the guest of First TransPennine (TPE) planning & service delivery chief Anna-jane Hunter. Duty manager on the early shift is Keith Round who explains how the office functions. There are specialists in maintenance and train crews plus controllers

for the individual service groups, North TransPennine, South TransPennine, Anglo-Scottish and 'Lancashire'. The Hull Trains operation is also controlled from here. Adjacent banks of desks accommodate Network Rail and Northern Controls allowing impromptu conferences to take place.

However, all the other functions of the office are heavily reliant on technology, which offers a level of information quality that was unimaginable in the offices where I gained my experience – the Leeds, York and Wakefield District Controls of around 1970 and Newcastle Divisional Control a decade later. These offices were, of course, genuinely 'integrated' and the 'deputy chief controllers' rarely engaged in conferences with anyone.

Today's controllers can telephone individual train crew members, call up unit or crew diagrams, be warned of anyone failing to sign on duty at the appropriate time and, most importantly, watch the movement of trains on areas with modern signalling as if in the signal box. There is room on the operating floor for the relocation of signallers in future which

should offer significant scope for integrating the roles of controllers and signalling staff, if fragmentation issues can be overcome.

Keith checks on 13.40 Manchester Airport-Glasgow Central which is running 16min late at Carlisle as a result of the trespass incident at Lancaster and estimated to reach Glasgow at 12.44, which does not threaten the 13.09 back working. There are rarely any meal break concerns with these trains because most are worked out and back from Scotland, which results in the crew signing off on arrival. Table 1 shows the run from Preston to Lancaster and its effect compared to a fast run over the section, both recorded by Railway Performance Society (RPS) member Bevan Price.

Every effort is made not to terminate Scottish services short of destination although Piccadilly instead of the Airport for southbound trains is sometimes a last resort. Loadings are especially heavy today, as Keith shows me on the reservations display that is available. It is a Six Nations Rugby weekend in Scotland and several trains have around 250 reservations. Since the seating capacity of a Class 350 is 197 passengers, it is obvious why it is necessary to provide two units so often nowadays on this runaway-success service group.

There is a good level of co-operation with Virgin West Coast, including acceptance of rival tickets during disruption. Another press of a button shows that all First TransPennine Express (TPE) Edinburgh departures are double sets today, all but one rostered for electric power. Virgin has 'Pendolinos' on all but one of theirs, and that is a pair of 'Super-Voyagers'. Even while we are discussing the issue, there is an

**“Three dogs have got onto the track – controllers are calling it the ‘rampant poodle’ incident”**

TABLE 1: PRESTON TO LANCASTER

Unit	350404		350374+350410			
Load	4/179/186		8/358/370			
Train	09.00 Man P-Glas C		16.00 Man P-Edin			
Date	February 13, 2015		August 9, 2014			
Rec/Position	B Price 1st of 4		B Price 1st of 4			
Miles	Timing Point	WTT	M S	MPH	M S	MPH
0.00	PRESTON d	0	0 00	4L	0 00	2L
1.34	Oxheys		1 58	70	1 44	73
4.74	Barton		4 13	99	3 58	101
7.45	Brock		5 51	99	5 34	102
9.44	Garstang		7 05	96/94	6 45	97
12.73	Scorton		9 05	100	8 43	102
15.29	Bay Horse		10 42	sigs 71	10 14	101
16.68	Galgate		12 38	sigs 14	11 03	103
			2 sigs stops 7min 4sec			
17.80	Oubeck		23 19	sigs 28/44/sigs	11 42	101
			sig stop 3min 19sec			
20.99	LANCASTER a	15	33 03		15 27	41





immediately agreed request from Virgin West Coast to accept their tickets to and from Sheffield and Leeds due to a signalling problem at the south end of the West Coast Main Line.

The Class 350/4s seem to be emerging from a sticky patch now. There are always problems with maintaining a small fleet in a large depot and there has been a learning curve with electric traction, but Keith is complimentary about the approach Siemens has shown to identifying and solving the problems.

In the meantime there has been difficulty at Preston in coupling a Barrow unit to a Blackpool one for Manchester Airport and one unit has proceeded alone. The coupling issues have been flagged up to the depot and the controllers then devise plans for ensuring those particular 'ends' are not involved in further coupling requirements until they have received attention. Defective units are best kept on South TransPennine where they are not normally required to work in multiple. The same goes for ones with defective engines of which there are six today out of 51 units, or 153 engines. In the meantime, accommodating an unplanned unit at Preston is always a problem and a northbound bay would be a distinct advantage. This set is stowed in a southbound bay and steps are taken to locate the driver who will be working it next to ensure he is aware of where it is.

TPE has taken some extraordinary measures to mitigate overcrowding in the peaks and many trains run with 2xClass 185s and 354 seats. The 16.09 and 17.09 departures from Leeds are strengthened at the front with empty sets arriving at xx.58 from York via Methley, which aids station working and keeps route knowledge.

Although diversionary knowledge is good there are still some inevitable blank spots such as Manchester crews being unable to use Milford Jct to reach Hull. TPE has a large number of small depots which offer flexibility, but not the economies of scale.

There is a potential problem at Cleethorpes, where the driving turn for the 13.26 to Manchester Airport is uncovered. The potential cancellation is notified to all concerned. I ask Keith what will be done to balance the sets if no one can be found. It would normally be coupled to the 14.26 departure, but this will be a Class 185, incompatible with the 13.26's 2xClass 170s. Before the situation becomes critical it is announced that the 13.26 has been covered by contacting a driver who is booked spare later in

the afternoon and prepared to come in early. A cynic might suggest he would finish earlier too but that would be to denigrate the spirit of co-operation that Keith says the controllers regularly experience from train crew who are now well-paid professionals. A shorter working week with more rest days also means more drivers at home who might be prepared to work.

Keith puts the finishing touches to his log entry of an earlier delay near Cross Gates. A (fortunately empty) pram has been dumped on the tracks, resulting in 1P19 07.15 Middlesbrough-Manchester Airport being 7min late at Huddersfield and causing Northern's 2F85 09.15 Huddersfield-Wigan Wallgate to make a 6min late start. This then delayed 1F83 07.38 Scarborough-Liverpool Lime Street on

**Right: Emerging from the shelter of Preston station's overall roof on the wet evening of December 6, 2014, is Siemens-built 'Desiro' EMU No. 350403 with the 16.00 Manchester Airport-Edinburgh service. TOM McATEE**





the effectively 4min block section through Standedge Tunnel after 2F85's Marsden stop. Table 2 shows the run compared to the fastest known equivalent RPS record from the society's electronic archive, timed by Ian Umpleby.

In discussion with Anna-jane Hunter earlier, I had mused about TPE adopting a 5min Public Performance Measure (PPM) target as there are frequent occasions where a 10min PPM TPE train (and occasionally a string of them) is knocked from say 2min late to 8min late to keep a lightly loaded Northern train of local passengers without connections within its 5min target. The Marsden incident is perhaps an example where the off-peak local was allowed precedence, but reached its Wigan Wallgate destination 4min late. As a result, 1F83 was 8min late at Manchester Piccadilly and the following 1P21 08.53 York-Manchester Airport was 6min late.

The overall PPM figure would decline but there would be fewer overall minutes' delay to TPE trains and passengers. Perhaps politics is more important than absolute punctuality? Anna-jane does not agree but recognises that the quest for 'right-time running' can be compromised by Network Rail's policy of regulating by PPM. With five expresses out of six trains per hour each way through Standedge, and an aspiration for six out of seven, priority to the single local on a 5min PPM is illogical.

There must have been something in the air today as proceedings are interrupted by another incursion, this time near Scout tunnel, between Mossley and Stalybridge, where the crew of 1P34 12.33 Manchester Airport-Middlesbrough has stopped to challenge a trespasser and a queue of up trains has begun to form. After the offender has been removed, it seems that 1F87 11.50 Scarborough-Liverpool might not reach Manchester Oxford Road before the 13.16 stopper to Liverpool leaves. There is a service recovery plan that details the arrangements for recessing the local at Glazebrook, depending on how late the express is running, and instructions for terminating the express at Warrington if the punctuality of the return working is threatened.

The reintroduction of the direct Newcastle to Liverpool Lime Street trains via Chat Moss originally involved tight turnrounds and risked the import of delay from the Warrington route to Chat Moss trains and vice versa. A layover-unit is now present for most of the day and crew working is out and back via the same route where possible which results in fewer



A TransPennine service formed by No. 185103 departs Manchester Piccadilly on September 30, 2011. CHRIS MILNER

inconvenient terminations short of destination that also destroy PPM figures.

On the Northern route, the tight Hull turnrounds at Manchester Piccadilly can mean termination en route, more often at Stalybridge now than at Huddersfield following the enhancement of the layout at the former station. There is also an instruction that the 'fifth' trains (the Manchester Airport-York terminators) must not run if the anticipated delay will exceed 15min and must not be re-instated until it falls below 5min.

The contingency plan contains very few examples of deliberately missing out stations, but one situation concerns the dual Dewsbury and Stalybridge stops in the Hull and Scarborough trains. The instructions advise that this will save only about 5min, but it might also reduce delay to following, faster trains. Liverpool via Warrington services may also be switched to the Chat Moss line, but retaining their Piccadilly routing, if controllers can be confident this will save the necessary time. Anna-jane Hunter points out a number of instances where TPE is especially sensitive to local conditions. For instance, the inquest into the Hillsborough football stadium tragedy has created heavy demand for one particular train on the

Warrington route, the running of which receives special attention. Controller Danny Fair is taking a look at the maintenance requirements for units tonight. No 185123 is due an exam at Ardwick and is on a diagram that will finish there. The Class 170s are maintained at Crofton, inconveniently off line of route, so special attention has to be paid to them. I sense a tacit sense of grievance that these sets have been purloined by vociferous Chiltern commuters and

that the downgrading to Class 156s will disadvantage TPE customers.

Fuel cannot be taken overnight at Sheffield or Scarborough and facilities are limited at both Hull and Craightinny, so care has to be taken that the

planned mileages do not exceed the units' 2,000-mile fuel range. If an engine is out, this figure is reduced to 1,400. This immediately raises questions in my operator's mind about deliberately shutting down one engine in eco-mode. Was any fuel saved yesterday when my Class 185 ran like that from Huddersfield to Stalybridge despite being late, accelerating from 0 to 75mph on a 1-in-96/105 gradient and from 45mph to 85mph through Standedge tunnel?

By mid-morning national PPM is 92% with TransPennine making 95%, just six trains having missed the target, all due to 'external factors'. A display of individual trains shows which services are currently outside PPM and the individual service controllers keep an eye on the ones that are theirs, taking steps to try to get them back inside the figure. 1E72 12.22 Liverpool Lime Street-Scarborough is suddenly reported as 11min late at Diggle Jct having encountered the reappearing Mossley trespasser. Delays soon build up. 1F67 11.10 Newcastle-Liverpool Lime Street is approaching on the up (westbound) line and North TransPennine controller Joe Scott is able to warn the conductor of the reason for the delay to be encountered.

1E72 is 15min late for an advertised 21min turnround and 1P36 13.06 Manchester Airport-York is chasing it but 10min late at Huddersfield with only 13min at York before returning at 14.53. The Scarborough trains are sometimes terminated at York, but every effort is made to substitute spare resources 'right time' to Scarborough for the hourly back-working. Joe's

**"The crew of 1F87 has stopped to challenge a trespasser near Scout tunnel"**

**TABLE 2: HUDDERSFIELD-STALYBRIDGE**

Unit	185116				185113			
Load	3/163/170				3/163/170			
Train	07.38 Scarb-Liv L St				06.00 Hull-Liv Lime St			
Date	February 13, 2015				November 23, 2007			
Recorder/Position	J Heaton 1st of 3				I Umpleby 2nd of 3			
Miles	Timing Point	WTT	M S	MPH	WTT	M S	MPH	
0.00	HUDDERSFIELD d	0	0 00	½L	0	0 00	½L	
0.52	Springwood Jct		1 11	50		1 02	50	
1.76	Longwood & M		2 31	66		2 19	70	
3.01	Golcar		3 37	74/76		3 19	76	
4.52	Slaithwaite	<1>	4 49	75		4 30	78	
7.10	Marsden	8	9 04	sigs 12	6½	6 42	50/44	
7.59	Standedge TEP		10 15	41/80est.		7 22	46/85est.	
11.02	Diggle Jct	12	13 29	65/67	10	10 17	63	
11.92	Saddleworth		14 23	sigs 52		11 06	68/65	
13.07	Greenfield	13½	16 01	sigs 31/35	12	12 08	67	
15.26	Mossley	(½)	20 13	sigs 17/55		14 06	67	
17.25	Stalybridge TEP		22 56	51		15 55	54	
17.86	STALYBRIDGE a	19	24 05		17	17 04		

<>=mins performance allowance (½)=mins pathing allowance est.=estimate

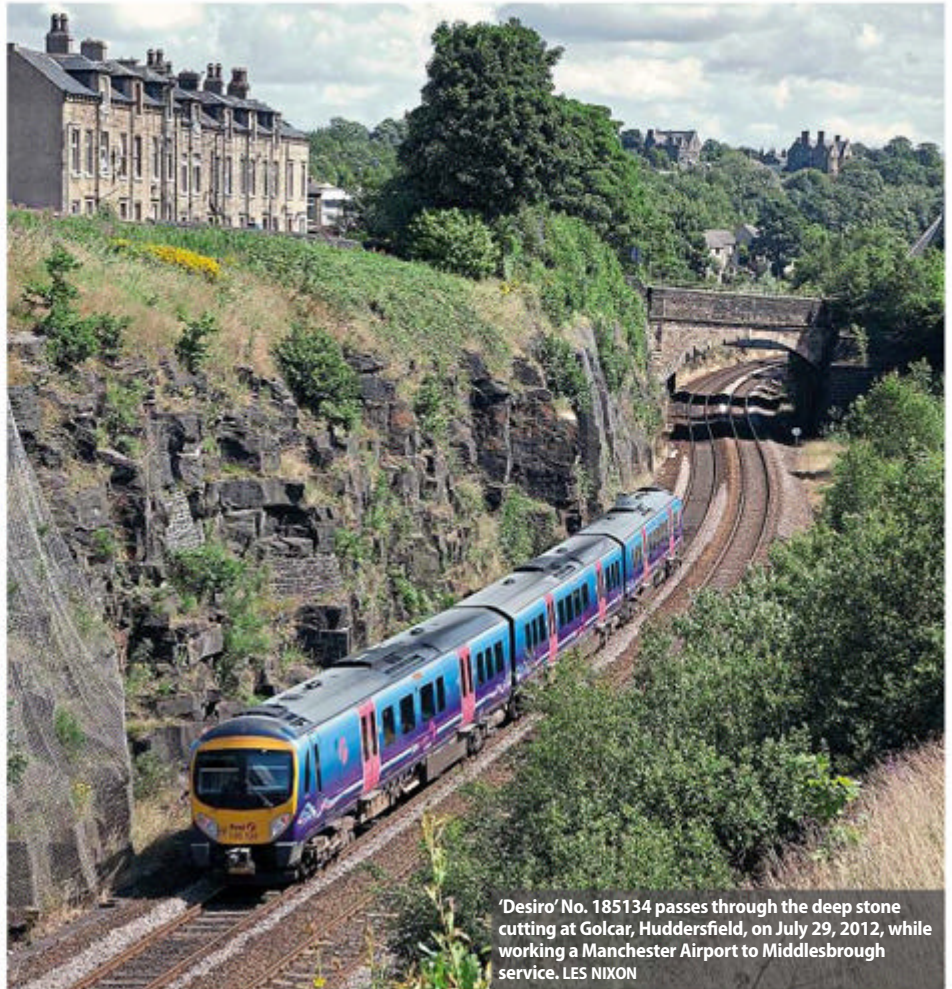


**TABLE 3: STOCKPORT TO SHEFFIELD**

Units 170306+170304  
 Vehicles/tonnes tare/gross 4/184/200  
 Train 15.55 Man A-Cleeth  
 Date February 13, 2015  
 Recorder/Position J Harthill

Miles	Timing Point	Sch	M S	MPH
0.00	STOCKPORT d	0	0 00	24½L
0.55	Edgeley No. 1	1	1 34	34/27
1.80	Woodsmoor		3 47	43
3.28	Hazel Grove HL Jct	6	5 52	41
4.43	Disley TNP		7 14	54
6.63	Disley TSP		9 30	66
8.63	New Mills S Jct	11½	11 16	68
10.42	Buxworth		12 54	64
11.34	Chinley		13 46	64
12.74	Chinley E Jct	15½	15 14	52
13.84	Cowburn TWP		16 27	57
15.94	Cowburn TEP		18 30	71
17.21	Edale	20	19 30	85/93
21.14	Earle's Siding	22½	22 09	85
22.06	Hope	[2]	22 45	92
23.86	Bamford	24½	23 55	93
25.64	Hathersage	(½)	25 07	76
27.52	Grindleford		26 38	71/-
31.12	Totley Tunnel East		29 39	-/sig stop
32.51	Dore & Totley	33½	33 27	51
34.03	Millhouses		34 55	78/84
36.29	East Bank		37 48	sigs 7/22
36.79	SHEFFIELD a	38	39 48	

[2]=min. recovery time (½)=½min pathing time



'Desiro' No. 185134 passes through the deep stone cutting at Golcar, Huddersfield, on July 29, 2012, while working a Manchester Airport to Middlesbrough service. LES NIXON

chief concern is that both trains should precede 1B21 12.11 Blackpool North-York semi-fast from Leeds. These Northern Class 158s are also on short turnrounds so he telephones the Leeds signallers to see if they can help. He believes that the key to success is knowing just when to request co-operation and when not to pester people if existing instructions would probably result in priority occurring naturally. 1B21 arrives in Leeds at 14.22, parallel to 1E72 and 3min in front of 1P36.

With the aid of a prompt TPE despatcher at Leeds, the train-ready-to-start button is quickly pressed and the Scarborough gets away first with the York TPE 3min behind it and 1B21 following 2min later and 4min down. The Scarborough train avoids delay negotiating York, where platforming and access to the Scarborough branch is now extremely restricted, but loses time at Malton where it clashes with the up train, as there is a single platform face for both directions. However, it reaches Scarborough at 15.42 for its 15.51 return working.

While Joe has been sorting this out, he has been monitoring progress at Mossley. This time the trespasser is causing even more delay until he is walked through the 202yd Scout Tunnel and escorted from railway property. This was good work in the circumstances but has had severe consequences on the train service. 1P40 14.06 Manchester Airport-York is the worst affected with 21min delay to Greenfield. The York train cannot possibly get to its destination in time to form the 15.53 back so there is no real option other than to terminate it at Leeds.

The decision is not taken lightly, especially on this busy Friday afternoon. The conductor is told before the train enters Standedge tunnel and the Leeds signaller is informed so that he can plan to stable it for 45min before starting the 15.53 York-Manchester Airport from Leeds at 16.20. If platforming is too tight, units are sometimes sent to Marsh Lane Cutting to stand out of the way, but the west end of No. 11 is allocated for the Class 185 this afternoon. In the

opposite direction 1F88 12.50 Scarborough-Liverpool Lime Street will now certainly have to follow the Oxford Road stopper to Glazebrook and be substantially late at Liverpool, especially after having to wait at Ardwick Jct for 2A70 15.14 Manchester Piccadilly-Manchester Airport to cross its path. The rule of thumb is that if the Liverpool-bound train is behind the Scottish TPE train from Piccadilly, the XX.16 local will be sent first at least as far as Glazebrook.

### Vandals

The Scarborough's late arrival will cause problems at Liverpool where it is due at 15.59 and has to combine with 1F69 13.10 Newcastle-Liverpool Lime Street via Chat Moss, due 16.08 to form 1E90 16.22 Liverpool-Scarborough. Joe does not countenance short-forming the 16.22 on a Friday evening. The Chat Moss train will arrive first so the sets will be reverse-coupled, but there are no maintenance or servicing implications from doing this. Also, keeping the sets in the right order would have cost the Chat Moss train its PPM. There can be a clash at Liverpool South Parkway between the XX.27 stoppers to Oxford Road and late XX.22 Scarborough trains, but the booked platforming is being observed today and the XX.27 is blocked in by the XX.22.

Attention switches to Manchester Piccadilly where 1B84 15.55 Manchester Airport-Cleethorpes incurs a 23min delay to its Piccadilly departure time swapping sets with the Class 170s on 1K19 14.39 Hull-Manchester Piccadilly, one of which has had an internal double-glazed window pane broken by vandals. It has been made safe, but needs to get to Crofton tonight

for repair and this is evidently the only means by which it can be done. Table 3 shows the run from Stockport to Sheffield, recorded by RPS member Jeremy Harthill.

1E90 16.22 Liverpool Lime Street-Newcastle has been despatched 5min late and is 11min late from Manchester Piccadilly. Pathing over Standedge is particularly tight at this time of night with extra Stalybridge commuter stops and two Manchester Victoria stopping trains. Joe switches his display to Stalybridge, but refrains from phoning anyone. His assessment suggests that it would be better to run 2E89 15.57 Southport-Leeds in front of 1E90 and the following 1P52 17.03 Manchester Airport-York. If not, 2E89 should probably be held for both Class 1s to pass. Instead, 2E89 is held 10min and then runs in front of 1P52.

1P52 is of particular concern because it will provide another clash with a Blackpool-York at Leeds and is on a 10min working time turnround at York. Joe certainly wants to avoid its Leeds termination at 18.30 on a Friday night and in the end is happy to see the compromise solution attained as it succeeds in getting the nod in front of the Blackpool again at Leeds, reaching York 12min late and returning 6min late, terminating at Piccadilly 3min late.

It is approaching 19.00 and talk turns to what should be ordered from the local take-away. A quiet day, on which almost all the significant delay has been caused by the non-travelling public, is starting to wind down. As is often the case, TPE has defeated the odds and delivered 93.4% of 335 trains to their destination within 10min of the advertised time, with just 22 of those outside the target figure. ■

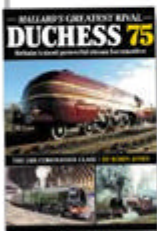


classic  
magazines

Books and Bookazines

RECOMMENDED  
FOR YOU...

### DUCHESS 75

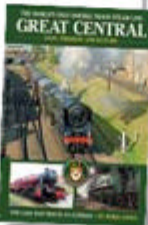


The story of the LMS Princess Coronations, a class which dazzled at the World's Fair of 1939.

£6.99

### GREAT CENTRAL

The story of the Great Central Railway, the only double track preserved steam railway in the world.



£6.99



### LNER STEAM REVIVAL

The story of each of the 52 one-time LNER

or LNER-designed steam locomotives which have survived in preservation.

£6.99

BROWSE AND BUY...

[www.classicmagazines.co.uk/thebookshelf](http://www.classicmagazines.co.uk/thebookshelf)

ORDER OVER THE PHONE...

01507 529529

SELECTED PUBLICATIONS  
ON SALE AT...

W H Smith TESCO

Sainsbury's  
eason

McColl's Martin's



# Multiple Aspects with Lord Berkeley

## HS2: Blighted by a mass of indecision

'Ramming a new line and terminus into a city centre seems little more than a vanity project'

IN discussions on the 'Euston Express' proposal – the alternative design for the HS2/WCML terminus drawn up by myself and Lord Bradshaw – I continue to meet HS2 and DfT officials, but am surprised that some basic decisions have still to be made.

Ministers' current view is to provide extra capacity on the West Coast corridor and thereby free up capacity on the WCML for more freight, which is forecast to double in 20 years. Getting to Birmingham, Manchester and Leeds faster is a bonus.

So why is the line being designed for 400 km/h trains rather than 300 km/h?

### 'Captive trains'

The track costs more, the gradients and curvature cause higher costs and the trains, on many estimates, will cost perhaps 50% more... just to save 10 minutes on the journey between Euston and Birmingham – which in any case will be negated by the 15-minute walk between HS2's Curzon Street station and New Street or Snow Hill.

Then there is the question of whether HS2 should be seen as part of the UK's general rail network, with trains in the future being able to go anywhere, or whether it should be an isolated line with 'captive' trains, designed for perfection of engineering, but requiring passengers to make more changes of train – something people hate!

So it might well be a good idea to design HS2 to carry normal classic trains, such as 'Pendolinos', to provide additional or diversionary flexibility should it ever be needed.

At present, Virgin is able to swap its trains around between different destinations if one is late, but if captive trains only are to be used on HS2, a Birmingham captive set would not be able to stand in at short notice to run to, say, Liverpool if an incoming service were to be delayed, whereas if two types of train were in operation, such flexibility would be available to the operator.

Of course, we will be told that delays will never happen on such a brilliant new line, but then pigs might fly!

The 'Euston Express' proposal would realign the HS2 tunnels from Old Oak Common to surface on the line of the fast track around Queens Park station. The slow lines would be slewed onto the DC lines (allowing for Bakerloo separation), and the fast lines onto the existing slow lines.

By doing this, all HS2 and WCML trains could use the six-track approach to Euston – although there are many passenger benefits of constructing the link from Crossrail at Old Oak Common to the WCML slow lines. That would allow many commuter trains to take their passengers direct to stations along Crossrail, rather than having to change at Euston.

It is clear that Euston's platforms can accommodate both existing and

planned WCML traffic as well as HS2 Phase 1 and 2 trains. If necessary, there is space on the west side of the station within the present footprint. Some platforms at Euston would need extending southwards to allow for 400m-long trains, and a deck above the platforms would provide passenger facilities, access to the platforms and the Underground.

### Demolition

However, the HS2 project team is still sticking to the Bill scheme, which demolishes a lot of property west of Euston, and they still require platforms 12 metres wide to accommodate the three escalators side-by-side they say they need.

All parties before the general election have expressed concerns about the cost of HS2. Why not stick to 300km/h classic compatible trains and then follow the example of the French TGV network, where the last five to 10 kilometres of track into the capital city is on classic lines, into classic platforms at classic stations, all upgraded – as would happen with Euston Express?

This would be a lot cheaper than ramming a new line and terminus into a city centre for what seems little more than a vanity project for those claiming credit for it!

[berkeleyafg@parliament.uk](mailto: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

### EMT off-peak services

PHILIP Hollobone (Kettering) asked the Transport Secretary if he will require East Midlands Trains to reinstate half-hourly off-peak rail services northwards from Kettering.

Transport Minister Claire Perry said: "Department officials have met with stakeholders and are aware of this aspiration. The stopping pattern will seek to balance the needs of all users.

"We are currently in negotiation with the operator with regard to the short direct award for operating the East Midlands franchise, and full details of the award will be announced when successful negotiations have been completed.

"As you may be aware, we will run a full franchise competition for the long-term running of this franchise, to begin service provision in October 2017."

### Skipton-Colne line

LORD Greaves asked the Government what discussions had taken place in relation to the possible reinstatement of the railway between Colne and Skipton.

Baroness Kramer replied: "The Government has advised SELRAP, Network Rail, Local Enterprise Partners, and the local authority on how to proceed with reopening the line, and they will need to fund the feasibility study. We will be meeting them soon to discuss the conditional outputs and the wider issues surrounding this scheme."

### Ticket to Ride

LORD Bradshaw asked what action the Government will take following the 'Ticket to Ride' report by Passenger Focus, about policies concerning passengers travelling without a valid ticket. Baroness Kramer said: "To coincide

with the publication of Passenger Focus' report, the Government commenced a consultation on February 3 on changes to the process for administering penalty fares appeals. The consultation closes on April 27."

### Further NW electrification?

STEPHEN Mosley (City of Chester) asked the Secretary of State what further plans he has for electrification of railway lines in the North West.

Transport Minister Claire Perry replied: "Network Rail is considering potential projects for the next funding control period through the refresh of its national electrification route utilisation strategy.

"Final decisions on further schemes will take into account the recommendations of the task force of northern MPs and council leaders set up to explore the priorities."



**WEST COAST**

RAILWAYS

THE UK'S LEADING SPECIAL TRAINS OPERATOR

*Hosts of The Greatest Railway Journeys in the World**New for 2015*COMPASS  
BY WEST COAST

'Top 50 Rail Tours'

**THE SALOPIAN EXPRESS - TO SHEWSBURY**WED  
8  
APRIL

Featuring steam haulage via the Cheshire Plains, Welsh Borders and Shropshire

Travelling by vintage diesel in beautifully restored Mk1 carriages to Preston we then change to steam and the journey begins. We travel via Beeston, Chester, Wrexham, Ruabon and Gobowen before reaching our destination, the home of Charles Darwin for a 3 hour break.

Return: Adult Std **£79**,  
First **£139**, Premier Dining **£199**

From Dumfries, Annan, Gretna, Carlisle, Penrith, Oxenholme, Lancaster, Preston and Wigan.

**THE DALESMAN****SETTLE to CARLISLE**

From York, Normanton, Wakefield, Leeds, Shipley, Keighley &amp; Skipton

Not far behind the Jacobite in terms of spectacular journeys by rail, The Dalesman takes in a route from Settle to Carlisle, in the Yorkshire Dales. This 73 mile journey allows you to embrace the very best of beautiful Yorkshire and Wensleydale with sights of all three peaks, the Ribbleshead viaduct, the Eden Valley with its meandering streams and waterfalls.

**TUESDAY'S & THURSDAY'S,  
5TH MAY - 27TH AUGUST**Return: Adult Std - **£65**, First - **£99**, Premier Dining - **£175****THE WIGHT & SUSSEX EXPRESS - TO PORTSMOUTH**WED  
11  
APRIL

To Portsmouth &amp; Chichester with optional tour of Sussex &amp; Hampshire

Travelling south via the Cotswolds to Portsmouth with sufficient time to sail to the Isle of Wight or visit the naval base where you'll find four very famous battleships including the Mary Rose and HMS Victory.

Return: Adult Std **£69**,  
First **£129**, Premier Dining **£189**

From Hooton, Bache, Wrexham, Gobowen, Shrewsbury, Wellington, Telford, Wolverhampton, Rowley Regis, Stourbridge, Kidderminster and Worcester.

**THE NORTH YORK MOORS & HEARTBEAT EXPLORER**MON  
13  
APRIL

To Whitby via the extremely scenic Esk Valley Railway

A stunning journey by rail along the beautiful Esk Valley Railway to Whitby across the North Yorkshire Moors and Heartbeat country.



From Chester, Frodsham, Warrington, Wigan, Leyland, Blackburn, Accrington, Burnley, Hebden Bridge, Sowerby Bridge and Brighouse.

Return: Adult Std **£69**,  
First **£129**, Premier Dining **£189****THE ROYAL WINDSOR EXPRESS**WED  
15  
APRIL

With an option of a longer break in London (alighting Kensington)

From Holyhead, Llanfairpwll, Bangor, Llandudno Junction, Colwyn Bay, Rhyl, Flint, Chester, Crewe, Stafford and Lichfield.

Return: Adult Std **£69**,  
First **£129**, Premier Dining **£189****THE JOLLY FISHERMAN TO LINCOLN & SKEGNESS**SAT  
25  
APRIL

A choice of a fine cathedral city or traditional English Seaside Resort.

From Preston, Wigan, St Helens Cathedral, Liverpool Lime St, Liverpool South PW, Runcorn, Hartford, Crewe, Stoke, Blythe Bridge, Uttoxeter, Tutbury and Hatton.

Return: Adult Std **£69**,  
First **£129**, Premier Dining **£189****THE CUMBRIAN LAKELANDER TO CARLISLE**FRI  
1  
MAY

Featuring the Settle-Carlisle line and Cumbrian Coast in the same day!

From Southport, Burscough, Parbold, Wigan, Westhoughton, Bolton, Manchester Victoria, Rochdale &amp; Todmorden.

Return: Adult Std **£69**,  
First **£129**, Premier Dining **£189****THE EASTERN CATHEDRALS EXPRESS TO ELY & NORWICH**WED  
6  
MAY

Join us for a relaxing day out to your choice of two fine cathedral cities.

From Camforth, Bentham, Hellfield, Skipton, Keighley, Shipley, Wakefield KG, Doncaster and Retford.

Return: Adult Std **£69**,  
First **£129**, Premier Dining **£189****FIRST CLASS**NOW INCLUDES  
TEA/COFFEE & PASTRIES  
(OUTBOUND) &  
AFTERNOON TEA  
(RETURN)**MANY MORE CHARTER TRIPS ONLINE - OVER 70!**Book Online - [westcoastrailways.co.uk](http://westcoastrailways.co.uk) & [compassrail.co.uk](http://compassrail.co.uk)Telephone: **0844 850 4685**

West Coast Railways, Jesson Way, Carnforth LA5 9UR







Using the latest 3D CAD technology to build Britain's most powerful steam locomotive.



Frames erected and all major castings manufactured.



All 20 wheels now cast and being machined.



No. 2007's nameplate next to Tornado, the one we built earlier.



**2007 PRINCE OF WALES**  
Building Britain's Most Powerful Steam Locomotive.

Follow us



**£1.7m pledged in just over a year!**

**Be a part of something amazing.**

**Building Britain's most powerful steam locomotive**

There are many ways in which YOU could help make this Gresley class P2 a reality sooner rather than later. Become a regular covenantor, sponsor a part and/or join The Boiler Club. To find out more visit [www.p2steam.com](http://www.p2steam.com), email us at [enquiries@p2steam.com](mailto:enquiries@p2steam.com) or call our hotline on 01325 460163.

The P2 Construction Fund, A1SLT, Darlington Locomotive Works, Hopetown Lane, Darlington. DL3 6RQ





# ALL CHANGE AT CARLISLE

WHEN the top photograph was taken on August 12, 1960, the land in the middle distance was occupied by one of the largest and most celebrated steam sheds in the country – Carlisle Kingmoor.

Passing the ‘cathedral’ (coded 12A at the time) is a Gresley K3 2-6-0 – No. 61936 – heading a transfer freight towards one of the many goods yards

located in the border city at that time.

Anyone looking north over the same bridge at Etterby Junction today still sees a motive power depot, but it’s on the opposite side of the line. This is the former British Rail diesel depot at Kingmoor, which was itself closed for several years prior to the privatisation of the rail network, but thankfully

survived demolition. It was later resurrected and today serves as the traction headquarters of freight company Direct Rail Services.

The steam shed site has become a bird sanctuary, which is being passed by another high-flyer – a Class 390 ‘Pendolino’ – on July 4, 2014. Both: GAVIN MORRISON





**YES! I would like to subscribe to *The Railway Magazine* (Quote code TRMDPS)**

- UK:** Six monthly Direct Debit, UK only, pay only £19.68 every six months saving 24% off the full price of £25.80\*
- UK:** Two-year subscription (24 issues), pay only £80.00, save 23% off the full rate of £103.20
- UK:** One-year subscription (12 issues), pay only £42.00, save 19% off the full rate of £51.60
- Europe:** One-year subscription (12 issues), pay only £59 (approx \$90 or €70)
- Rest of World:** One-year subscription (12 issues), pay only £64 (approx \$98 or €75)

#### Your Details

Mr / Mrs / Miss / Ms (please circle)

First name \_\_\_\_\_ Surname \_\_\_\_\_  
If you would like to receive emails from *The Railway Magazine* and Mortons Media Group Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.  
Email\* \_\_\_\_\_

Home Telephone (inc. country & area code) \_\_\_\_\_  
If you would like to receive messages from *The Railway Magazine* and Mortons Media Group Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via your mobile, please include your mobile phone number below.

Mobile \_\_\_\_\_ Year of Birth \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

#### I would like to send a gift to:

Please also fill in 'Your Details' above. To give more than one subscription, please supply address details on a separate sheet.

Mr / Mrs / Miss / Ms (please circle)

First name \_\_\_\_\_ Surname \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Email \_\_\_\_\_

#### Choose from three easy ways to pay:

##### 1. DIRECT DEBIT

**Instruction to Bank/Building Society to pay by Direct Debit:**

I would like to change/take out a subscription of £19.68 per six months (UK only)



Account in the name of \_\_\_\_\_

Account number \_\_\_\_\_ Sort code \_\_\_\_\_

Name of Bank/Building Society \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Please pay Mortons Media Group Ltd direct debits from the account detailed in the instructions, subject to the safeguards of the Direct Debit Guarantee. I understand that this instruction may remain with Mortons Media Group and, if so, details will be passed electronically to my Bank/Building Society. Originator's ID number: 830390

Signature \_\_\_\_\_ Date \_\_\_\_\_

Reference number (office use only) \_\_\_\_\_

##### 2. DEBIT/CREDIT CARD

Please debit my:  Visa  Mastercard  Switch/Maestro

Card number: \_\_\_\_\_

Start date \_\_\_\_\_ / \_\_\_\_\_ Expiry date \_\_\_\_\_ / \_\_\_\_\_

Three-digit verification code \_\_\_\_\_ Switch issue number \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

##### 3. CHEQUE I enclose a cheque made payable to Mortons Media Group Ltd

*The Railway Magazine*, published by Mortons Media Group Ltd, will collect your personal information to process your order and to gain a better understanding of our readership. *The Railway Magazine* and Mortons Media Group Ltd would like to contact you by post or telephone to promote and ask your opinion on our magazines and services. Please tick here if you prefer not to hear from us  Mortons Media Group Ltd may occasionally pass your details to carefully selected organisations so that they can contact you by telephone or post with regards to promoting and researching their products and services. Please tick here if you prefer not to be contacted  Mortons Media Group Ltd would like to email you with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive these messages please tick here



**Dear Reader,**  
*The Railway Magazine* prides itself on its news content - the unique blend of award-winning photos, features, interviews and exclusives have helped it maintain its position as Britain's best-selling rail title. The only way to make sure you are reading all this as soon as possible is to take out a subscription. In the last few years, the number of

subscribers has more than doubled and they now account for half our total readership! Not only do they receive their personal copies delivered to their door before the magazine appears on sale, new subscribers save money too, so you can trial six issues for only £19.68 when you pay by Direct Debit - the equivalent of just £3.28 an issue. That's a saving of 24%!

Why not join them? More than 18,000 people can't be wrong!

I look forward to welcoming you on board.

Nick Pigott, Editor

## Subscribe now and benefit from:

- Paying only £3.28 per issue saving 24%\*
- Up-to-date news on the entire railway scene
- Convenient home delivery – never miss an issue

**OVERSEAS ORDERS:**  
**Please call: +44 1507 529529**

**complete the coupon opposite and send to:**

**UK ONLY: Freepost RTKU-YJBY-HJCR**  
**The Railway Magazine Subscriptions**  
**Mortons Media Group Ltd, Horncastle**  
**LINCS LN9 6JR (NO STAMP NEEDED)**

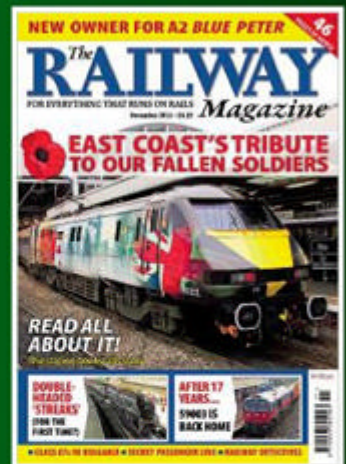
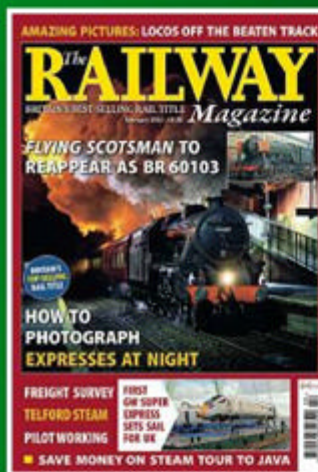
Offer only open to new subscribers. \*Direct Debit offer is available to UK subscribers only. Final closing date for all orders is May 8, 2015. Please allow up to six weeks for delivery, eight weeks for overseas orders. The six-monthly offer is only available in the UK by Direct Debit. Full subscription rate for one year is £51 & includes P&P. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the terms of the subscription. For enquiries and overseas rates call: +44 (0)1507 529 529, or email: SUBSCRIPTIONS@MORTONS.CO.UK



**PAY ONLY £3.28 PER ISSUE!**

# SUBSCRIBE FOR ONLY £19.68\*

Save time and money with a subscription to the UK's No.1 rail title



[www.classicmagazines.co.uk/trmdps](http://www.classicmagazines.co.uk/trmdps)

01507 529529

quote code: TRMDPS

Please have your payment details ready when you call. Open Mon-Fri 8.30am-7pm & Sat 8.30am-12.30pm

THE DIRECT DEBIT GUARANTEE: This guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits. If there are any changes to the amount, date or frequency of your Direct Debit, Mortons Media Group Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Mortons Media Group Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. If an error is made in the payment of your Direct Debit, by Mortons Media Group Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society - If you receive a refund you are not entitled to, you must pay it back when Mortons Media Group Ltd asks you to. You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



# WHAT REALLY HAPPEN

## Can you help?

Exclusive revelations in *The Railway Magazine* in recent years concerning inaccurate steam locomotive disposal records have caused a sensation among enthusiasts and historians – but we can now reveal that there are also numerous diesel locos whose scrapping details are shrouded in mystery. **Peter Hall** provides the details.

**D**URING the last five years, *The Railway Magazine* has carried a number of articles under the heading ‘What *Really* Happened to Steam’, detailing efforts to research afresh the disposal of the BR steam locomotive fleet in the 1960s.

Work by a group known as the HSBT project has revealed that a significant number of facts that have appeared in print are simply not correct (see *The RM* for November 2009, October 2010 and May 2013).

A few of the errors can be explained by typographical mistakes, but the majority are the result of fabrications by a rogue historian.

Now an increasing amount of evidence is emerging to show that a number of published storage and scrapping details for some of Britain’s 5,000 or so diesels and electrics are not correct either.

In the late 1960s, 1970s and early 1980s, *The Railway Observer*, journal of the Railway Correspondence & Travel Society (RCTS) was very prominent in recording diesel disposals and I believe it is fair to say that had tremendous efforts not been made by the society’s then ‘Withdrawn Locomotives’ editorial representative, Peter Trushell, much of the information we now have would not have come to light. In recent years, the RCTS has also included the results of research undertaken so far into the disposals of a number of diesel locos, as well as querying others, in the ‘Diesel Dilemmas’ section of its website ([www.rcts.org.uk/features/diesels/](http://www.rcts.org.uk/features/diesels/)).

### Mystery

For main line locos, most of the date and location errors have been found to be due either to repetition of typographical errors or by misinterpretation by authors of previously published information, not realising that corrections had subsequently appeared elsewhere. Disposal queries recently solved by the RCTS for D5908, D6146, 33203, 40173, 47089 and 56015 are good examples of this. Remarkably, the main line locomotive disposal most persistently still wrongly quoted is that of D0260 *Lion* (see separate panel on p32).

Matters are far less clear for a significant number of diesel shunters, particularly those disposed of in the late 1960s and early ’70s, when British Rail was sending vast numbers of locomotives for scrap.

The most intriguing mystery involves the identities of locos exported to Italy, particularly those for use by Rome-based infrastructure contractor Attilio Rossi. Above right is a photo taken at Albate Camerlata, north of Milan, in 1974 depicting what, in the opinion of those



**Above:** BR Type 2 No. D5139 was one of four Class 24s written off after a runaway incident at Chester depot in July 1969 – but where was it cut up? It is pictured at Crewe on June 14, 1961. D FORSYTH/COLOUR-RAIL.COM

**Right:** Was No. D2041 one of four Class 03s scrapped at Kentish Town... or not? Photographic evidence is required. TRANSPORT TREASURY.CO.UK



**One of the most intriguing mysteries of all concerns this unidentifiable Class 10 shunter, photographed in Italy in 1974. See text below. ROBERTO COCCHI**



**Only two BR shunters are known to have been photographed in Scottish scrapyards! This is one of them; D2725 at Inshaw works, Wishaw, in 1967. KEITH ROMIG**

who have studied it carefully, is a BR Class 10 from the D3137-D3145 or D3152-D3166 batches. What is curious is that all the locos in those two batches, along with all the other Class 10s that did not survive into industry or preservation after 1974, are accounted for – so what is the identity of this loco and how did it find its way to Italy, and when? The assumption has to be that one of the already listed disposals for Class 10 is incorrect.

Attilio Rossi also operated at least one

ex-BR Class 04, but was it No. D2232, as always quoted, or was it actually D2242 (or possibly another 04?) If it was D2242, then was D2232 scrapped along with D2321 at Cohen’s Middlesbrough yard in 1969, or elsewhere?

D2242 was last known to be at Booth’s Rotherham yard in August 1971... and most disposal books record it as having been scrapped there shortly afterwards, but one gives its disposal as Shipbreaking, of Queenborough, Kent – and *The Railway*



# ED TO THESE DIESELS?



**Above: This damage, sustained in a collision on the Midland Main Line in 1965, resulted in BRCW Type 2 No. D5383 reportedly being sent from Derby Works to Cashmore's, of Great Bridge... but it doesn't appear in the scrap firm's records. R MABEY/ COLOUR-RAIL**



**Left: Class 08 shunter No. 3093; was it sent to Kettering, Swindon or elsewhere for cutting? Your help is needed. COLOUR-RAIL**



**Did an Italian adventure lie ahead for Class 04 No. D2232 when it was pictured on this trip working in the Newcastle area circa 1967? Upon withdrawal from Gateshead in early '68, it is believed to have gone to Cohen's, Middlesbrough – but was it cut there or was it exported to Attilio Rossi, of Italy? If not, which Class 04 was? TRANSPORT TREASURY.CO.UK**

*Observer* records that one of the shunter's builders' plates was seen there.

So, was it not scrapped at all but shipped from the Kent coast to Italy? Does anyone have photographic or other evidence of it being moved south from Yorkshire?

In fact, any sightings of ex-BR shunters at Queenborough or in Italy are required.

The more one delves into the subject of diesel locomotive disposals, the more anomalies emerge. At the time, many BR locos

were being acquired by companies dealing in component re-sale and export, such as R E Trem Ltd, of Finningley, South Yorkshire, and Hartwood Finance, of Barnsley, which then distributed them to various scrap merchants for dismantling. Also, scrap merchants possessing several different yards would buy centrally, so a reference to a loco being disposed of to George Cohen, for example, could easily have been taken to mean that company's Kettering yard, when in fact it might have been consigned to

THERE are believed to be as many as 200 diesel locomotives whose disposal details are uncertain or unknown and it is hoped that the definitive list will be ready to publish in *The RM* later this year. For now, here is a selection of the more high-profile examples in the hope that our readers can assist:

**D2002/D2003/D2031/D2041:** All reported cut up at Kentish Town in September 1969, but confirmation or photographic evidence is required as it could well be that they were only there while in transit to other yards.

**D2232 and D2242:** Sightings and information required for D2232 following its arrival at Middlesbrough in February 1969, and for D2242 from August 1971, after it was last seen at C F Booth, Rotherham. (See also main text).

**D2593:** Reported cut at Hunslet, Leeds, in Sep/Oct 1968. However, it was sold via R E Trem Ltd and so was almost certainly cut in the Scottish yard of Campbell's, of Airdrie.

**D2724 and D2745:** Both were noted in Scotland three months after their published disposal at Slag Reduction, of Ickles, near Rotherham. Were they sold to a Scottish yard?

**D3093:** Reported sold to Cohen's, Kettering, in January 1974 but no sightings to confirm this. It has also been reported as ticketed for movement to Swindon Works, but no reports of it there have emerged either.

**D3117:** Reported sold to Cashmore Ltd, of Great Bridge, West Midlands, in October 1967, but does not appear in that company's registers.

**D3193:** This is understood to have been scrapped at Derby Works in September 1967 – five years before any other Class 08 and at a time when other condemned locos at the works were being offered for scrap by tender. Confirmation is required as to whether it was indeed cut there, and why?

**D3621:** There is no evidence that this ever arrived at Booth's of Rotherham in November 1969. Given the fact that the last sighting of it was on November 2 at Doncaster depot along with D3639/D3649 for export via C F Booth of Doncaster, was it cut at Booth's Doncaster yard or was it too exported? Although there are several references to locos being cut up at Booth's Doncaster yard, no evidence or observation to support this has emerged.

**D5043/D5093/D5138/D5139:** All four were damaged in an accident on July 9, 1969 when a runaway coal train was diverted into Chester depot and hit locos standing on the shed's fuelling line. They were reported sold and moved (minus power units) to Cashmore's, of Great Bridge, in May/June 1970, but no observations have been traced confirming this – so were they in fact cut up completely at Chester with only their dismantled remains sent to Great Bridge for final disposal?

**D5383:** This locomotive was damaged in an accident at East Langton, Leicestershire, in August 1965 and withdrawn the following January after a period in Derby Works yard. It is recorded as disposed to Cashmore's, Great Bridge, in June 1967, but is not in the company's register.

**D9501:** The movements of this loco after it disappeared from store in Worcester MPD on October 29, 1968, cannot be traced. It does not appear to have been sold to R E Trem Ltd, even though reported as such. This would place a question mark over whether it did in fact go in December of that year to Booth's of Rotherham, most of whose locos at the time were bought via Trem. An alternative disposal to A King & Son, of Norwich, has not so far been verified.

**E2001:** This electric loco is also causing doubt. Although recorded as scrapped at Cashmore's, Great Bridge, in the winter of 1972/73, no documental or observational confirmation has emerged. So was it scrapped there or was it cut up on site at the former Rugby testing station or elsewhere?



# WAS LION SHIPPED TO AMERICA?

MYSTERY and intrigue still surround the final months of one of Britain's most striking diesel locomotives – the white-liveried prototype D0260 *Lion*.

The story of this BRCW-built Type 4 was told in the September 2013 edition of *The RM*. It entered traffic with British Railways in May 1962 but its main line career was dogged by teething problems and it hauled its last train in early 1964. Since then, many publications have wrongly recorded it as having been scrapped in November 1963 at BRCW's Smethwick works, but that is simply not possible as it was working regularly between King's Cross and Sheffield the following month!

It was also still in service on the East Coast Main Line during January 1964 and possibly so in early February. The last reported sighting was on February 13, 1964, when it was spotted in the consist of train OD01, a Finsbury Park to Doncaster Plant working hauled by 'Deltic' No. D9008.

The origin of the oft-quoted 1963 scrapping myth is a letter written in 1978 by a rogue correspondent known to have falsified the disposal

details of many steam locomotives and now, it seems, some early diesels too (see main text).

Fortunately, the myth was not repeated in the *RM* article, which recorded final scrapping as taking place in TW Ward's Beighton, Sheffield, yard during spring 1965. Even that, though, is not quite correct as it is now known that the bodysell and bogies were cut up in Ward's nearby Attercliffe yard after AEI and Sulzer had removed the power unit and other major components at AEI's adjacent Attercliffe Common premises. The exact date in 1965 on which the bodysell and bogies were cut is still unknown.

Perhaps the most extraordinary mystery surrounding *Lion*, though, concerns its whereabouts between February 1964 and spring 1965.

The photo on the right shows it in AEI's Attercliffe yard and photographer John Wade is pretty sure he took it in April 1965. At the moment, there are no other sightings for the whole of that period and eye-witness accounts suggest that the loco only arrived there shortly before this picture was taken.

However, there is now a remarkable

school of thought that D0260 was shipped to the United States of America to try to drum up export sales. If so, it seems odd that no photos of it in the USA have come to light, but it is believed that the shipment was made under wraps and that the visit was hushed up in case export sales failed to materialise.

BRCW is known to have moved out

of manufacturing in order to become a financial services company in 1963, so was no longer interested in D0260. The unsuccessful export efforts are therefore more likely to have been instigated by AEI/Sulzer.

Could the tarpaulins in the photo below have been used to protect the loco's cabs from the elements during an Atlantic sea crossing?



One of only two known photographs of BRCW Type 4 prototype No. D0260 *Lion* in the Attercliffe yard of Associated Electrical Industries (AEI) circa April 1965. JOHN WADE

one of several other yards operated by the Cohen company. D3093, another mystery locomotive, will probably turn out to be such an example.

In the mid-1970s, *The Railway Observer* published listings of locomotives for which disposals were not known. Answers were duly supplied, but, worryingly, documents recently examined by the HSBT Project team suggest that many of those were supplied by the same rogue correspondent who supplied the answers for similar lists for steam locomotives.

An example of this is BR Departmental 0-4-0 shunter ED2 (see panel below).

Over the years, tremendous efforts have been made into researching the fraught subject

of diesel disposals by the likes of Peter Trushell, myself and numerous railway authors and historians. Now the whole subject is being taken forward on behalf of the HSBT team by John Hall and fellow Engine Shed Society members Roger Butcher and myself. The only way to get to the bottom of these discrepancies is to go back to basics and we are thus hoping that by making readers of the widely circulated *RM* aware of the discrepancies, the missing information will come to light, either from photographs or from personal observations.

Particularly required are photos and/or observations of locos in scrapyards or after withdrawal, especially in Scotland. For instance, of all the ex-BR diesel shunters that

disappeared into Scottish scrapyards, only D2725 and 12107 are 'known' disposals as they are so far the only two known to have been photographed in a scrapyard! There must be more pictures out there, surely?

We also require official documentation, or photocopies thereof. Little BR paperwork has come to light for the years 1967-1973, but it is likely that tender, sale and despatch notices do exist in someone's private collection.

Details are needed from all UK scrapyards, including the Kettering and other yards of George Cohen as it is thought some records from there were fabricated, and also C F Booth's yards at Rotherham and Doncaster for the period prior to 1975. The latter company is

## SOLVED: THE ED2 MYSTERY

FALSE information supplied by a rogue correspondent some years ago stated that BR Departmental 0-4-0 shunter ED2 was scrapped at Derby Works in February 1965. However, two recently unearthed official BR letters, along with an eye-witness account, confirm this to be untrue. The documents (one

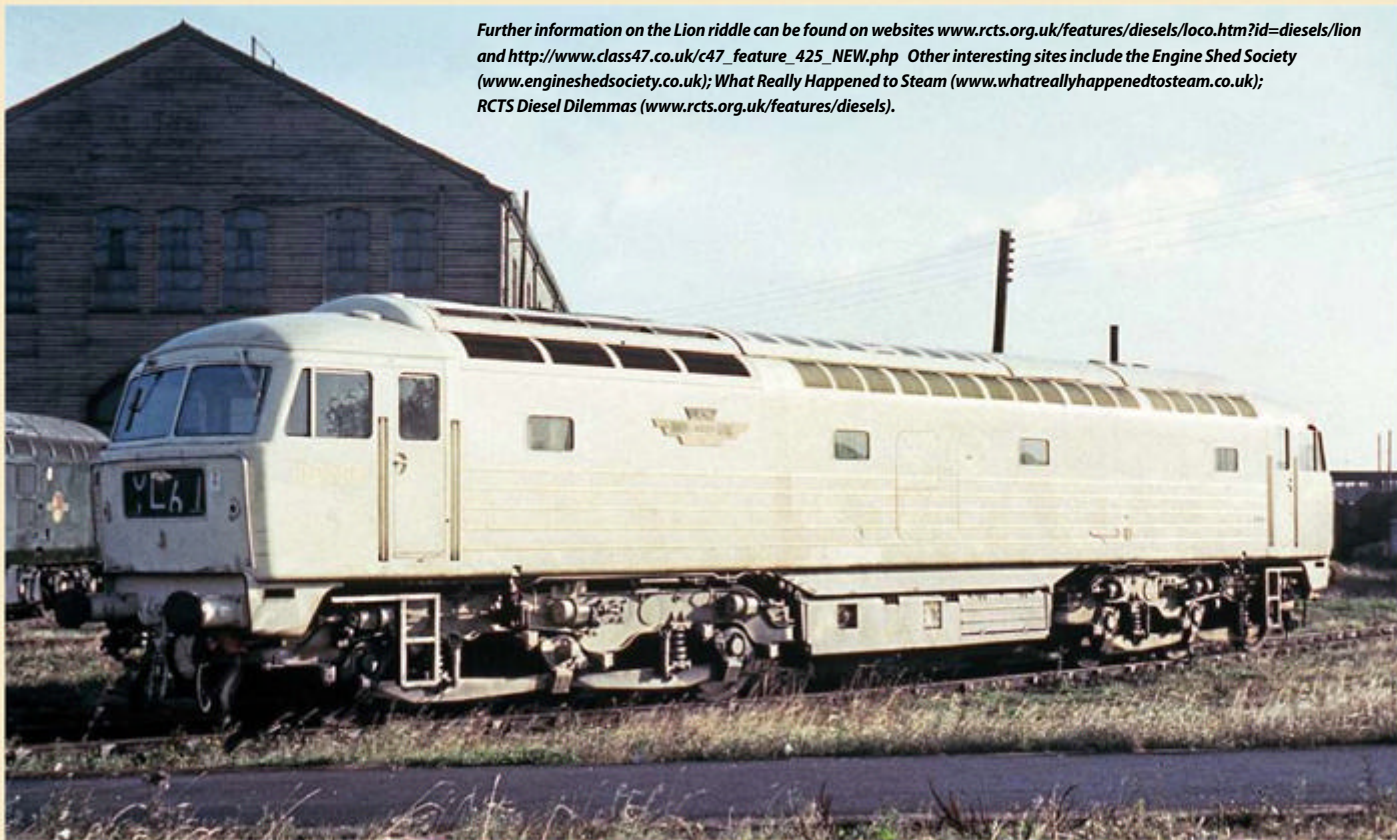


of which is reproduced on the right) show that it was sold by BR to G Cohen on December 7, 1967 and despatched on February 5, 1968 to that company's little-known Rotherham yard. Picture: COLOUR-RAIL.COM

British Railways			
to	C.M. & E.R., Helson Street, DERBY.	of	DP4/3/3 date 14.2.68
from	Movements Manager, DERBY.	ext	056-2352
SALE OF CONDEMNED LOCOMOTIVES WEEK ENDED 10TH FEBRUARY, 1968.			
The undermentioned condemned locomotives were despatched to Private Buyers during the week:-			
Loco No.	From	Firm to which sold	Date of Despatch
E.D.2	Derby	G. Cohen Sons & Co. Ltd., 600 Wood Lane, London. W.12	5.2.68



Further information on the Lion riddle can be found on websites [www.rcts.org.uk/features/diesels/loco.htm?id=diesels/lion](http://www.rcts.org.uk/features/diesels/loco.htm?id=diesels/lion) and [http://www.class47.co.uk/c47\\_feature\\_425\\_NEW.php](http://www.class47.co.uk/c47_feature_425_NEW.php) Other interesting sites include the Engine Shed Society ([www.engineshedsociety.co.uk](http://www.engineshedsociety.co.uk)); What Really Happened to Steam ([www.whatreallyhappenedtosteam.co.uk](http://www.whatreallyhappenedtosteam.co.uk)); RCTS Diesel Dilemmas ([www.rcts.org.uk/features/diesels](http://www.rcts.org.uk/features/diesels)).



The white-liveried prototype *Lion* is probably the highest-profile of all the modern traction locomotives whose disposal details are still unclear. Looking a little worse for wear but still officially in BR service, the BRCW-built loco is seen at BR's Doncaster Works in October 1963 during one of its visits to the plant for attention. COLOUR-RAIL

still in business, but its pre-1975 company records no longer exist, so did you visit the yards in those days?

Because many scrapyards had definitive delivery sidings from where locos were tripped into a yard for final disposal, any observations of withdrawn locos at a BR Works, on a depot's dump line or elsewhere would be useful in pinpointing movements after withdrawal and timescales for delivery/disposal.

So, if you've ever been baffled because entries you made in your notebooks at the time do not correlate with what has since been published, now is the time to get in touch before such information is lost for ever. Please be aware that we are in possession of every commercially sold and society-produced book and booklet published on this subject, so please do not send information from those, even if it appears to answer or contradict what is written

in this article. The HSBT project is not yet ready to produce its own definitive list of queries as John Hall has not yet completed his intensive and time-consuming analysis of original documentation, but in the meantime, a small number of those identified are detailed in a separate panel on page 31.

Please send anything at all that you think will be useful (especially photographs or observation notes) to *The Railway Magazine* editorial address marked for the personal attention of the editor. We will forward it on immediately to the researchers concerned and – at a later date when the researchers have finished their work – we will make all the corrected information public for the benefit of everybody.

Remember, it just might be YOU who holds the vital clue to solving one of these missing links in British railway history. ■

## AGREEMENT BETWEEN THE RCTS AND 'WHAT REALLY HAPPENED TO STEAM'

AGREEMENT has been reached between the Railway Correspondence & Travel Society and What Really Happened to Steam, the HSBT team attempting to verify the disposals of steam locomotives in the 1960s.

In a statement, the RCTS's management committee says it has been clear for some time that some of the information available on the disposal of steam locomotives, primarily listed in the many volumes of 'What Happened to Steam', was seriously flawed and that, as a respected publisher, it accepts full responsibility for mistakes that subsequently found their way into some of its own publications.

"We are working with the HSBT team to agree how best to correct and publish any errors which the society might have unintentionally perpetrated. We will publish the corrected information in a future edition of the *Railway Observer*."

On behalf of the HSBT team, Roger Butcher said: "I am obviously very pleased that the RCTS has now agreed that its original decision in 2010/11 to not accept our work was a mistake. I would particularly like to thank Peter Fortune, the society's publicity officer, for his determination to reach this agreement. In addition I must mention the efforts of Bernie Holland, Geoff Plumb and Derek Plumb of the RCTS Watford branch. We can all move on now."



Left: From 1969 to 1972, Class 80 No. E2001 was dumped in the vicinity of the closed Akeman Street station, south of Grendon Underwood Junction on the former Great Central in rural Buckinghamshire. In 1972, it was moved to the former testing station site at Rugby. Was it cut up on site there or was it sent for scrapping to John Cashmore's Great Bridge yard or elsewhere? COLOUR-RAIL.COM





## Your Chance to Run a Railway

Vacancy for the position of

### General Manager

of the Kent & East Sussex Railway

Hours: Part time (3 days / week), including some weekends

Location: Tenterden, Kent

The Kent & East Sussex Railway is looking for a self-motivating, driven individual to run the day to day operation of the railway.

Reporting to the Board of trustees of the charity, you would be responsible for the operation of the business in a safe and cost effective way, maximising income and delivering a first rate visitor experience that reflects its heritage.

We are seeking candidates with proven experience of working at a senior level in running customer service businesses and managing staff. The right candidate will also have experience of working as a senior manager in either the railway, charity or tourist attraction sectors. You will need to show how you would manage and enthuse volunteers who are a vital resource for the business.

You will also need to demonstrate good communication skills, the ability to build relationships with internal and external stakeholders and deal with media relations. The Railway will be expanding its operations over the medium term, so the successful candidate will need to be able to show how they can grow a business within budget constraints.

Closing date: 24th April 2015

Please apply in writing to Mrs C Mitchell, Tenterden Town Station, Station Road, Tenterden TN30 6HE for a job description or by email to: [cmitchell@kesr.org.uk](mailto:cmitchell@kesr.org.uk)



## BRINGING BACK THE BRIGHTON BELLE

We're working hard to restore the world's only electric Pullman train, the Brighton Belle - a glorious Art Deco icon from 1932.

Your regular contribution will help us put the train back on the mainline quicker. You can sign up as a Friend of the Brighton Belle or make a one-off donation via our secure website.

[www.brightonbelle.com](http://www.brightonbelle.com)

5BEL Trust, Old Hall, Strehthall, Saffron Walden CB11 4XJ

Registered Charity No. 1133545



**Saxony and the Meyers** 12 - 25 June 2015

Saxony has a raft of lines all running steam service trains. Join us to ride and photograph them all, with a visit to Colditz, a cruise on the Elbe and a visit to the famous Meissen porcelain workshops. Optional extension to Prague

**California Explorer** 12 - 27 Sep 2015

From San Francisco's cable cars, trams and trolleybuses to mile-long trains, a ride on the Napa Valley Wine Train and a trip up the scenic Pacific Coast line plus lots more!

**Sri Lanka & Southern India NEW!** 27 Jan - 13 Feb 2016

Steam in Sri Lanka, elephants, seaside and a fabulous hotel! In India, visit the Loco works at Trichy, ride the mountain railways to Ooty and Matheran and travel the length of the Konkan Railway up India's western coast. Plenty of beaches too!

**Indian Magic** 2 - 18 March 2016

The very best of India! This tour combines India's three foremost hill stations, Darjeeling, Shimla and Ootacamund ('Ooty'), each with their own narrow-gauge railway to enjoy. Plus, of course, the Taj Mahal, the best of Kolkata and Delhi, a mainline steam trip, and so much more. A superb introduction to India!

**Narrow Gauge Extravaganza NEW!** 6 Mar - 2 Apr 2016

Explore the best of the Indian Narrow Gauge including Darjeeling, Shimla, Ooty, Matheran, plus the fabulous Kangra Valley. Includes some 'proper transport' at Gwalior and Dhaultpur. It's amazing how much we can pack into four weeks!

**Darjeeling Tours**

[www.darjeelingtours.co.uk](http://www.darjeelingtours.co.uk)  
[tours@darjeelingtours.co.uk](mailto:tours@darjeelingtours.co.uk)

**0208 249 8943**

Lime Tree Lodge, Thorpe Road, Mathersey, Doncaster DN10 5ED

## Newton Replicas

Britain's Leading Nameplate Manufacturer

Replicas and originals of Nameplates, Headboards, Numberplates, Shed Plates, Depot Plaques and more



**NEW TELEPHONE NUMBER**

Tel  
**0115 958 8219**

Our full catalogue and price list are available on our website

Email: [sales@newtonreplicas.com](mailto:sales@newtonreplicas.com)

Website: [www.newtonreplicas.com](http://www.newtonreplicas.com)





## INCREDIBLE LANDMARKS AND ATTRACTIONS ON YOUR ESCORTED TOUR

# TRACKS OF THE DEEP SOUTH

### 14 DAYS FROM £2,645

Historic tracks lead us by rail through the heartland of great American music - from Nashville's country music scene, to the Rock 'n' Roll of Memphis and the jazz of New Orleans - walk in the footsteps of legends.

### ITINERARY

Days 1-2. To Atlanta & Chattanooga's Railways. We fly from London to Atlanta and transfer to Tennessee for two nights at the Chattanooga Choo Choo Hotel, once the town's thriving railway station it is now a railroad-themed hotel. On Day 2 we experience two of Chattanooga's railways - the restored Tennessee Valley Railroad and the Lookout Mountain Incline Railway, the world's steepest passenger railway.

Days 3-4. Lynchburg & Nashville. Our coach takes us to Lynchburg, capital of Moore County which has been 'dry' since the days of prohibition. Surprisingly it is the home of Jack Daniel's Distillery, where we enjoy a tour before continuing to Nashville for two nights. Nashville is synonymous with Country Music and a morning guided tour on Day 4 introduces you to the sights before we visit the Country Music Hall of Fame.

Days 5-7. Tupelo, Memphis & Graceland. Our journey continues to Memphis, stopping at Tupelo - the birthplace of Elvis Presley, ahead of checking into the Doubletree Hotel for a three night stay. On Day 6 we visit Sun Studio, the 'birthplace of rock 'n' roll', as well as the Stax Museum of American Soul Music. In the afternoon we call at Graceland, Elvis' 14 acre mansion. Day 7 is at leisure.

Days 8-10. Discovering New Orleans. This morning we board Amtrak's City of New Orleans service, heading through Mississippi to Louisiana. It is claimed that the Blues spread along this route by rail. Following our arrival, we transfer to our hotel for three nights, the Sheraton New Orleans Hotel. A morning sightseeing tour on Day 9 provides an

introduction to this fascinating city. The afternoon and the following day are spent at leisure. The 'Big Easy' boasts unique architecture, influenced by Spanish, French, Creole and American styles, and on the evening of Day 10 we enjoy a dinner jazz cruise aboard the paddle-wheeler, SS Creole Queen.

Days 11-12. Atlanta. Departing from New Orleans, we join the Crescent service to Atlanta. Towards midday we reach Meridian, birthplace of Jimmie Rodgers, the father of country music before our route passes through Tuscaloosa, Birmingham and into Georgia for an evening arrival in Atlanta. Our guided tour on Day 12 takes the American Civil War as one of its themes. Entrance is included to the Cyclorama & Civil War Museum. We continue to Margaret Mitchell House, where the author wrote 'Gone with the Wind'. Your afternoon is free.

Days 13-14. The journey home. This afternoon we transfer to Atlanta Airport for our flight to London, arriving on Day 14.



### WHAT'S INCLUDED ON YOUR TOUR

- Fully escorted by a UK Tour Manager
- Scheduled return flights from London to Atlanta, including all taxes and charges
- Rail and coach travel throughout
- 12 nights' hotel accommodation
- Included entrance to 3 music museums - the Country Music Hall of Fame, the Sun Studio and Stax Museum of American Soul Music
- Guided sightseeing tours of Nashville, New Orleans and Atlanta
- Scenic journeys on the Tennessee Valley Railroad and the Lookout Mountain Incline Railway
- 2 Amtrak rail journeys on the City of New Orleans and the Crescent
- A tour of the Jack Daniel's Distillery
- Visits to Graceland and Tupelo
- A dinner jazz cruise on the SS Creole Queen

2015 Departures	Price	2016 Departures	Price
18 May 15	£2,695	29, 31 Jan 16	£2,795
1 Jun 15	£2,695	11, 25 Apr 16	£2,745
22 Jun 15	£2,795	2, 16, 30 May 16	£2,795
14 Sep 15	Sold out	13 Jun 16	£2,845
28 Sep 15	£2,695	12 Sep 16	£2,795
11 Oct 15	£2,645	26 Sep 16	£2,745
		11 Oct 16	£2,695

Our January 2016 departures coincide with the New Orleans' Mardi Gras.

**BOOK NOW** or request a free brochure 01904 734 452. Our UK tour advisors are here 7 days a week [www.GreatRail.com/DSG](http://www.GreatRail.com/DSG)



## MORE STEAM LOCOMOTIVE

The 'Engines off the Beaten Track' feature in the February issue generated one of our largest-ever mailbags. Hundreds of you wrote in to say how much you enjoyed it and many also responded to our invitation to supply details of your own rarest sightings. A selection of these are reproduced in this special issue of Readers' Platform.

WHAT a superb article on engines far from their normal haunts. My own young spotting days were spent at Parkgate, two miles north of Rotherham.

During the warm, light evenings in the early 1960s, a group of us would go there on our bikes after school. The last event each night before we left would be to watch the Leicester to Carlisle freight heading north at around 9pm. This often produced a 'cop' in the form of a rare Scottish 'Black Five' or 'Jubilee', one example being Perth shed's No. 45621 *Northern Rhodesia*.

However, one fine evening at about 7.30pm, a spotter came rushing towards us on his bike: "You'll never guess what's in the sidings south of Masborough waiting to come north on the Leicester to Carlisle freight," he shouted. "It's 72006 *Clan Mackenzie*."

We had never seen a 'Clan'. What excitement. What a cop! That is exactly what made spotting terrific! It was so thrilling.

Readers may be interested to know that film footage of two other 'Clan' rarities appear on Volume 3 of a five-DVD set entitled *The Heyday of British Steam*; in 1962, Coventry Cathedral was consecrated and special trains ran from all over the UK, two of which are shown behind Nos. 72008 *Clan Macleod* and 72005 *Clan Macgregor*.

I can't wait to read each edition of *The Railway Magazine*. It just keeps getting better and better – and I know many more who think the same as me!  
**STEVE RICHARDSON, Rotherham.**

YOU will probably be deluged after inviting us to submit our memories of rare workings; after all, they're what make our hobby so fascinating!

I was delighted to see the picture of 'Merchant Navy' 35027 on Wolverhampton's Oxley shed, for I saw it roar past me that day, March 12, 1966 – a fortnight short of my 13th birthday. I was near Monmore Green when the signal pegged and I decided to see what turned up. Instead of one of

## A full house: Representatives of the 'Big Five' on one shed!



The ultimate line-up at Redhill engine shed on July 10, 1964: Left to right ; An unidentified Standard 2-6-4T (British Railways), 'Q' class 0-6-0 No. 30543 (ex-Southern), B1 4-6-0 No. 61313 (LNER design), 'Black Five' 4-6-0 No. 44951 (ex-LMS) and 'Manor' 4-6-0 No. 7808 *Cookham Manor* (ex-GWR). PAUL ABBOTT

THE 'Off the Beaten Track' article mentions the visit of B1 No. 61313 to Redhill shed in summer 1964 and the fact that at one point during its stay, the depot contained locomotives representing all of the 'Big Four' railway companies plus a BR Standard.

I was the Redhill shedmaster at the time and it was me who organised the photographic line-up, recognising that it was an extremely rare opportunity.

The B1 had failed with a hot axlebox and it just so happened

Oxley's stud of 'Halls', 'Granges', Panniers and Prairies, as I'd expected, a huge vision of green swept past me and emblazoned itself on my memory for ever.

It was the first time I'd seen a 'Merchant Navy', but amazingly, I don't think it was my first sighting of a Southern Pacific in my home town and I'd be pleased if anyone could help confirm the following, for it took place the year before that... at which time I was still blissfully unaware of magazines about railways.

I was at Monmore Green with my pals when, under Priestfield bridge, burst a blinkered engine. Normally it would be a 9F on that line but someone cried out "Brit". Every eye strained to see a 7 instead of a 9 as the first digit on the smokebox door, but imagine how stunned we were when it turned out to be a 3.

As No. 34100 *Appledore* passed us on a fast freight, disbelief

that an ex-LMS Class Five, No. 44951, had also failed, a few miles down the line at Haywards Heath, where it had been left in the up side cattle dock with its fire out. We topped up its boiler with a hose – it took ages! – lit it up on site and then sent a crew to drive it to Redhill.

An ex-GWR 4-6-0, No. 7808 *Cookham Manor*, was also on the shed, and we made up the set with one of our own Southern 'Q' class 0-6-0s, No. 30543. It was a pity that by that date, there was no SR 4-6-0 still at Redhill. We did

gave way to wild celebration as we all 'copped' this mythical beast, but what was a 'West Country' doing heading north there and where on earth was it going? Can any reader help?

Another interesting sight a few months later was V2 No. 60843 dumped at the back of Oxley shed, presumably on its way for scrap.  
**STEVE WILLIAMS, email.**

I WAS delighted to see the photograph of B1 No. 61313 at Guildford station in 1964. The photographer was my great friend, the late Francis Hudson, whose slide collection came to me after his death in 2000.

Late last year I passed them on to Paul Chancellor at Colour-Rail to ensure their availability for the future, hence my pleasure at seeing a published example so soon after this transfer!

However, I believe the caption is not quite accurate. The engine

have a Standard 2-6-4T, which was on the left, but I'm not sure which one and don't seem to have framed it fully in the picture.

Another photographer arrived just as we were arranging the line-up, but he agreed not to publish his photos at the time as it would probably not have done my career much good!

Incidentally, before No. 61313 went back up north, we tried it on a Redhill to Reading passenger service and also ran it to Brighton with empty coaching stock.  
**PAUL ABBOTT, email.**

did indeed fail on an inter-Regional working as outlined in the text, but when photographed at Guildford, it was running-in after repairs at Redhill and was on a Reading to Redhill passenger working.

There was a similar rare working, although not as unusual as a B1, on September 14, 1964 when I travelled from Guildford to Redhill behind Class 5 No. 45346, which had also been repaired at Redhill after failing on a working from the LMR to the SR.  
**ROB TIBBITS, York.**

I REFER to the remarkable working of A3 No. 60112 *St Simon* on a freight service on the Midland main line on December 7, 1964. I was on duty as train recorder/signalbox lad at St Albans South that day and well remember it.

The train was 4M84, the 05.45 Carlisle to St Pancras Goods, and when my counterpart at Luton South signalbox told me what was



# ES 'OFF THE BEATEN TRACK'

heading my way, I didn't believe him – which was hardly surprising – until I saw it with my own eyes.

The working was fully fitted and *St Simon* was well up to the task of keeping time with it, which could not always be said about some of the Sulzer Type 2 diesels that often worked that service.

**JOHN TURNER, Chesterfield**

YOUR February review of unusual locomotive workings provides wonderful nostalgic interest and I can offer additional information on several of the occasions featured.

Gresley A3s were first sent to Holbeck in March 1960 to work the three through Leeds-Glasgow St Enoch and return workings via the S&C and G&SW routes, which they did until diesels took over in summer 1961.

Holbeck shed always used a big engine on the 6am Leeds-Morecambe and 9.33am return, usually a 'Jubilee', but at times a 'Royal Scot' – perhaps running-in. In the late 1940s, this engine also worked the 3.12pm Leeds-Morecambe and 6.55pm back, but increasingly a Saltley-allocated Class Five (at Holbeck between overnight fitted freight work) would be borrowed and in the early 1950s that became a permanent working. Later a Leicester 'Five' was used. On July 4, 1951, Holbeck used this duty to run-in newly allocated 'Britannia' No 70016 *Ariel*.

I also have a personal recollection of D11 No. 62664 *Princess Mary* at Manchester Exchange on May 7, 1956. A colleague who had travelled from Huddersfield arrived, saying a strange 4-4-0 had brought him in. It happened that I was off work the next day, so I was able to travel behind it from Leeds to Stalybridge on the 9.15 Leeds-Manchester.

The working was indeed to give footplate crews experience of D11s in preparation for a forthcoming Ian Allan Pullman special and either *Princess Mary* or 62663 *Prince Albert* covered the duty each day that week (see also next letter – Ed)

There is mention in your

## A Lincoln K3 in Llanelly!

WHAT a superb article on 'Off the Beaten Track'. On April 5, 1961, K3 class No. 61894 of Lincoln depot was noted on the turntable inside Llanelly depot.

It was seen later the same day passing light engine through Port Talbot station towards Cardiff and I was informed that it had worked



THE February issue article mentioned 'Royal Scot' No. 46162 *Queens Westminster Rifleman* making a surprise appearance on the East Coast Main Line in August 1961. It certainly surprised me when I saw it and I thought readers might like to see this photograph I took of it taking over a King's Cross-Edinburgh train from an A3 Pacific at Doncaster. **BRUCE NATHAN, Crowthorne, Berkshire.**

February article of Lancashire & Yorkshire Railway 4-4-2s running up to Leicester, but in the 1950s that precedent was continued when the Low Moor 'Black Five' that brought 'The South Yorkshireman' to Sheffield worked later to Leicester and returned with the Bournemouth to York train before taking 'The South Yorkshireman' back to Bradford.

I was working in the West Riding Traffic Manager's Office in August 1964 when 'Grange' 4-6-0 No. 6858 famously reached Huddersfield (see panel on page 39 - Ed) and a similar event several years later brought a 'Western' diesel-hydraulic to Leeds on a Swansea to Leeds service when its driver agreed to work forward with pilotmen beyond Birmingham. **NOEL PROUDLOCK, Leeds.**

a munitions train to a naval base in west Wales.

A couple of years earlier, at Easter 1959, Leicester Central's B1 No. 61380 was noted at Basingstoke station, turned ready for departure northwards, probably via Oxford and Great Central route. **G A JONES, Cardiff.**

'DIRECTOR' No. 62664 *Princess Mary* also reached Wales. One evening in 1956, I saw it heading west on a passenger train at Abergele, on the North Wales coast. I began my spotting at Kidsgrove Central in the early 1950s and it was there that I saw my first ex-LMS Beyer-Garratt, coming off the Crewe line heading in the Stoke direction on what some called the 'ale and bacca' train – somewhat different to its usual Toton to Brent coal trains. **P SNAPE, Stoke-on-Trent.**

ON May 29, 1964, a 'Jubilee' 4-6-0 visited the Scottish Borders town of Jedburgh, at the end of the branch line off the St Boswells-Kelso line.

No. 45696 *Arethusa* was sent by Carlisle Kingmoor shed on the pick-up goods to St Boswells on the Waverley Line (a regular J39 0-6-0 working it had inherited from Canal shed). The duty included the Jedburgh goods and *Arethusa* was recorded shunting the goods yard there and returning along the branch,



A Great Western Pannier on the West Coast Main Line: 2021 class No. 2069 heading north on the down slow line at Ashby Junction, Nuneaton, on May 30, 1957 while running to Birkenhead from Wolverton – where it had been briefly used as a works shunter. **Dr ADRIAN SUMNER, North Berwick, Scotland.**



# Readers' Platform Special

reaching St Boswells safely and returning to Carlisle Kingmoor Yard that evening.

**JA BROWN, Melrose, Scotland.**

ONE summer Saturday afternoon in, I believe, 1952 or 1953 (my mother got rid of all my railway books and records after I'd left home so I don't know the date), I was sitting on a fence overlooking the line just to the north of my home town station of Filey, on the Hull-Scarborough line. There had been the usual procession of holiday trains heading to Scarborough and Bridlington, the majority hauled by classes B1, B16, D49 and K3.

Looking towards the station, I could see an engine's exhaust and realised that it wasn't slowing down, but was running through non-stop. As it got closer, I nearly fell off the fence as I could see that it was an original 'Patriot' 4-6-0.

This was the first time I'd seen one of these ex-LMS engines and the first time I'd even seen an engine painted green (everything on the Hull-Scarborough line at that time was in British Railways black, lined or unlined).

The number was quickly written in my notebook – 45510, unfortunately one without a name.

I think that was probably the first time an engine of that class had appeared on this line because engines from the London Midland Region were usually taken off at Gascoigne Wood yard, near Selby, and replaced by one from the North Eastern Region.

In later years I discovered that No. 45510 was a Western Division engine allocated at that time to Crewe North. Although I have made enquiries to find out if anyone else recorded it, including asking the late historian Ken Hoole, I've drawn a blank. I'd be very interested if any of your readers (whose mothers let them keep their records!) could give me any more details of this working.

**JOHN FARLINE, Wakefield, W Yorks.**

PROMPTED by the invitation for memories of unexpected workings, I offer the sighting of a V2 on the Midland Main Line north of Bedford. I cannot define the date precisely, but it was an afternoon in late summer 1957 and I was on the station at Oakley when No. 60849 passed heading north with a mixed train of coaching and parcels stock.

**The Revd DAVID BUNNEY, email.**

ONE Saturday morning in the mid- or late-1950s, the 07.25 ex-Huntingdon stopping passenger train appeared at Hitchin, hauled not by the usual L1 2-6-4T, but by 8F 2-8-0 No. 48221 of Toton.

It was not far behind time, and I guessed that it must have been hurriedly requisitioned at Sandy off a Bletchley-Cambridge freight working. I'm not sure if it

## Wandering 'Clans'



**SHREWSBURY:** I enclose a photo of Polmadie shed's No. 72004 *Clan Macdonald* standing light on the Chester line just north of Shrewsbury station. I was working for BR at the time and took the picture on April 12, 1956. I don't think the loco was off a Crewe running-in turn, especially as it was carrying a train reporting number. Perhaps one of your readers can shed light on this. **BRIAN LEWIS, email.**



**GLOUCESTER:** No. 72005 *Clan Macgregor* heading north at Horton Road crossing at about 12.30pm on July 23, 1960. I understand the loco had taken over the train in Bristol. **TREVOR RADWAY, Painswick, Gloucs.**



**BANBURY:** With reference to the reported visit of a 'Clan' to London Marylebone, I took this picture of No. 72005 *Clan Macgregor* on a parcels train at Banbury on Christmas Eve 1964. My friend and I were travelling in the 09.55 Bournemouth to Wolverhampton relief, headed by Standard 4-6-0 No. 73087 *Linette*, and when we saw what was alongside us at Banbury, we jumped off the train to take this picture. It was the only time I ever saw one of those locomotives in steam. **RICHARD MORETON, Crowle, Worcester.**

continued through to King's Cross, but if it did, it was probably the only 8F ever seen there.

The Hitchin crew might not have been total strangers to the class, however, because during the Second World War, 60 Stanier 2-8-0s were built by the LNER and one of those, LMS No. 8513, was occasionally seen among the LNER and WD 2-8-0s working unbraked freights from New England yard, Peterborough, to Hornsey, which were re-manned at Hitchin.

As for 'Clan' Pacifics, one of

those (No. 72005, if I remember rightly) caused quite a stir at Bristol Temple Meads one Saturday in July 1960. It was the same one I had seen departing from Stirling two nights earlier with the car-sleeper train to Sutton Coldfield, so it must have travelled well over 400 miles in about 36 hours.

**MICHAEL B DEAN, email.**

THANK you for the excellent article on unusual movements. I was at West Hampstead Midland in 1960 when I saw Polmadie shed's No. 72001 *Clan Cameron*

heading into St Pancras. Regrettably, I didn't have the sense to get the next local train into St Pancras to confirm it, but many years later, a speaker at a local railway society meeting was able to confirm my sighting and sent the following details of that and three other 'Clan' visits to the capital on normal service trains:

No. 72001 had been on the 11.52am Manchester Victoria-London on May 13, 1960 and the 1.00am return, so must have spent the evening on Kentish Town shed.

On June 15, 1957, No. 72009 *Clan Stewart* had worked the 10.30 am Bradford-St Pancras and 9.00pm St Pancras-Edinburgh. On December 5, 1961, No. 72005 *Clan Macgregor* had brought in the 10.05pm Edinburgh-St Pancras and returned on the 7.55pm to Derby. Finally, No. 72005 *Clan Mackenzie* took the 3.00pm Cricklewood-Carlisle milk empties on December 15, 1963 – possibly having arrived on the previous day's 5.47pm Carlisle-Cricklewood milk train. When it is considered what a rare bird a 'Clan' was down south, the fact that almost half the class visited the London area is amazing, but there appear to be very few photographs. If anyone has one of 72001 at St Pancras or Kentish Town, please let me know.

Thanks also for the spectacular February front cover picture of No. 45407 – one of your best ever. **MARTIN BODDY, email.**

IN my prime spotting days in 1948/49, I spent many evening hours with a crowd of other spotters, just north of New Basford station on the ex GC line from Nottingham Victoria to Sheffield.

We didn't normally spot at weekends, so when I decided to go there on the morning of the August Bank Holiday Saturday in 1949, I was on my own.

Imagine my surprise when ex-Great Central 4-6-0 No. 1482 *Immingham*, still in LNER green, and new A1 Pacific No. 60122 *Curlew* appeared on up trains. I couldn't believe my eyes.

Neither engine was ever seen at that location again and, as I was on my own, none of my pals believed me when I told them!

**PETER JACKSON, Liverpool.**

REGARDING your excellent article, I would like to add a few observations from Scotland:

Stanier three-cylinder 2-6-4 tanks Nos. 42530 and 42535 had a prolonged visit to Greenock Ladyburn shed in 1951 to test their suitability on the Glasgow to Gourock and Wemyss Bay trains – probably the only time they left the London, Tilbury & Southend section, apart from works visits.

Also, on the Glasgow-Gourock line, 'Black Five' No. 45550 (Edge Hill) was a rare sight, shunting in the yard at Bishopton on October



10, 1957. Classmate No. 44715 (Rugby) was even further from home on the 8.38 local from Bishopston to Glasgow.

Your article mentioned A3 No. 60088 *Book Law*. While at Holbeck, it headed the Sunday 'Thames Clyde' diverted via Paisley Canal – new territory for an A3.

Towards the end of the steam era, Cowlairs and St Rollox Works repaired a wide variety of locos, which resulted in appearances in the Glasgow area of types of locomotives not normally associated with Scotland: e.g. No. 75026 at Elderslie on August 26, 1965, and No. 42455 at Glasgow's Corkerhill depot (see picture on right).

**COLIN KIRKWOOD, email.**

**STANIER 4MT 2-6-4T No. 42455, which spent most of its BR life allocated to sheds in the Lancashire, Cheshire and North Wales areas, pictured on Glasgow's Corkerhill shed circa 1965. See letter on left. COLIN KIRKWOOD**



THE topic of unusual movements has always been of interest to me, as has the Somerset & Dorset line in particular. I enjoyed your article, but feel that the caption to the picture of 'Royal Scot' No. 46147 at Bath Green Park on page 28 is a little misleading.

Green Park is perhaps the station most famously associated with the S&D, but it was a Midland Railway station and although it was all under common ownership in later LMS and BR days, the S&D itself started at Bath Junction and ran to the junction at Broadstone, where Southern metals were joined for the remainder of the journey to Bournemouth West.

So, while 'Royal Scots' were not unknown at the S&D's northern terminus station, I have no record of them actually working over the line itself.

Other items in the article are of great interest, including the picture of Jubilee No. 45595 at

Branksome. 'Jubilees' were occasional visitors to the Southern Region, one visited the Fawley branch near Southampton, and 45617 *Mauritius* visited Eastbourne on June 27, 1964. On the Western Region, No. 45725 *Repulse* visited Weston-Super-Mare in August 1962.

B1s from South Yorkshire's Canklow shed in particular seemed to be adept at getting away to the South. The article depicts No. 61167 at Bristol on August 17, 1963. That same loco visited Bath Green Park on June 18, 1960 and I know of eight B1s that visited Green Park between May 18, 1960 and February 12, 1964.

No. 61093 also visited Weston-Super-Mare on August 15, 1964 and No. 61039 *Steinbok* was at Swindon on May 9, 1964.

Perhaps one day, a photo might come to light of the wartime workings of LNER B12 4-6-0s on the S&D with

ambulance trains and the one-time Scarborough-Swindon parcels workings that took LNER locos regularly to Swindon. Fascinating stuff.

**RICHARD HODDER, email.**

PART of the joy of spotting was never knowing what unbelievable 'cop' might come round the corner. It was therefore difficult ever to leave the lineside in case one was about to appear!

Growing up in Salisbury in the 1960s certainly offered plenty of Southern and Western variety, but a trip to Bristol provided rich pickings. On September 7, 1963, for example, I logged two 'alien' B1s from the Eastern: 61394 and 61167. In 1962, we enthusiasts at Alderbury Junction suddenly began to benefit from an explosion of 'foreign power' that changed our lives: Fawley to

Bromford Bridge fuel trains powered daily by Standard Class 9 2-10-0s, Stanier 8F 2-8-0s and Class 5 4-6-0s, from Salfley and other Midland sheds.

Today, sadly, there is very little chance of a foreign locomotive straying into the pastures where I live, because there are no local loco depots and a Class 66 can, of course, be seen anywhere. Sometimes old BR diesels in the liveries of various companies come into view in the distance, still generating a bit of 'Off the Beaten Track' excitement.

**MALCOLM KEPPIE, Stroud, Gloucs.**

A FRIEND recently took over the railway effects of a Mr H Morling of Grays in Essex, who worked and lived alongside the line from Fenchurch Street to Tilbury and Shoeburyness. Being an enthusiast, he logged anything unusual passing through.

One entry solves an enthusiast 'did it or didn't it' riddle; that on May 8, 1951, 'Duchess' Pacific No. 46235 *City of Birmingham* passed through Grays on a down Tilbury boat train. There were also many instances of Southern 'Battle of Britain' and 'West Country' Pacifics in the area, of both original and rebuilt varieties on similar trains to and from Tilbury, as well as well as London Docks.

From other entries in his book, there were many instances of ex-GWR 2-8-0s working oil trains in the area, with Nos 2841, 3858 and 2879 recorded from July to November 1962.

A truly bizarre incident was associated with the appearance of Western 2-8-0s earlier in the 1950s, when a GW 2-8-0 and a 9F 2-10-0 were wrongly allocated to returning north and westbound oil trains from Thames Haven. The 9F was soon back on Western territory, but the 2-8-0 was soon in trouble with an unfamiliar crew on the line north of Stratford. This led to the engine being declared a failure at Harlow Mill, with the fire being thrown out. It was towed to

## A 'Grange' in Huddersfield: The reasons explained

THE February issue contained a fine photograph of ex-GWR 4-6-0 No. 6858 *Woolston Grange* in Huddersfield, but mentioned that the reasons for its appearance there are not entirely clear.

The train concerned was a summer Saturday Bournemouth West to Leeds City express. A derailment at Didcot the previous day had caused problems that prevented a Farnley-allocated 'Jubilee' reaching Oxford, where it was booked to take over from a Southern engine. Oxford, therefore, provided *Woolston Grange*, thinking it would be replaced at Nottingham Victoria.

However, there was no replacement there so it continued to Sheffield Victoria, arriving early.

Ex-GWR locomotives were not allowed north of Sheffield, but again there was no engine spare. A Low Moor crew was available, but was very unwilling to take over the engine, with its different controls.

They were eventually persuaded by a locomotive inspector, who agreed to accompany them. It appears that by the time they reached Penistone, the men were so pleased with the engine that they were happy to proceed without the inspector... although its wide cylinder casing later took away some of the wooden platform edge at Denby Dale!

By now Leeds Control was aware of the situation and insisted that the intruder be detached at Huddersfield as there was concern that it might get stuck in Morley tunnel.

A Farnley 'Black Five' and crew, which happened to be at Huddersfield shed, were provided to take the train forward. It seems that matters then descended into farce, however, for the Low Moor crew had become so attached to their new engine that they refused to uncouple it. The Farnley men would not uncouple it either as

it had not at that stage been formally handed over to them.

Finally, a loco inspector uncoupled the engine and a Huddersfield crew took it to the town's Hillhouse shed. However, Great Western engines create greater brake vacuums than LMS ones and the 'Black Five' was unable to release the brakes – which meant that all the cords on the carriages had to be pulled by hand. The train consequently left 51 minutes late.

Several days passed while the authorities debated what to do with the intruder. The dramatic solution of scrapping it on site was even considered!

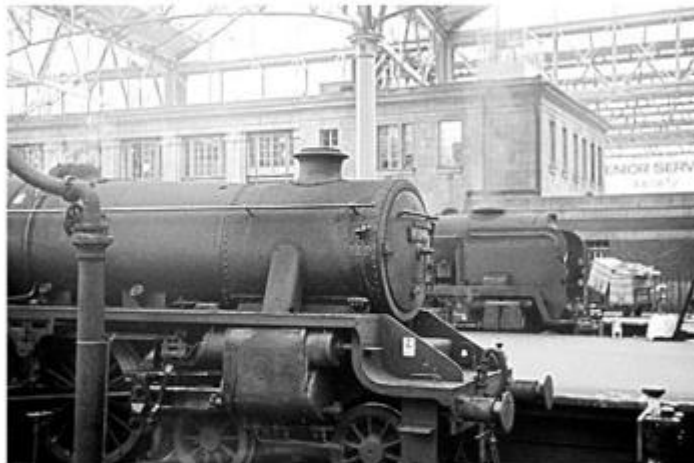
After 11 days it left under its own steam in the small hours for Wolverhampton via Stalybridge, worked by Farnley men as far as Crewe. The above details are contained in 'Railway Memories No. 13: Huddersfield, Dewsbury and Batley', by Robert Anderson.

**DAVID MUXWORTHY, Edinburgh.**



# Readers' Platform Special

**I did do some work between looking out of the window for rare engines!**



IN the mid-1960s, I was working in an office block overlooking Waterloo station and logged unusual locomotive appearances in my office diary, which I still have. Between June 21 and 29, 1963, Crewe Southshedded 'Black Five' No. 45046 worked into Waterloo each weekday. This photograph shows what I think was its last appearance there

on June 29 that year, with 'Merchant Navy' No. 35011 beyond. That was not the only time a 'Black Five' was at Waterloo that year, though. I have notes of 44691 on July 29 and 45445 on December 23.

(I probably did do some office work as well as looking out of the window!)  
SIMON DEWEY, Wolverhampton

Stratford shed and impounded as being out of gauge.

With reference to 'Clan' 4-6-2s in London, the rarest thing I ever saw at Euston was a Compound 4-4-0 double-heading No. 72005 *Clan Macgregor* on a summer Saturday in the late 1950s.

GEOFF SILCOCK, Manor Park, London

WHAT a wonderful article you printed... imagine the shock I had when casually 'bunking' the Western Region's Old Oak Common shed, hoping for a cop or two, when I came across a Scottish 'Clan'.

With the passage of time, I have lost the notebook and number, but Neasden shed had closed and it was common for locos to visit Cricklewood, that is until Cricklewood steam shed also closed, then Southall became a common service point for traffic which had originated from the Great Central. So, I now assume that the 'Clan' was at Old Oak because Southall was full.

Many Saturday afternoons and Sunday mornings in the early 1960s would find Woodford Halse 8Fs, 9Fs and WDs on Southall. The fact that Southall is still used by preserved steam is wonderful and I just hope that someone can manage to get it listed to save it from possible demolition one day.  
MIKE REYNOLDS, King's Lynn, Norfolk.

IN connection with a women's international hockey match at Wembley on March 10, 1956, four SR Light Pacifics worked their

empty trains to Watford and then turned on the Croxley triangle. The locos involved were Nos. 34090 (Poole train), 34067 (Eastbourne) 34092 (Andover Jct) and 34102 (Haslemere).

On January 9, 1960, Canklow-based B1 No. 61334 worked through St Albans on an up goods, believed to be the 02.28 from Masborough. I did not see them myself, but I believe there was an occasion when three football trains to Luton were worked through from Swindon, all hauled by Western Region Moguls.  
M COVEY-CRUMP, St Albans, Herts.

THE most unusual locomotive I ever saw working through Knebworth, on the GN main line, was Ivatt 2-6-0 No. 43129, which worked a New England-London pick-up freight one morning in August 1958.

How this Darlington-allocated Mogul got all the way to Peterborough to start with is a marvel, but New England then sent it up on a working that should have been one of its own WD 2-8-0s. Stanier 8Fs sometimes got as far as Ferme Park yard, but the Ivatt 2-6-0's appearance was much rarer.  
DAVID PERCIVAL, Knebworth, Herts.

TO add to your fascinating article on wandering engines, I would mention the journey of A1 Pacific No. 60131 *Osprey* over Shap from Law Junction (near Motherwell) to Lostock Hall, Preston, with a massive 18-coach empty coaching



BIRMINGHAM New Street is the location of this photograph of ex-LNER A1 No. 60138 *Boswell*. The York-allocated Pacific was on the 9.20am Newcastle-Bristol on October 24, 1964. M COVEY-CRUMP, St Albans, Hertfordshire.

stock working on August 2, 1964. That was unusual enough, but even more remarkable was its reported return to Carlisle, double-heading 'The Lakes Express' with a Metrovick Co-Bo diesel loco! Can anyone provide a photograph of that astonishing pairing?  
CLIFF BANCROFT, Victoria, BC, Canada.

## Last but not least...

I FOUND the 'Off the Beaten Track' article very interesting as, being born after the age of steam, I had no awareness of the restriction of many classes of engine to geographical areas  
IAN JOHNSON, email.



## ... and one for the diesel fans: A Scottish loco at Hither Green

IN 1967, I was secretary of the University College London Railway Society and had organised a brakevan trip for members from Hither Green to Stratford on November 1.

As we had time to spare at Hither Green, the BR inspector who was to escort us agreed to take us around the depot. As we approached, we were astonished to see a Scottish Region Class 29, No. D6122, in the process of being re-railed.

Several of us took photos, but suddenly an irate official appeared and said that new heavy lifting gear was being tested and that the tests were highly secret. I think he said the crane was from Germany.

Our inspector got a telling-off

for letting us anywhere near and he made us promise to destroy our negatives, but I'm afraid I, at least, never did. Now, almost 50 years after the event, I think it's safe to publish!

If any reader knows why BR should have chosen to move a loco all the way from Scotland's Inverurie Works for an exercise in Kent, I would be most interested to hear, but it was of course its presence at Hither Green that explains the appearance of a Scottish loco in Barry scrapyard.

D6122 was officially withdrawn in December 1967 and remained in store until June 1968 when it was sold to Woodham's of Barry, surviving there until 1980, only to be cut up in June of that year.  
PHIL HORTON, Grantham, Lincs.





---

# Building an award-winning rail business.

---

We are delighted to announce that First Great Western was recently awarded "Rail Business of the Year" at the 2014 Rail Business Awards. It was presented in recognition of our response to the floods at Dawlish. And was given to us alongside awards for best Marketing Campaign, Customer Information & Service and Engineering Business Excellence.

We accept them on behalf of each and every one of our staff and industry partners. During the winter storms, a busy summer, and a year of upgrades and improvements across our network, our people stood tall. These awards recognise every day, every night, every weekend and every bank holiday in which our workforce and our partners performed above and beyond. Together, working tirelessly with the aim of not just building a greater railway, but building a greater west.

---

## BUILDING A GREATER WEST

---







Newly restored Metropolitan Railway 0-4-4T No. 1 works a rake of vintage stock at the Buckinghamshire Railway Centre during a Quainton Railway Society open day on May 6, 1985.

# GRASS ROOTS

Our look at the early years of preservation

Right: Midland Railway 'Spinner' 4-2-2 No. 673 and Derby-built 4F 0-6-0 No. 4027 were in steam at an open day in Tinsley yard on June 15, 1980. The pair had worked from their Butterley home with a consist that included an LMS 12-wheel sleeping car.



In the year after the Keighley & Worth Valley reopened the line to Oxenhope, USA 0-6-0T No. 72 leaves Haworth and passes the motive power department on May 3, 1969, with a four-coach train. All pictures: TRACKS NORTH COLLECTION



# HORNBY 2015 STEAM LOCOMOTIVE RANGE



Listed below is our exciting new range. These fantastic steam locomotives will be available during 2015 in your local hobby store or online at [www.hornby.com](http://www.hornby.com) while stocks last.

<b>R3003</b>	BR 4-6-0 'Barnsley' B17 Class - Late BR	<b>R3237</b>	GWR 4-6-0 'Caerphilly Castle' Castle Class - NRM	<b>R3315</b>	BR 4-4-0 Fowler 2P Class, BR (Late)
<b>R3003X</b>	BR 4-6-0 'Barnsley' B17 Class - Late BR - DCC Fitted	<b>R3238</b>	SR 0-6-0 Drummond 700 class - 1920s-1930s	<b>R3316</b>	S&DJR 4-4-0 Fowler 2P Class
<b>R3004</b>	BR 4-6-0 'Serlby Hall' B17 Class - Early BR Weathered	<b>R3239</b>	BR 0-6-0 Drummond 700 class - Late BR	<b>R3318</b>	BR 4-6-0 'Gilwell Park' B17/6 Class, BR (Early)
<b>R3004X</b>	BR 4-6-0 'Serlby Hall' B17 Class - Early BR Weathered - DCC Fitted	<b>R3240</b>	BR 0-6-0 Drummond 700 class - Early BR	<b>R3320</b>	BR 4-6-2 'Golden Eagle' A4 Class, BR Blue
<b>R3132</b>	LNER 4-6-2 'Book Law' A3 Class	<b>R3241</b>	BR 4-6-2 'City of Bradford' Princess Coronation class	<b>R3323</b>	BR 4-6-0 Black 5 Class
<b>R3195</b>	BR 4-6-2 'City Of Liverpool' Princess Coronation Class - BR Green	<b>R3242</b>	BR 2-6-0 K1 Class - Early BR	<b>R3324</b>	LNER 0-6-0T J50 Class
<b>R3203</b>	BR 4-6-2 'Okehampton' West Country Class - Late BR	<b>R3242A</b>	BR 2-6-0 '62032' K1 Class - Early BR	<b>R3325</b>	BR 0-6-0T J50 Class, BR (Early)
<b>R3205</b>	BR 4-6-0 'Rood Ashton Hall' 4900 Hall Class - Late BR	<b>R3243</b>	BR 2-6-0 K1 Class - Late BR	<b>R3326</b>	BR 0-6-0T J50 Class, BR (Late)
<b>R3222</b>	GWR 2-8-0 42XX Class	<b>R3243A</b>	BR 2-6-0 K1 Class - Late BR	<b>R3327</b>	SR 4-6-0 Maunsell S15 Class
<b>R3223</b>	BR 2-8-0 42XX Class	<b>R3243B</b>	BR 2-6-0 '62064' K1 Class - Late BR	<b>R3328</b>	BR 4-6-0 Maunsell S15 Class, BR (Early)
<b>R3224</b>	BR 2-8-0 52XX Class	<b>R3301</b>	BR 4-6-0 'Earl of Mount Edgcumbe' 4073 Castle Class c2014	<b>R3329</b>	BR 4-6-0 Maunsell S15 Class, BR (Late)
<b>R3225</b>	GWR 2-8-2 72XX Class	<b>R3303</b>	BR 4-4-0 D16/3 Castle Class, BR (Early), Weathered	<b>R3330</b>	BR 4-6-0 'King George V' 6000 King Class - Early BR
<b>R3226</b>	BR 2-8-2 72XX Class	<b>R3304</b>	BR 0-6-0T 700 Class, BR, Weathered	<b>R3331</b>	GWR 4-6-0 'King James I' 6000 King Class
<b>R3227</b>	BR 2-8-0 Class O1	<b>R3305</b>	BR 2-6-0 K1 Class, BR (Early), Weathered	<b>R3332</b>	BR 4-6-0 'King Edward VIII' 6000 King Class, BR (Late)
<b>R3229</b>	BR 4-6-0 'British Monarch' 4000 Star Class	<b>R3310</b>	BR 4-6-2 'Bude' West Country Class, BR Green 1960s	<b>R3333</b>	BR 4-4-2T Adams Radial BR (Early)
<b>R3230</b>	LNER 0-6-0 J15 Class - Pre 1948	<b>R3311</b>	BR 4-4-0 'Westminster' Schools Class, BR Green	<b>R3334</b>	BR 4-4-2T Adams Radial BR (Late)
<b>R3231</b>	BR 0-6-0 J15 Class - Early BR	<b>R3312</b>	BR 4-6-2 'Minoru' A3 Class 1955 GN Tender	<b>R3335</b>	LSWR 4-4-2T Adams Radial
<b>R3232</b>	BR 0-6-0 J15 Class - Late BR	<b>R3313</b>	LMS 0-6-0 4F Class	<b>R3336</b>	LNER 4-6-2 'Flying Scotsman' NRM
<b>R3233</b>	LNER 4-4-0 D16/3 Class - Pre 1948	<b>R3314</b>	BR 0-6-0 4F Class, BR (Early)	<b>R3370TTS</b>	BR 4-6-0 'King Richard II' 6000 King Class with TTS Sound
<b>R3234</b>	BR 4-4-0 D16/3 Class - Early BR			<b>R3380</b>	LNER 0-6-0 '7510' J15 Class
<b>R3235</b>	BR 4-4-0 D16/3 Class - Early BR (1948)			<b>R3381</b>	BR 0-6-0 '65475' J15 Class BR (Early)



# WELL SORTED! THE MARSHA

In a two-part feature entitled the Rise and Fall of the Marshalling Yard (Nov/Dec 2013 issues), **Michael Rhodes** related the development and decline of Britain's major freight-sorting complexes. Now he completes the story with the first ever comprehensive survey of the situation overseas, where some 270 hump yards remain in daily use – and new ones are even still being built!



One of Europe's newest hump marshalling yards is at Waltershof, Germany. Opened in 1995, it was built privately by the Port of Hamburg and is now a major marshalling point for container traffic on and off the national DB system, which itself continues to invest heavily in freight-sorting facilities.

**T**HE marshalling yard had its beginnings in Edge Hill, Liverpool, in the 1870s and the first two parts of this series told how the system developed in Britain and detailed the UK's 50 or so major yards up to 1990, when the nation's last gravity-operated hump yard closed.

Internationally, however, the story is far from over as rapidly emerging economies such

as China are using the technology to handle ever-increasing volumes of rail-borne freight, while the United States also continues to value the flexibility of hump yards, such is the enormous amount of traffic being moved on the railways of North America.

The USA and Canada between them still have 55 gravity-operated yards in action in 2014/15 – including the largest in the world, at

North Platte, Nebraska (see panel on page 46).

In the world as a whole, it is estimated that there are between 270 and 280 yards in operation, the closest to Britain being just over the English Channel in Holland and Belgium.

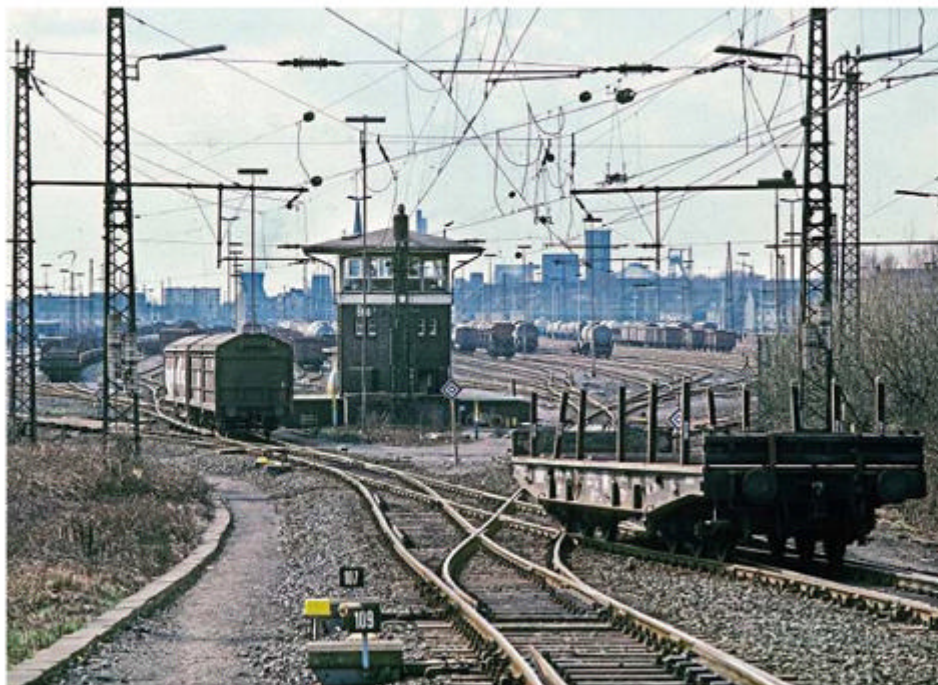
Until the demise of the former Soviet bloc in the early 1990s, as much as 80% of all freight was transported by rail, which led to dozens of hump yards being built in communist countries from 1945 through to the 1980s. A large number are still operational.

Just as those complexes were reaching their peak, many countries in the political West were closing hump yards, the most drastic cutbacks outside Britain being made in another island nation – Japan, which also now possess no such locations.

In Europe, the contrast between the formerly opposed political regions of West and East is nowhere better exemplified than in Germany. Before the Berlin Wall came down in 1989, there were 14 major hump yards in East Germany, now there are only two... at Rostock and Seddin. Similar attrition is underway in other former Eastern Bloc countries.

Bucking this trend of gradual decline is China, where the rail network continues to expand exponentially. From a situation with no major hump yards in 1945, China Rail now has at least 51 automated examples, including the busiest yard in Asia – Zhenzhou North. This is claimed to be capable of handling 12,000 wagons a day, which, if true, would make it a rival of North Platte and Europe's largest hump yard – Maschen, in Hamburg.

China is still building brand new yards, and freight traffic continues to increase, so the future of hump marshalling worldwide looks secure for several years to come.



Wagons roll over the hump at Oberhausen Osterfeld Sud, still active in 2013 and one of the key yards in the Ruhr area of Germany. The sidings here are fitted with Froelich retarders dating from 1928. All pictures: MICHAEL RHODES



# LLING YARDS OF THE WORLD



**Table 1 – MAJOR EUROPEAN AND RUSSIAN HUMP YARDS**

Country	Active hump yards 2014/5	Most important yards	Notes
United Kingdom	0	(see <i>The Railway Magazine</i> Nov, Dec 2013)	Last hump (Scunthorpe West) closed 1990.
France	20	Paris, Villeneuve St Georges, Woippy, Lyon, Sibelin	SNCF has said it will close all hump yards and abandon wagonload traffic.
Belgium	6	Antwerp Nord	
Luxembourg	1	Bettembourg	
Holland	1	Kifhoek	
Germany	20	Maschen, Seelze, Seddin, Halle, Hagen, Gremberg, Mannheim, Nurnberg, München Nord	Nine main network yards destined to be the core of residual wagonload traffic. Halle being rebuilt in 2013
Austria	8	Wien Kledering, Villach	Both Kledering and Villach use Dowty retarders
Switzerland	4	Zurich Limmattal, Basel Muttenz	Muttenz is one of Europe's largest yards with 43 + 32 classification tracks
Italy	5	Milan is largest with 48 classification tracks	Several unique dead-end yards like Turin and Bologna
Spain, Portugal, Greece, Albania, Turkey	0	Former hump yard in Madrid now used for container traffic	
Norway, Denmark	0		Yards all closed 2003/2002, respectively
Sweden	2	Hallsberg & Malmo	Formerly seven hump yards
Finland	3	Kouvola, Tampere	
Baltic states	5	Kaliningrad, Vilnius, Riga	Much investment in last five years with Vilnius rebuilt into a 26-track hump yard
Former USSR	33	Minsk, Kiev, Osnova, Krasnyj Lyman, Donetsk, St Petersburg, Moscow, Kinel, Yekaterinburg,	A large number of yards in the steel-making areas of Ukraine, plus large busy yards along the
Russia - 16, Ukraine - 14		Chelyabinsk, Novosibirsk	Trans-Siberian railway
Belarus - 2, Moldova - 1			
Poland	14	Largest yard is Tarnowskie Gory	Freight in decline, several yards under-used
Czech Republic and Slovakia	17	Ostrava is largest yard in Czech Republic, and Bratislava in Slovakia	New yard being built in Zilina with EU funding
Hungary	2	Budapest Ferencvaros and Miskolc	
Slovenia & Croatia & Serbia, Macedonia	4	Ljubljana, Zagreb, Belgrade, Skopje	
Romania -	14	Many yards only partially used. Several have had their retarders removed	
Bulgaria -	7		

## EUROPE

IT has always been assumed that wagonload traffic thrives in mainland Europe because there are more potential destinations served by rail, but it is also true that the attitude of governments is crucial in determining what sort of facilities there are. Britain has lost or downgraded all its yards and now France is cutting its massive subsidy to the SNCF and is planning to get rid of wagonload freight altogether. In contrast in Austria and Switzerland, where there is a very definite policy of keeping lorries off the Alpine roads, wagonload freight and marshalling yards thrive.

In Austria, two newly built yards at Villach and Wien Kledering employ British-designed Dowty retarders. There are other hump yards in Salzburg (Gingl), Innsbruck, Linz, Wels and Graz. Similarly, Switzerland 'punches above its weight' with big hump yards in Basel, Zurich and Lausanne.

Hump yards are less prevalent in southern Europe and Scandinavia with just one in Spain (at Madrid), and just one active hump in Italy (Milan). In the Benelux countries, there are two large hump facilities at Kifhoek for the port of Rotterdam and at Antwerp Nord, where a double hump complex with a total of 96 classification tracks serves the port there.

Germany used to have more hump yards than the rest of Europe put together, but rationalisation has taken place. Several iconic yards from the steam era, like Hohenbudberg, near Krefeld, have completely disappeared. There has, however, been significant investment in the last three decades in new yards: Hamburg Maschen – now the biggest in Europe – was opened in 1980 and has a capacity to sort 11,000 wagons in 24 hours. With two

classification bowls, a south-north with 64 tracks and a north-south with 48, it is exceeded only by America's North Platte.

Deutsche Bahn has also built a completely new yard at Munich North, not to mention completely rebuilding at Nurnberg in the late 1980s. Nurnberg had been famed for having 106 sorting sidings off a single hump, which

was a world record. Now it has 60, but it uses UK-built Dowty retarders, 42,000 of which were installed in 1988.

The newest yard in Germany – Waltershof in Hamburg – was opened in 1995 and built privately by the Hamburg Port Authority. Its 24 sorting sidings were each equipped with a retarder and the yard is used to hump shunt the ▶



**Vienna's Kledering yard uses British-built Dowty retarders. This view of the sorting sidings in June 2013 shows the thousands of Dowty dashpots spread throughout the sidings. An Austrian State Railways Class 1063 Bo-Bo shunter arrives with a transfer freight. Vienna's central cemetery building is in the background.**



**Table 2 – NORTH AMERICAN HUMP YARDS**

Yard	Opened	Classification tracks	Throughput (cars/24 hours over hump)
<b>BNSF:</b>			
Galesburg, Illinois	1984	48 (was 62)	1,600
Northtown, Minneapolis, Minnesota	1976	48 (originally 64)	1,000
Hobson, Lincoln, Nebraska	1944, 1994	32	900
modernised with Dowty retarders			
Argentine, Kansas City, Kansas	1997	60	2,400
Memphis, Tennessee	1957	49	1,400
Cherokee, Tulsa, Oklahoma	1960	41	1,700
Pasco, Washington	1955	47	1,500
Barstow, California	1971	48	1,200
<b>UNION PACIFIC:</b>			
West Colton, California	1972	68	2,000
Hinkle, Hermiston, Oregon	1976	41	1,200
Roseville, California	1999	55	1,800
North Platte, Nebraska	1948 & 1968	49 & 64	3,000
Neff, Kansas City, Missouri	1955,	40	1,500
Gateway, St Louis, Missouri	1968	66	2,400
Centennial, Fort Worth, Texas	1971	44	1,300
Englewood, Houston, Texas	1954	64	1,500
Beaumont, Texas	1976	12	900
Strang, Texas	1976	13	900
Livonia, Louisiana	1995	35	3,000
North Little Rock, Arkansas	1961	64	2,300
Pine Bluff, Arkansas	1959	41	1,500
Proviso, Chicago, Illinois	1929	66	2,250
<b>CANADIAN NATIONAL:</b>			
MacMillan, Toronto, Ontario	1965	72 & 33	3,050
Symington, Winnipeg, Manitoba	1962	67	1,800
Walker, Edmonton, Alberta	1963	17 (hump closed in 2013)	600
Kirk, Gary, Indiana	1952, rebuilt 2013	56	2,500
Harrison, Memphis, Tennessee	2009	45 (Dowty retarders)	3,100
<b>CANADIAN PACIFIC:</b>			
Oig's Eye, St Paul, Minnesota	1956	34	1,100
<b>CSX:</b>			
Avon, Indianapolis, Indiana	1960	55	1,500
Selkirk, New York	1924/1968	70	3,000
Frontier, Buffalo, New York	1957	63	2,500
Stanley, Toledo, Ohio	1913/1930	42	900
Queensgate, Cincinnati, Ohio	1980	50	2,200
Rice, Waycross, Georgia	1978	64	2,800
Osborn, Louisville, Kentucky	1977	48	1,800
Radnor, Nashville, Tennessee	1954	56	2,100
Tifford, Atlanta, Georgia	1957	24 (rebuilt to 40 in 1970s)	1,300
Boyles, Birmingham, Alabama	1958	40	1,100
Hamlet, Hamlet, North Carolina	1954	58	1,800
Cumberland, Maryland	1960	30	1,400
Willard, Ohio	1947	32 + 20	1,600
<b>NORFOLK SOUTHERN:</b>			
Elkhart, Indiana	1956	72	3,200
Allentown, Pennsylvania	1978	29	1,200
Conway, Pennsylvania	1956	54 + 53 (rationalised to 2,500)	6,000
Sevier, Knoxville, Tennessee	1951	46	1,500
Norris, Birmingham, Alabama	1952	56	1,600
DeButts, Chattanooga, Tennessee	1955	60	2,500
Muscle Shoals, Sheffield, Alabama	1973	32	1,100
Brosnan, Macon, Georgia	1967	50	1,600
Spencer, Linwood, North Carolina	1979	46	2,000
Bellevue, Ohio	1982	40 (expanded to 80 in 2014)	3,200
Lambert's Point, Norfolk, Virginia	1962	32 + 29	800
<b>EX-CONRAIL SHARED AUTHORITY:</b>			
Oak Island, Newark, New Jersey	1903/1960s rebuilt	30	900
Indiana Harbour Belt, Blue Island, Chicago	1952	44	1,800
Belt Railway of Chicago, Clearing, Chicago	1902/1938	56 + 36	3,000
Terminal Railroad, Madison, St Louis, Missouri	1974	40	900

port's container traffic. While Germany still had more than 20 hump yards in operation in 2013, there are moves to rationalise wagonload traffic. The plan is to keep nine key yards at Hamburg Maschen, Hannover Seelze, Berlin Seddin, Halle, Köln Gremberg, Mannheim, Stuttgart Kornwestheim, Nurnberg and Munich North. A far cry from the days when there were five hump yards in Berlin alone, but still a major investment compared with other nations.

## NORTH AMERICA

THE first gravity-assisted classification yard in the United States was probably built in 1890 at Honey Pot, on the Sunbury division of the Pennsylvania Railroad. By the first decade of the 1900s, several much larger and more ambitious schemes had been completed at famous locations such as Enola, Pennsylvania, and Clearing in Chicago. The proliferation of hump yards then began.

By 1970, it was reported that there were 147 in North America. By 1993, that figure had halved, but despite the subsequent rise in container traffic and the burgeoning number of block load trains, especially coal, the number of big yards does not seem to have significantly reduced since then and the decline has not continued as expected.

Indeed, investment in new yards is taking place. Both Union Pacific and BNSF have undertaken major rebuilds in the last 20 years, at Kansas City Argentine and Roseville, respectively.

Norfolk Southern is doubling the number of sorting sidings at its Bellevue facility in Ohio to 80, while Union Pacific is building a new state-of-the-art container switching yard in the desert at Santa Teresa.

Canadian Pacific has recently closed four of its five hump yards, and a few other railroads, including Norfolk Southern, have trimmed slightly, leaving 55 hump complexes in North America divided as follows: BNSF: 8, UP: 14, CSX: 13, NS: 11, CN: 4, CP: 1, other smaller companies: 4 (possibly 5 if the reactivation of PAVONIA yard, in New Jersey, has gone ahead).

The American connection with that



Asia's busiest and biggest yard – Zhenzhou, in central China. This view from the north shows trains in the departure sidings of the south-north hump yard.

uniquely British invention, the Dowty retarder, began in 1981 when the Santa Fe Railroad (now part of BNSF) installed three classification tracks at its Oklahoma City yard with the firm's equipment, and found it to be excellent. The retarders went on to be used by BNSF when the yard at Lincoln, Nebraska, was rebuilt in 1994 and by UP at its new yard in Livonia in Louisiana (opened in 1995), also in the rebuild of Roseville, California. It seems there are now plans to use Dowty retarders in the new Santa Teresa yard. Part of the reason for this is the equipment's suitability for handling intermodal and other delicate cargoes.

## CHINA

THE railway network in China has expanded faster than anywhere else in the world and now boasts more than 98,000 route kilometres, with a workforce of two million.

The expansion of the last two decades has seen the world's most populous country leapfrog India and Russia to take second place behind the USA, which has 224,000 kilometres of route on its national network.

Much of the expansion in the 1980s and 1990s was for freight transportation, and during that period a standard design of hump yard was introduced. Typically this had lengthy reception, sorting and departure tracks, laid out

**Table 3 – CHINA RAIL MAJOR AUTOMATED HUMP YARDS**

Yard	Classification tracks
Harbin	32 & 32 tracks (two bowls)
Fulan Ergi	32
Mudanjiang	16
Qinhuangdao	16 & 12
Changchun	18
Siping	18 & 18
Meihokou	16
Hohot	12
Baotou	21 & 21
Datong	28
Qingdao	16 & 16
Jinan	31 & 32
Fuyang	32
Hangzho	24
Houma	24
Luoyang	14
Shapatou	14
Wuwei	20
Ankang	22
Lanzhou	30
Xian	16
Urumqi	24
Nanchang	26 & 24
Yingtian	36
Nanping	20
Zhuzhou	30 & 24
Huaihua	24
Hengyang	22
Linzhou	30
Chongqing	25
Kunming	24
Liupanshui	12
Nanning	30
Guangzhou	22 & 24
Guiyang	32 & 32
Taiyuan	22
Xiangfan	40
Shijiazhuang	24 & 24 (under construction)
Nanjing	32
Chengdu	24 (ripped up in 2011 for high-speed train depot)
Beijing Fengtai	30 & 28
Shenyang Yuguo	29 & 30
Shenyang Sujiatun	29 & 25
Tianjin	21 & 21
Xuzhou	28 & 28
Shanghai	26 & 21
Zhengzhou	34 & 36
Wuhan	23
Baoji	24
Liuzhou	31
Handan	24 (under construction)



# THE LARGEST MARSHALLING YARD IN THE WORLD

NOT only does the USA have the largest number of hump yards still in action, but it can boast the largest of them all – Bailey Yard, located in North Platte, Nebraska, and operated by Union Pacific.

The yard is truly enormous, stretching eight miles and containing well over 200 separate tracks. It comprises two classification bowls containing 64 and 50 tracks, plus several sub-yards and more than 100 additional lines for coal traffic and through trains, whose locos pause to refuel at huge over-rail gantries. The total number of points in the yard is just under 1,000 and it is about to be extended even further.

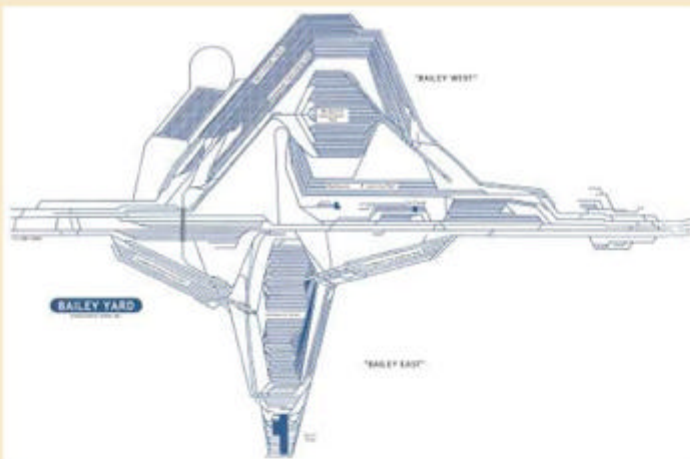
North Platte, situated roughly halfway between Chicago and Salt Lake City, is the hub of UP's network, but the railroad company made do with a flat-shunting yard there from the late 1800s until 1948, when it built its first hump yard. The second followed 20 years later.

The North Platte traction depot is also a leviathan, covering the area of five football pitches and undertaking 750 locomotive repairs a month.

So windswept is North Platte that the eastbound and westbound yards are both hump-shunted in the same easterly direction as the wind can be strong enough to stop a free-wheeling wagon before it reaches its allotted siding!

The entire complex is far too large to get into a single photograph – even from the 'Golden Spike Tower' overlooking the traction depot and the eastbound hump – and the yard's eight-mile length means that even an all-encompassing aerial photograph would have insufficient detail and impact unless printed at poster size. We are therefore able to show only a small fraction of the total complex, along with a schematic diagram.

■ In 2013, Bailey's double hump and through roads were, between them, handling a remarkable 14,000 wagons a day, but despite this, it is not the busiest in the world in terms of wagons actually being propelled over the humps (3,000 a day). That accolade falls to Hamburg's Maschen yard, in Germany, which hump-shunts no fewer than 11,000 vehicles a day – a record that may soon be under threat from China's Zhenzhou yard.



Above: Just a small part of the huge Bailey marshalling yard in North Platte, Nebraska, which stretches for eight miles.

Left: So long is the North Platte complex that the only way to depict it in its entirety is by diagrammatic means, with the bowls heavily condensed.

sequentially and thereby usually stretching six or seven kilometres in length. Hump technology and retarders were standardised across the network in the major hump yards, although some smaller yards were equipped with Dowty retarders. Examples of this were at Shenyang East and West secondary yards.

In 2013, there were 48 major automated hump yards, all laid out in the same fashion and including Asia's busiest and biggest – Zhenzhou North – where two humps, each serving 34 sorting sidings, are said to be capable of classifying a world-beating 12,000 wagons every 24 hours – although it is not known if such a throughput has actually been achieved.

The high capacity claim at Zhenzhou may be due to the design, which is absolutely straight from entry, to classification to departure. There is also the avoidance of large classification bowls, with the tendency of wagons to slow unduly when routed onto the outer tracks, where the curve is more pronounced. Added to that is a classification bowl that is the length of a full train rather than just part of a train, as in Europe

and the USA. Probably the most remarkable thing about China is that all-new yards are still being built, the one at Handan being almost complete. Occasionally, there is the inevitable closure as traffic flows change, and the hump yard at Chengdu has recently been replaced by a high-speed train-servicing depot, with freight marshalling diverted elsewhere on the network.

## REST OF THE WORLD

THERE are almost as many hump yards in the neighbouring US states of Illinois and Ohio as there are in the rest of the world combined!

Even the vast territory of Australia had moved all its rail freight into container trains or block loads by the early 1990s and its two hump marshalling yards, at Melbourne and Forestfield, both closed in 1994. The same switch to block trains took place in India and South Africa, leading to many hump yards closing during the 1980s and 90s.

In South America, freight traffic never amounted to the massive tonnages in the North, so no hump yards exist at all.

Table 4 – ASIA, CENTRAL AMERICA, AFRICA, OCEANIA

	Size	Notes
<b>INDIA</b>		
Mughalsarai yard	Down yard, 9 reception, 4 retarders, 22 sorting and 7 departure tracks. Up yard closed.	Was largest yard in Asia before the rise of China
<b>CENTRAL AMERICA</b>		
Mexico City	10 reception and 48 sorting sidings	Only hump yard in Central and South America
<b>SOUTH AFRICA</b>		
Sentrand yard, Gauteng	22 reception and 64 sorting tracks	Opened in 1976. Largest hump yard in Africa
Belleville yard, Cape Town	30-track bowl, no retarders	
Johannesburg	30-track bowl, 4 retarders	Believed disused
Kasere yard, Bloemfontein	20 reception and 40 sorting sidings	Believed disused
Bayhead yards, Durban	100 tracks but no retarders	
<b>Footnote:</b>		
The only remaining hump yard in South East Asia – Bangkok Phahonyothin, in Thailand – was closed and ripped up in 2014. (It had four retarders and 24 sorting sidings).		



## LONDON RAIL: A GUIDE TO TFL'S DEPOTS AND STABLING POINTS

By Paul Jordan and Paul Smith

IT is a fact that the majority of British rail enthusiasts concentrated intensively on the traction depots of BR between the 1950s and 1980s and rarely gave the stock and premises of London Underground much thought.

However, since the formation of Transport for London (TfL) a few years ago, the boundaries between the two systems have blurred somewhat, with several ex-BR operations now coming under the same ownership as the LT fleets. This has helped create greater interest in the latter, and the authors of this book have done the spotting fraternity a big favour by producing a handy pocket book listing and mapping not only all the depots and stabling points but the vehicle numbers of the units allocated to them.

Sixty installations are listed altogether, including the ex-BR locations of Willesden, Camden and Clapham Junction, together with fleet lists for London Overground, Docklands Light Railway, London Tramlink and all the LT Tube and sub-surface lines, including even the little Waterloo & City system.

This book could do for TfL stock what Ian Allan's first books did for main line trains in the 1940s and '50s! *NP Crécy Publishing, 1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH; Softback, 112pp; 209 x 147mm; ISBN 978-1-9083-4735-0; £7.95.*

## 'JUBILEES' and 'JUBBLYS'

By Stewart Warrington

IN rather a nice touch, this book has been produced in small size to look and feel exactly like an Ian Allan 'ABC combined volume', even though it is essentially a text book.

It is sub-titled 'A Trainspotter's Story 1959-64' and is part 1 of Stewart's reminiscences from the golden era of BR steam. At the time, he lived in Leicester, but this book covers a far wider area, including sheds as far afield as London, Liverpool, Carlisle, Wolverhampton and the North East.

There is a foreword by Ian Allan's son, David, and just in case anyone was wondering, a 'Jubbly' wasn't a locomotive nickname but an orange soft



## NORTH AMERICAN RAILYARDS

By Michael Rhodes

THE author, a regular contributor to *The RM*, has made more than 60 visits from the UK to the United States and Canada to gather material for this book.

It is an updated and expanded edition of a volume published in 2003 and reflects the huge changes that have taken place in North American rail freight since then, with much wagonload traffic having given way to intermodal business.

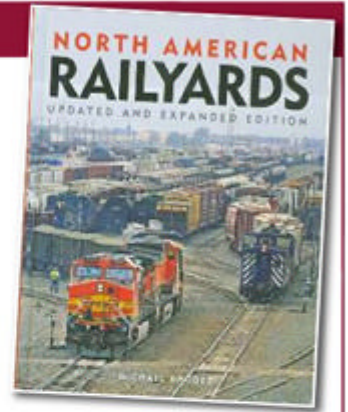
Unlike the situation in Britain, however, the massive marshalling complexes on the other side of the Atlantic have largely been retained instead of being closed and ripped up, and at the time of writing there are still more than 50 hump yards in operation – including the largest in the world:

Bailey Yard in North Platte, Nebraska.

This well-researched and lavishly illustrated reference book deals with more than 130 freight-sorting installations, with each categorised in order of owning railroad company. A short, potted history of each major yard is provided, along with several aerial photographs and track diagrams where possible, plus a useful 'shed directory'-type guide detailing how to locate some of the harder-to-find complexes.

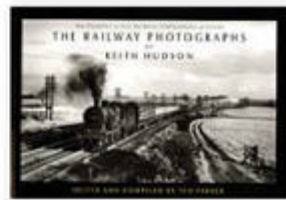
One or two enlarged aerial shots are a little grainy, but the one of Willard yard, Ohio, showing the entire complex in a single photograph, is superb.

See also the author's article on page 44 of this issue, covering marshalling yards not only in North America but in other parts of the world. *NP*



*Voyageur Press, 400 First Avenue North, Suite 400, Minneapolis MN55401 USA; Hardback; 256pp; 283 x 222mm; ISBN 978-0-7603-4609-9; £25.*

drink carried in the dufflebag of any self-respecting spotter! *Silver Link Publishing, The Trundle, Ringstead Rd, Great Addington, Northants NN14 4BW; Hardback, 183pp; 157 x 106mm; ISBN 978-1-85794-444-0; £10.*



## THE RAILWAY PHOTOGRAPHS OF KEITH HUDSON

Compiled by Ted Parker

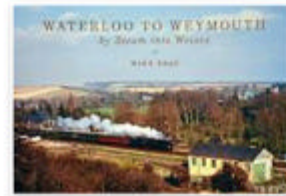
THE name Keith Hudson may not be synonymous with railway photography, but on this evidence, it ought to be.

In the same style as Ted Parker and Ken Horan's celebrated two-part series entitled *On Parallel Lines*, this magnum opus of 1950s and '60s black & white steam imagery is of the very highest order. Shots from across the breadth of England and Scottish lowlands scatter the satin pages of this appreciably weighty album – yet they haven't seen the light of day for 50 years because they were boxed away in an attic and almost thrown away.

Although photographs from Keith's resident Chesterfield area account for a large chunk of the pages, the results gained from odd forays to Dawlish to witness holiday excursions, or Liverpool Street's cathedral-like edifice, are superb. Above all, the genuine tones and a

touch of grain make this tome a gritty reflection of the way it really was and therefore more than worthy of its place on the bookshelf. *NB*

*On Parallel Lines Publishing, 73 Slayde, Yarm, TS15 9HZ. Softback, 120pp; 180 x 260mm; ISBN: 978-0-9567690-2-2; £15.*



## WATERLOO TO WEYMOUTH – by Steam into Wessex

By Mike Esau

THERE are few photographers who travelled over and recorded the Southern Region as exhaustively as Mike Esau. This book weaves its nostalgic way from London to the Dorset coastal town, while stopping off to portray the secondary routes and branches that connected with the former LSWR main line.

Some of the images are already well known, thanks to the author's breakthrough 1970s-era work, *Steam into Wessex*; not least the misty silhouette masterpiece of a Bulleid Pacific rushing through Fleet as a young Richard Bell, with teddy bear, looks on, perched on a wooden gate. Though not quite as abstract as the work of Colin Gifford, the photography captures the essence of the working railway and its surroundings in a way that endless

front-three-quarter lineside studies rarely convey.

The pictures are largely monochrome, but occasional colour views add a splash of variety. This is a fine record of the decline of steam on the Southern. *NB Ian Allan Publishing, Hersham, Surrey KT12 4RG. Hardback; 160pp; 190 x 260mm; ISBN: 978-0-7110-3801-1; £30.*

## LOCO REVIEW 2015

By Martin Buck

IN the absence of the much-missed Jane's Railway Year, this book (albeit featuring loco-hauled trains only) provides an excellent review of the preceding 12 months and builds up over the years into a highly collectible work of reference.

The latest edition features all the news events of the UK freight scene, including the arrival of the Class 68s. *Freightmaster Publishing, 158 Overbrook, Swindon SN3 6AY; softback; 224pp; 245 x 162mm; ISBN 978-0-9558275-9-4; £18.95.*



## THE RAILWAYS OF YORK

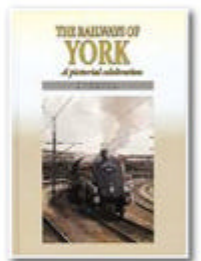
By David Mather

YORK can fairly claim to be the 'railway city' of England, and this book is a celebration of its role in British railway history.

It examines the development of motive power through the ages and explores the remarkable role played by the heritage sector at the home of the National Railway Museum.

Included are descriptions of many of the steam specials centred on or passing through the city, culminating in the astonishingly successful 'Mallard 75' and 'Great Gathering' events of 2013/14.

There is a plethora of photographs, the cropping of a few of which leaves a little to be desired, but this has doubtless been necessary in order to accommodate so many illustrations. *Silver Link Publishing, The Trundle, Ringstead Road, Great Addington, Kettering NN14 4BW; hardback; 176pp; 245x175mm; ISBN 978-1-85794-440-2; £25.*



## LNWR 'COAL TANK' – UNSUNG HERO (DVD)

PRESERVED LNWR 'Coal Tank' No. 1054 is one of the most characteristic locomotives in Britain.

A tall, fluted chimney and burnished steel fittings make for a fascinating workaday Victorian gem.

This is the first film to be devoted to the unique 1881 survivor, which has been commissioned by the group that manages the engine today: the Bahamas Locomotive Society.

The narrative covers the key historical anecdotes, while keeping pace with the contemporary sequences of the locomotive. There is plenty of trackside action to immerse oneself in the 2F's activities, which concentrates on the post-2012

overhaul era. There is also time to reflect on the 'Coal Tank's' Dinting days (before the BLS was evicted from there in the early 1990s), as well as the heady heights of its main line running in the 1980s.

Footage of No. 1054 operating at Keighley abound, as you'd expect from its 'home' railway, but the best scene is saved for the end of the programme as it double-heads with its fellow LNWR survivor – 'Super D' No.49395 – in striking sunshine on the Pontypool & Blaenavon Railway.

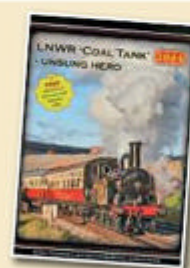
An additional, free hour-long disc of priceless 'Coal Tank' footplatemen's memories wraps up the history of these quirky tanks in absorbing

fashion.

There's even time to hear from Association of Railway Preservation Societies' pioneer Roger Bell, who was crucial in the saving of No. 1054.

Overall, an ideal way to enjoy the delights of Francis Webb's stout 0-6-2T creation and, at £15, not bad value either. *NB*

*Bahamas Locomotive Society, www.bahamas45596.co.uk Running time 2 hours; £15.*





## ON TOUR WITH RAILTRAIL

... With all the extras only Railtrail give

### Welsh Mega Steam 6

29 August, 8 days by rail, from £1195 (NO SRS)



A unique opportunity to experience the great rail journeys of North and Mid Wales narrow and standard gauge lines, through stunning scenery. SIXTEEN heritage and scenic railways and a steam gala to finish! Includes Half Board throughout and No Single Room Supplement.

FOR MORE... Visit [www.railtrail.co.uk](http://www.railtrail.co.uk) to see STEAM ENTHUSIAST TOUR CALENDAR...

#### Poland Steam Explorer

28 April, 9 days by rail, £1495 (SRS £159)

#### 3 Countries Steam – Germany, France & Switzerland

21 May, 6 days by rail, £1195 (SRS £175)

#### Swiss Mountain Steam

8 & 29 July, 12 & 26 August, 9th September  
8 days by rail, £1595 (SRS only £95)

#### Northern France Narrow Gauge Steam

11 July, 5 days by rail, £699 (SRS £130)

#### North Germany & Baltic Coast Steam

27 July, 8 days by rail, £1295 (SRS £225)

#### Meiningen Steam Festival & more

3 September, 5 days by rail, £999 (SRS £99)

#### Belgian Steam, Rail & Ale Trail

24 September, 5 days by rail, £695 (SRS £120)

#### Rotterdam to Bavaria's Steam Festival

29 September, 7 days by rail, £1399 (SRS £130)

#### Yorkshire Dales Steam, Rail & Ale Trail

8 October, 5 days by rail, from £395 (SRS £120)

#### Golden Harz Enthusiasts Festival

14 October, 6 days by rail, from £935 (SRS £99)

BOOK NOW – and we also give you Railtrail Rewards loyalty points



**Railtrail Tours Ltd**

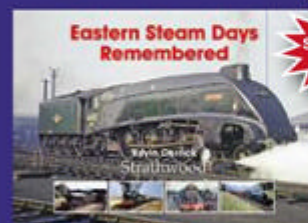
Tel: 01538 382323  
[www.railtrail.co.uk](http://www.railtrail.co.uk)



Railtrail – Quality escorted holidays by train  
Flight & First Class rail options available on all tours

# New Books from Strathwood

## Out Now



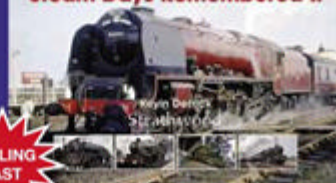
Eastern Steam Days Remembered

SELLING FAST

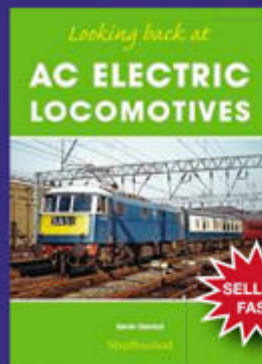
Eastern Steam Days Remembered  
£29.95

London Midland Steam Days Remembered II  
£29.95

London Midland Steam Days Remembered II



SELLING FAST



Looking back at AC ELECTRIC LOCOMOTIVES

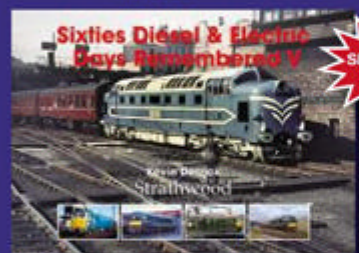
SELLING FAST

Looking Back at AC Electric Locomotives  
£19.95



Looking back at PEAKS

Looking Back at Peaks  
£19.95



Sixties Diesel & Electric Days Remembered V

SELLING FAST

Sixties Diesel & Electric Days Remembered V  
£29.95

### Strathwood

9 Boswell Crescent, Inverness IV2 3ET

TELEPHONE ORDERS

01463 234004

Payment: Visa/Mastercard or Sterling Cheque drawn on a UK Bank.

Order via post, telephone or internet.

Overseas book orders only: please add 15% for postage  
UK orders under £25 please add £2.95 P&P



[www.strathwood.co.uk](http://www.strathwood.co.uk)



# J15 BECOMES

For the first time in generations, enthusiasts can see what a Great Eastern Y14 looked like – in glorious colour. **Nick Brodrick** explains what has been done to accurately back-convert a J15 into an example of a long-lost class.



**W**ORSDELL 0-6-0 No. 7564 entered Ian Riley's Lancashire workshops in September 2013 as a classic LNER J15. Eighteen months later, it has been rolled out as a Great Eastern Y14... No. 564.

The characteristic little goods engine has lost its humble plain black livery in favour of stunning ultramarine blue with red lining and gold leaf lettering... and has also received several modifications to turn it into a classic of pre-Grouping engineering.

It even boasts a primrose coloured cab, which, with the new external coat, creates a magnificent impression of what it and its 288 classmates would have looked like before the austerity of the First World War.

"It has an enormous 'wow' factor," boasts Keith Ashford, principal engineer of the owning Midland & Great Northern Joint Railway Society, adding that to have left the six-coupled engine in plain black for time immemorial would have become "repetitive and stale".

Forty-three Y14s saw active use in France and Belgium during the Great War (*RM* Aug 2014) and so No. 564's revival is a timely one, coinciding with the conflict's widely commemorated centenary.

The newly renumbered veteran now

boasts some neat fixtures and fittings (and subtractions) that make its retro-conversion so much more than a change of colour.

The M&GN society, along with the firm of Heritage Painting and Colin Green, project manager for engineers Riley & Son, of Bury, went to great lengths to ensure that the livery details were portrayed as accurately as possible, with visual reassurance from the National Railway Museum's similarly liveried Holden J69 0-6-0T No. 87 and Bressingham Museum-based E4 2-4-0 No. 490.

## Stovepipe

Although the 1912-built No. 564 has run at the North Norfolk Railway in GER colours before, including First World War austerity grey, it was to all mechanical intents and purposes an LNER-modified J15.

During its last spell of traffic – in BR era condition as No. 65462 – it lost its stovepipe chimney for the fluted pre-Nationalisation version. However, the unremarkable stovepipe now sits proudly atop the new smokebox again, 55 years after a modified J72 chimney was taken off No. 65471 and bolted to No. 65462 by enthusiastic Norwich Thorpe shedmaster Bill Harvey.

The cab roof has been re-lowered to its



The unusual primrose cab interior. **NICK BRODRICK**

original, shallower profile, which is made from timber and covered with carriage-style canvas material.

"If any of the crews hit their heads," jokes Keith, pointing towards the awkward roof height, "they certainly won't do it again!"

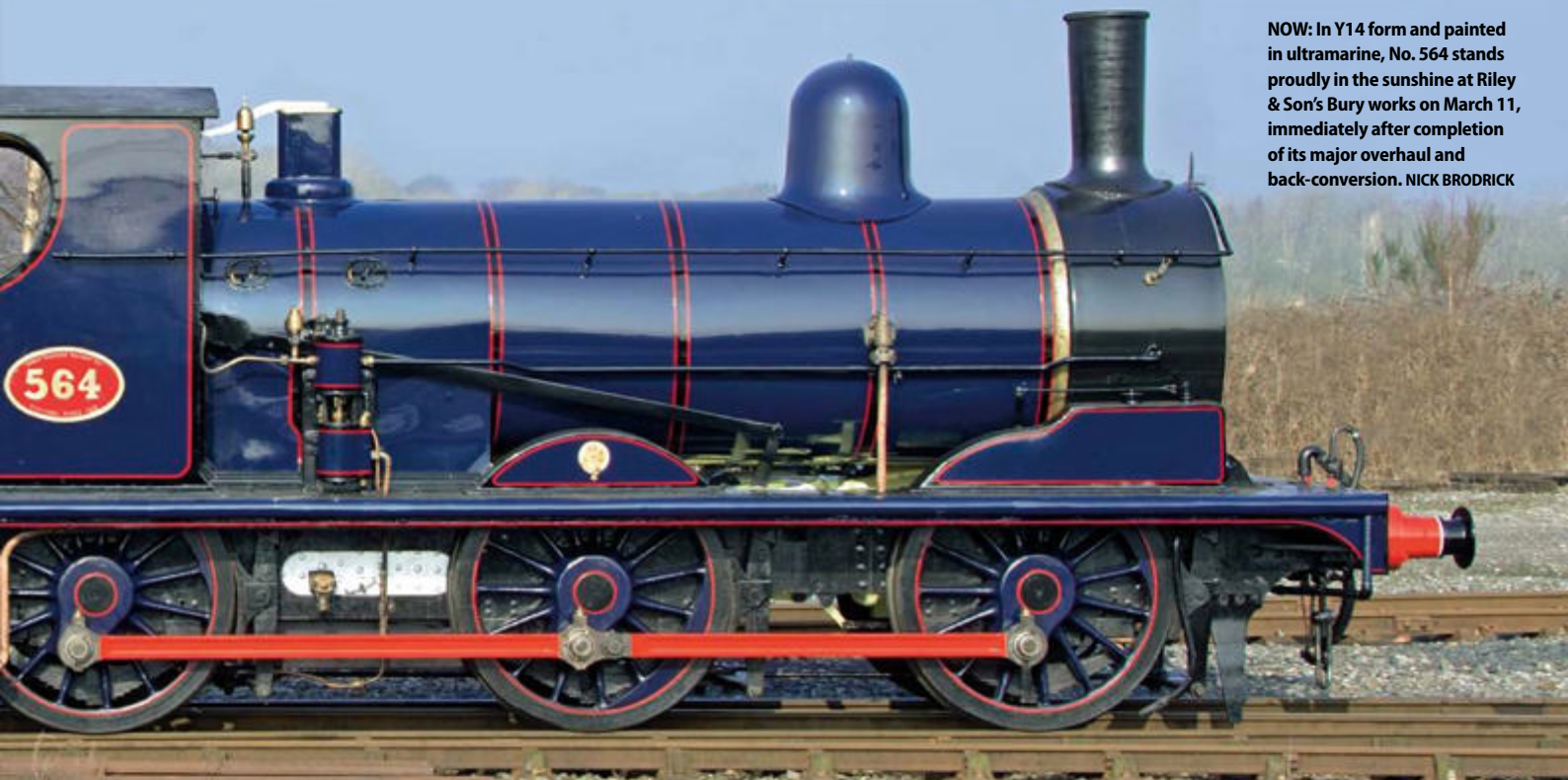
Other tweaks include the refitting of safety coupling chains on the rear of the tender, fabrication of a new dished smokebox door, making of a dummy Ramsbottom safety valve bonnet to conceal the later Ross-pop design; and removal of the coal raves (height extensions) on



# Y14



THEN: J15 No. 7564 stands in Weybourne yard in 2012 – the year of its centenary. OWEN BUSHELL



NOW: In Y14 form and painted in ultramarine, No. 564 stands proudly in the sunshine at Riley & Son's Bury works on March 11, immediately after completion of its major overhaul and back-conversion. NICK BRODRICK

the tender. The trained eye will perhaps notice that the vacuum and steam heat pipes (which the engine wouldn't have previously carried) have not been concealed, but Mr Ashford considers that to be an acceptable and practical compromise.

Don't be drawn into thinking that the much-loved J15 is gone forever, though, as the society plans to progressively relive its 50-year working life by swapping parts around – distilled within the next 10 years of its boiler certificate – resulting in No. 564 returning to its final BR condition via LNER form by the time of its withdrawal in 2026.

## Unique

"We've got all the spare parts to play tunes with and re-exhibit the engine's social engineering history," says Keith.

The fittings were delivered with the Y14 on its return journey to Norfolk on March 20, ready for its public relaunch on March 28.

The Great Eastern's Stratford Works once erected a Y14 from component form in a record nine hours 47 minutes, but the M&GN Society has had to settle for a rather more modest year and a half for its unique-surviving locomotive.

Its hope of running No. 564 in 2014 didn't go to plan owing to a number of unforeseen problems that afflicted the overhaul, such as a

requirement to make new expansion links and cast bronze slide valves. That was over and above major attention to axleboxes, hornguides, cylinder heads, glands, tyre-turning, brake gear, and attention to cracks in the frames.

Indeed, even when the engine was trial-steamed for the first time on February 3, both injectors failed to properly pick-up, necessitating dropping the fire and repairing them, adding further delay.

In mitigation, Keith says that the project is believed to have been the engine's first major mechanical overhaul in its 103-year history, based on the fact that there are no records to show that

it ever underwent a heavy general repair before its withdrawal in September 1962.

Bill Harvey once wrote that "Thomas Worsdell's Y14 class six-coupled goods engine epitomises all that was best in GER practice during the 19th century".

Keith Ashford and his team hope that after this major rebuild, the standards have been set so high that it will be another 103 years before the next heavy general repair is necessary. ■

■ *With thanks to Colin Green, Keith Ashford, Ian Hewitt and Owen Bushell for providing the facilities for this exclusive Railway Magazine ex-works photo-shoot.*



Before: The LNER-era heightened cab roof and Ross Pop safety valves. BEN BOGGIS



After: The retro-fitted (lower) timber cab roof and dummy Ramsbottom safety valve bonnet. NICK BRODRICK



**10 MINUTES**  
**10 QUESTIONS**



Charles Horton

# What would I do if I was Transport Secretary? I wouldn't take the job!

Charles Horton is chief executive of the new Govia Thameslink Railway Ltd, which runs Thameslink, Southern, Gatwick Express and Great Northern services. Steven Knight meets the man behind this remarkable 'four-in-one' franchise.

CHARLES Horton, 50, has extensive management experience gained at London Underground, Connex and current employer Govia. He has held board-level appointments with those companies and is a board member at the Association of Train Operating Companies, a Fellow of the Institution of Railway Operators, a Fellow of the Chartered Institute of Logistics & Transport and a board member of Rail Safety & Standards.

For nine years, he was also a member of the management committee of CIRAS – the rail industry's confidential safety reporting system.

**Q. What was your first-ever job?**

I was a full-time barman and cleaner in a pub in Pimlico. It improved my mental arithmetic and I took a pride in making sure the place looked good for the start of business every day. I believe in doing every job to the best of your ability.

**Q. Were you interested in trains before you joined the industry?**

In a word 'no'. The opportunity to be involved in delivering a crucial service, to work with a team of people and be given early responsibility attracted me to the industry.

**Q. What attracted you to your current role?**

The chance to play a leading role in delivering the biggest-ever transformation of this part of the UK rail network.

**Q. What has been your biggest achievement?**

The introduction of the UK's first high-speed domestic rail service while at Southeastern and the delivery of services for the London Olympics in 2012 both take some beating. However, both were team efforts rather than individual achievements.

**Q. ... and the low point of your railway career?**

The King's Cross Underground Station fire had a profound effect on me and everyone else who was working for London Underground at the time.

**Q. If you were Transport Secretary for a day, what would you do to support or change the industry?**

I wouldn't take the job! I have great admiration for many of our politicians and I think they do an incredibly important job, often without much thanks. I, however, find the challenge of making change happen by

doing things more rewarding than making policy about it.

**Q. How do you relax away from work?**

I'm lucky enough to live on the outskirts of Horsham, close to St Leonard's Forest, which means there's plenty of opportunity for cycling, walking and spending time with my family.

**Q. What is your view on the current state of the railway industry?**

It is fundamentally in pretty good shape with lots of progress made in the past few years. However, there is no room for complacency and there is plenty of room for further improvement.

**Q. ... and where do you see the industry in 2050?**

Continuing to play a vital role in supporting the economic success of the UK and providing a crucial service that supports an increasingly mobile population.

**Q. Finally, is there something about you that you can share with us that our readers are unlikely to know?**

I own a saxophone but can't play a note... it's my ambition to be able to do so before I run out of puff!

## From The Railway Magazine archives

A look at our April 1915, 1965 and 1995 issues

### 100 years ago

ARRANGEMENTS have been made enabling assistance to be given by railway companies having a surplus of wagons to those experiencing a shortage. It has also been arranged that wagons belonging to one company which have been worked on to the line of another may be loaded back locally in the home direction, instead of being returned empty, and the question of extending this practice to wagons in docks is under consideration. The question of pooling private wagons is much more difficult owing to their different shapes, sizes and conditions.

WE regret to record the death of Mr Clement E Stretton at his residence in Leicester. Son of a former mayor of Leicester, he was educated at Rugby School and articulated as an engineer in 1866, commencing to practise as a consulting engineer in Leicester in 1878. He was the author of several books dealing with railways



This eye-catching image appeared in our April 1995 issue, but wasn't an April Fool; the Class 24 and leading two vans were specially painted on the North Yorkshire Moors Railway for a KitKat TV ad; the remaining vans were added by an artist.

and locomotives, while as a railway historian he rendered splendid service, a wealth of useful material being collected in numerous pamphlets, papers and articles written by him.

### 50 years ago

BY about the year 2000, it should be possible for all the London Underground services to be run automatically, with one man only on the trains and with one man only at the stations, other than at the busier stations. This was envisaged by Mr Anthony Bull, of the London Transport Board, in a paper recently given to the Western Region Lecture & Debating Society. Signalling and train operation will be automatic, control for each group of lines being exercised from a central point. Notes and coins will be changed in automatic machines; the tickets will be sold from automatic

vending machines, and entry to and from platforms will be controlled by automatic gates operated by magnetic-surface tickets. Such tickets would replace all existing tickets, including ordinary tickets, season tickets and other reduced fare tickets.

THE Midland & Great Northern Joint Railway Society set up a fund some time ago for the preservation of two former Great Eastern steam locomotives – B12/3 4-6-0 No. 61572 and J15 0-6-0 No. 65462. The two have been purchased from British Railways at a total cost of £2,300 and this has only been possible by a combination of loans and donations. Nos. 61572 and 65462 are at present stored at March locomotive depot. They will eventually be moved to Norfolk where they will be put to work on the line the society hopes to secure in the near future.

THE Falcon diesel-electric locomotive, manufactured by Brush Electrical Engineering Co Ltd, has entered service with British Railways, Western Region. It was reported working from Bristol Bath Road depot early in March.

### 20 years ago

OBJECT strongly to being called a 'moron' by Eric Sipton (March). Did Mr Sipton consult his dictionary to ascertain the meaning of the word before putting pen to paper to express his wish that the B12 never appears in black? Please bear in mind, Mr Sipton, that people now reaching their late 40s and early 50s probably remember this locomotive in a different guise to the one you first saw. Also please bear in mind that it is people in these age groups whose children will inherit the results of a lot of hard work, and money well spent, to keep these giants of history running. The colour it is in now will be the colour they best remember it... and so it goes on. (Letter from John Day, Swavesey, Cambs.)

THE shock news broke late on February 16 that Chris Green, director of ScotRail and without doubt one of the most respected and experienced senior managers of BR, is to resign with effect from the end of the month. Mr Green, 51, has become increasingly critical of the Government's method of privatising the railways and was known to be deeply unhappy at having to enforce deep cuts in Scottish rail services. A career railwayman, he started as a management trainee on the LMR in 1965 and has held many senior positions during a sparkling career.



# NEW

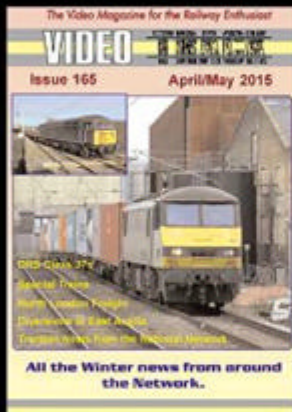
# FROM

# TVP

# New Releases

## BRITAIN'S LEADING RAILWAY PROGRAMME PUBLISHER

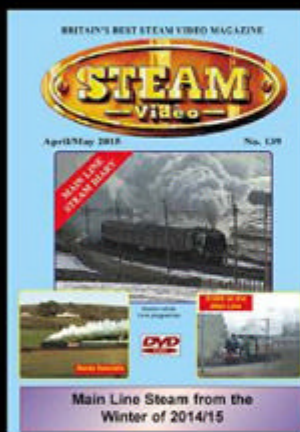
### Video Track 165



**NEWS & EVENTS** Class 80s on Oil and Engineers workings - West Coast 47s on specials - GBRF Class 86 delivery - Swanage Railway Santas with 33s - Gloucs Works 'Christmas Cracker' - Llangollen Railway 'Winter Warmers' - 'Shropshire Union' special to Ironbridge with 60/67 haulage - VSOE at Victoria - North of Scotland workings - Last DBS Class 60s on oil duties from Rectory - 'Northern Belle' in the North East - 31 601 to Inverness - GBRF Route Learners in the Highlands - Diverted freight on Chiltern Line - Test Trains with 31 and 37 haulage - Class 56s on the Midland Main Line - Class 56s to Calvert - Class 20.92 convoy to Dollands Moor - Class 47 moves to Norwich - D1015 'Western Champion' on tour - New diesel shed at Bescot - 50 007 'Hercules' on freight - 50 050 on the Main Line - Class 68s on the Chiltern Line - Class 67 on Bicester freight - Class 08 at Inverness - DRS Class 57 freight to Eastleigh - Tube Stock move - Class 37s on stock move to Far North - Class 37 move with DVT to Loughborough - 47 798 'Prince William' in new livery - Class 70 move with

387 unit to Old Dalby - **PLUS MUCH MORE.** **RAILCENTRE PROFILE - Banbury** A variety of workings against a backdrop of semaphore signals and signal boxes with a variety of Class 67s on loco hauled duties, Class 31, Class 70 and Class 68s on a number of freight workings. **ACROSS THE FENS** Traffic on the lines from Ely to March and from Ely to Kings Lynn. Freight traffic is featured at a wide variety of locations with Sand traffic to Middleton Towers, Stone trains, RHHT duties plus diversions through March with HSTs, the result of the closure of the East Coast Main Line south of Peterborough. **The North London Line** The route from Willesden to Stratford with freight traffic at a number of locations. Includes the wide range of diesel & electric traction seen on this route. **LINESIDE LOCATIONS** Welwyn Garden City on the East Coast Main Line including a DCR Class 56 on freight. **ROUTE SURVEY - Stafford to Crewe** with some of the greatest variety of traction on the network. Includes loco hauled trains, stock movements, flask workings and the mix of freight action seen at a wide variety of locations on this busy line. Includes a stock move of Class 47s from Norwich to Crewe, plus loco hauled extras to Liverpool and Euston. **The Buffer Puffer 12** on tour on the 7th of February around London and various branches with DRS Class 20 haulage.

1 Hour 50 mins  
£12.95 DVD £16.95 Blu-ray



### Steam Video 139

**MAIN LINE STEAM DIARY**  
Mid Dec 2014 to Mid Feb 2015

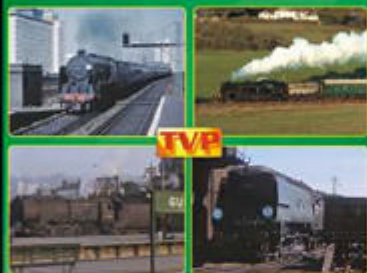
4965 'Rood Ashton Hall' 'Chester Carols' and Valentine's Dinner Express' - 5043 'Earl of Mount Edgcumbe' 'Christmas White Rose' - 34067 'Tangmere' 'Sherborne Christmas Carols' - 'Valentines White Rose' - 36028 'Clan Line' Dec & Jan VSOE Luncheon Specials - Black 5s 45407 'Cumbrian Mountain Express' - Black 5s 45407 & 44871 'Cathedrals Expresses' to Bristol and to Dover and the 'Tin Bath' from Preston to Sheffield and back to Manchester with action from the Hope Valley and Copy Pit - 46233 'Duchess of Sutherland' 'Cumbrian Mountain Expresses' of the 31st Jan and 7th of February - 60009 'Union of South Africa' 'York Yuletide Express' with scenes on the Midland Main Line inc climb to Sharnbrook 4464 'Bittern' 'Bittern Farewell Tour' on the East Coast Main Line - 61306 'Mayflower' on a Cathedrals from Norwich to Windsor and

2 hours  
£12.95 DVD £16.95 Blu-ray

a Cathedrals to Eastleigh. Plenty of views on the East Coast Main Line. **NEWS AND EVENTS** Santas at the GC and Midland Railway Centre GWRs 'Christmas Cracker' Gala, Swanage Railway with 31806, 30053 and 34070 'Manston', West Somerset Charter, 75078 returns to Steam on the KWVR, 34051 'Winston Churchill' on the move. **WINTER STEAM** The Bluebell Railway in January plus a look back at the line in its early years using archive film of visiting steam special and Freshfield Hall and Horsted Keynes - The Llangollen Railway with a range of action and motive power. **Steam across the Fells** The Cumbrian Mountain Expresses of the 24th and 31st January and 7th of February with Black 5 45407 and 46233 'Duchess of Sutherland'. **January Galas** The two major steam galas at the start of the year. The Great Centrals Gala with home and resident power on freight and passenger workings. The East Lancs Railways January Gala with freight and passenger powered by 80080 - 13065 - 12322 - 5643 - 45407 44871 - 61994 'The Great Marquess'. **'Bittern Finale'** 4464 'Bittern's' last main line run on the 30th December prior to the expiry of its main line certificate. Includes a number of locations on the run from Kings Cross to Lincoln plus the return.

Subscriptions for Steam Video & Video Track are available  
£56.94 for 6 Issues - £30 for 3 Issues on DVD

### An Archive History of Steam on the Southern



Volume One  
1965  
Jan to Dec

1 hours 28 mins  
£16.95 DVD

### An Archive History of Southern Steam Volume One - Jan to Dec 1965

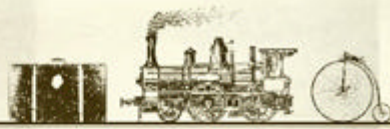
**Maunsell Commemorative Railtour** on the 3rd of January with 'U' Class, 'Q' Class & 'N' Class on the run to Wimbledon, Reading and Tonbridge. **Cross Country Steam** on the line from Guildford to Redhill with Standard and Southern designs. Plus freight and shunting at Guildford. **Winter 1965** a summary of the steam fleet with workings on the main line including Basingstoke, Woking & Fleet. **The East Devon Railtour** from Waterloo to Axminster and the nearby branches. **Six Counties Railtour** on the 7th of March with 31639 & 33006 well 'off region' on a trip to Stratford Upon Avon. **Spring 1965** with steam on the main line from Waterloo to Basingstoke with a wide range of classes. **The Wessex Downsman** on 4th April 1965 to Reading, Bristol & the Somerset & Dorset. **Bulleid Pacific Railtour** on the 23rd of May from Birmingham to Exeter. **Guildford to Horsham** prior to closure in June with the last special. **Summer 1965** Steam to the South Coast at Bournemouth & Weymouth with freight and passenger workings including bankers on Upwey Bank and the Swanage Branch. **Summer on the Isle of Wight** 02 tanks on the line to Ventnor. **Bournemouth West Closure** with steam prior to closure in September. **4472 on the Southern** 'Flying Scotsman' on a special from Waterloo to Weymouth. **Vectis Farewell Railtour** 3rd of October to the South Coast and the Isle of Wight. **Dec 1965** and the closing weeks of steam action.

Please add £1 post & packing for orders up to £30. Orders above £30 are post free

Telephone 01 582 833807 (24 hour) or 01 582 834319  
Or order via our website: [www.transportvideo.com](http://www.transportvideo.com)

Please send cheque or postal order with order. Most credit cards accepted.  
TRANSPORT VIDEO PUBLISHING LTD, 19-21a High Street, Wheathampstead, Herts. AL4 8BB





# Swedish Railway Museum Celebrate 100 Years May 23<sup>rd</sup> 2015

[www.trafikverket.se/railwaymuseum](http://www.trafikverket.se/railwaymuseum)




 TRAFIKVERKET



Photo: Kasper Dutzik

## **Three English built Pioneers** in Steam for one Day!

**Swedish State Railways No. 3, Beyer, Peacock, 1856**  
**Swedish State Railways No. 75, Beyer, Peacock, 1866**  
**Oxelösund-Flen-Westmanland No. 8, Sharp, Stewart, 1876**

**Travel with us Back in time!**  
**Eight locomotives built before 1915**  
**Variety show · Market place · Horse and carriage**  
**Loads of more memorable experiences!**







# Panorama



The slender legs of Meldon viaduct take the strain as SR Pacific No. 34023 *Blackmore Vale* crosses with an eastbound train on July 19, 1958. [TREVOR OWEN/COLOUR-RAIL.COM](http://TREVOR.OWEN/COLOUR-RAIL.COM)





# Panorama

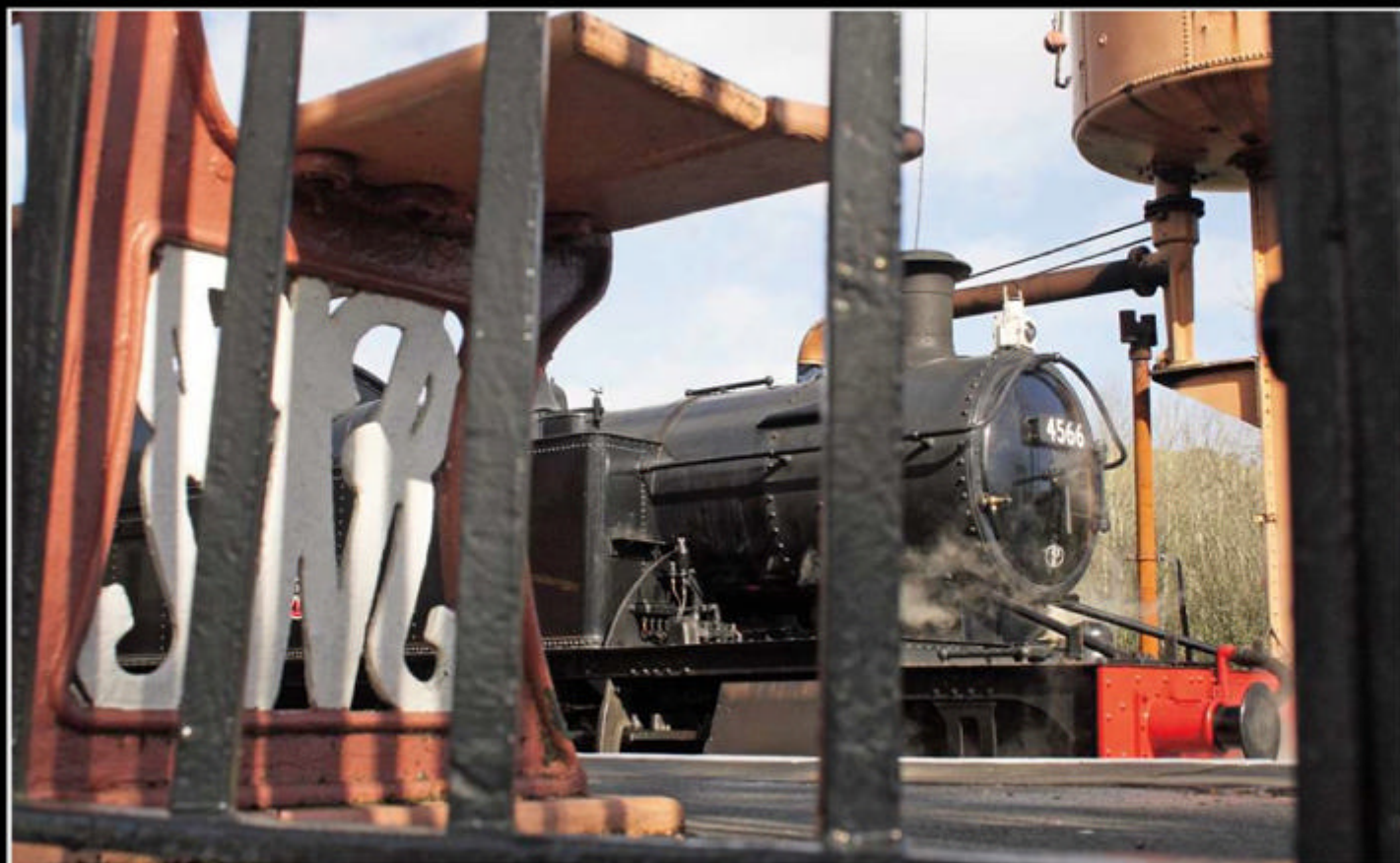


Sometimes, no train is necessary to make a good photograph. A lone passenger waits at an eerily deserted Glasgow Central in this 1960s image. [COLOUR-RAIL.COM](http://COLOUR-RAIL.COM)





The new look on the East Coast... the first IC225 set to carry the Virgin branding of new franchisee Stagecoach crosses the Royal Border Bridge at Berwick with the 10.00 Edinburgh-King's Cross service on March 4. GAVIN MORRISON



Great Western Railway 'furniture' abounds at the South Devon Railway's Buckfastleigh station as Prairie tank No. 4566 quenches its thirst on March 3. PAUL CHANCELLOR





# *Panorama*




The 'flying saucer' effect: A rare lenticular cloud formation appears to hover overhead as GWR 1400 class 0-4-2T No. 1450 chatters along the Llangollen Railway with two auto-train coaches during the line's Steam, Steel & Stars IV gala on March 7. DAVID WILCOCK









# Tickets please!

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

Phone: 01327 263633  
& 01327 262193

Email: [enquiries@gcrailwayana.co.uk](mailto:enquiries@gcrailwayana.co.uk)

**Great Central Railwayana Limited**

14 School Street, Woodford Halse,  
Daventry, Northants. NN11 3RL

Office Hours: 10:00 - 17:00, Monday - Friday



# TRACKRECORD

*The Railway Magazine news digest*



**P74 TRACTION & STOCK**  
Northern Class 319s start work



**P93 NARROW GAUGE**  
Burton & Ashby tram back home



**P98 WORLD**  
New locos for Buenos Aires

## ALSO INSIDE:

- P62 STEAM**
- P83 NETWORK**
- P85 FREIGHT**
- P86 METRO**
- P87 RAILTOURS**
- P90 CLASSIC TRACTION**
- P96 MINIATURE**
- P100 OPERATIONS**





COMPILED BY  
**NICK BRODRICK**  
Call: 01 507 529589  
email: nbrodrick@mortons.co.uk

**Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

**PREVIOUS PAGE: GWR 51XX No. 5199 heads newly painted stock on a Llangollen-Carrog local near Glynndyfrdwy on March 10.**  
ROBIN STEWART-SMITH

## SIDELINES

### Blue Peter arrives at new Crewe home

THE large-scale transfer of rolling stock and equipment to LNWR Heritage's new Crewe premises – at Gresty Road – was stepped up in March with the delivery of A2 No. 60532 *Blue Peter* from Barrow Hill.

A production team from namesake children's TV show *Blue Peter* was on site at Barrow Hill on March 18 to see the apple green loco leave the roundhouse for overhaul.

### Swanage shed enhancement

VIEWS of Swanage's LSWR single-road engine shed have been enhanced following the removal of a modern container that sat alongside the Purbeck stone-built structure.

Dedicated buildings have been erected elsewhere on site to store equipment and improve working conditions.

### W H Smith bookstall saved by Bluebell

AN original W H Smith bookstall, from Surbiton station, has been saved for re-erection at East Grinstead. South West Trains is responsible for moving the stall to the Bluebell Railway.

### Britannia for Severn Valley Railway gala

7MT No. 70000 *Britannia* is the first guest locomotive to be officially unveiled for the Severn Valley Railway's Autumn Steam Gala. The event is being held on September 17-20.

### Julian Birley steps up at the NNR

JULIAN Birley has become acting chairman of the North Norfolk Railway, following the death of previous incumbent Clive Morris (*RM* March).

### Royal celebration

THE Severn Valley Railway will host Her Royal Highness The Princess Royal as part of its 50<sup>th</sup> anniversary celebrations on April 13.

# Museum says 'Super D' will be 'plinthed' despite Waterman bid

UNIQUE LNWR 0-8-0 No. 49395 has been retired to static display in Shildon, but pop mogul Pete Waterman has pledged to return the engine to steam even though the National Railway Museum affirms that "there are no current plans to overhaul the 'Super D'".

The Bowen-Cooke G2a class – which is out-of-ticket – was moved from the East Lancashire Railway to the National Railway Museum's Locomotion outbase on March 3, but Mr Waterman, who has been responsible for the loco's welfare since the mid-1990s, says he had intended to move it again to a yet-to-be-revealed workshop site later this year for overhaul as part of a new business venture.

He envisages No. 49395 being back in steam within two years of work, starting in January, although he admitted to *The Railway Magazine* that he is "still in dispute with the NRM over aspects of the agreement."

A spokesperson for the NRM said: "Its loan period has come to



LNWR G2a No. 49395 has been given a heavy clean at NRM Shildon, where it is now on permanent display. KEN HODGSON

an end and the locomotive has been returned to the National Railway Museum upon expiry of its boiler certificate. It is now on display at Shildon – the first time it has been displayed at a National Railway Museum site. There are no plans for the locomotive to go elsewhere at present."

The 'Super D' was withdrawn from operation a year ago and

stored at Bury Buckley Wells until its move to County Durham.

The Waterman Railway Heritage Trust was instrumental in the original project to restore the previously neglected pre-Grouping 0-8-0 to steam in 2005.

Alongside Mr Waterman's plans for the 'Super D' is his ambition to return the trust's three Great Western tank

engines and 2ft-gauge Garratt No. 109 to working order, which will be funded by a high-profile auction of his Gauge 1, 3½-inch and 7¼ inch live steam models on April 16 (see page 96).

Mr Waterman (68) said he would rather return the standard and narrow gauge locomotives to steam with the money when he is in his 70s, rather than wait until he is 80, as the bespoke models have been kept in boxes and he rarely saw them.

The H&H Classics-organised sale is predicted to land him £1 million, which he says will be used to pay for the necessary work to revive the trust's 45XX No. 5553, 5202 2-8-0T No. 5224 and 56XX 0-6-2T No. 6634, as well as the Welsh Highland Railway-based Garratt. All are currently stored out of ticket.

Mr Waterman declined to discuss the future of his unrestored 'Castle' No. 7027 *Thornbury Castle*, which, like the other GWR engines, is sited at Crewe Heritage Centre.

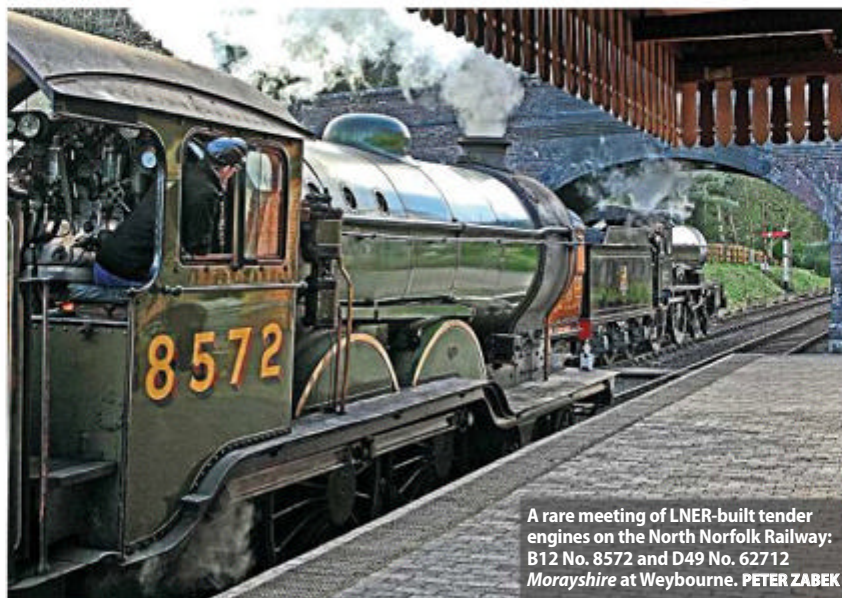
## 'Valley' gala sees in spring

'Coal Tank' No. 1054 joined in the Severn Valley Railway's 50<sup>th</sup> anniversary celebrations by taking part in its March 21-22 spring gala. The LNWR tank, pictured departing Bewdley on March 20, joined former SVR resident 57XX No. L92, 42XX No. 4270 and WD No. 90733.

DUNCAN LANGTREE  
■ See the next issue for further gala reportage and pictures.



## D49 meets B12 in Norfolk... but No. 564 misses out on debut



A rare meeting of LNER-built tender engines on the North Norfolk Railway: B12 No. 8572 and D49 No. 62712 *Morayshire* at Weybourne. PETER ZABEK

*MORAYSHIRE* was the main attraction at the North Norfolk Railway's March gala, as hoped-for debutant Y14 No. 564 missed out.

Bo'ness-based D49 No. 62712 headlined an eclectic mix of motive power, joining Hawksworth 15XX pannier No. 1501 (from the Severn Valley), part-time-resident Y7 No. 985 and Hudswell Clarke 0-6-0ST *Wissington*.

The Poppy Line's traditional locomotive fare was also in action: B12 No. 8572, 4MT No. 76084 and 9F No. 92203.

The Y14 missed out as its overhaul was still being finished at Bury (see special report on page 50), while B1 No. 61306 *Mayflower* is currently away from the 'Poppy Line' on main line duty.

NNR general manager Trevor Eady said that attendance was up on last year's equivalent event.





The drooping middle wheelset is evident as No. 6695 awaits recovery. ANDREW P M WRIGHT

## Low-loader collapses carrying 56XX

A LOW-loader transporting Great Western 56XX 0-6-2T No. 6695 collapsed as it was being moved from the Swanage Railway to the West Somerset.

Potential damage inflicted on the locomotive was still unclear as *The RM* went to press.

The incident occurred at about 2pm on March 18 between Wareham and Bere Regis as the steel beam that was shouldering the 65-ton weight fractured, causing the bottom of the Reid Freight trailer to drag along the road, leaving the loco's middle axle suspended in mid-air.

A 40ft score was cut into the tarmac surface of the road, near Coldharbour, which is a designated heavy general vehicle route and is frequently used by heavy military vehicles.

Reid Freight later rescued its load by winning the loco onto a

second trailer. The second vehicle had arrived four hours after the accident occurred and the locomotive was despatched to Williton on the WSR at 11pm that night.

### 'Shocked'

The 56XX had been due to take part in the WSR's March 26-29 steam gala, but was immediately pulled from the event pending a thorough inspection by Williton works and Swanage Railway staff.

It was replaced by the Furness Railway Trust-owned classmate No. 5643.

Simon Reid, who runs Potteries-based Reid Freight with his brother Craig, said that they were "shocked" by the incident.

"Basically we don't know what caused it," he told *The Railway Magazine*. "We've sent it off to be

investigated, but it looks as though it was just an 'Act of God'."

No stress fractures or signs of corrosion were initially identified, leaving Mr Reid to admit that he "can't physically put it down to anything".

The trailer was initially inspected by the Vehicle and Operator Services Agency, which supported Simon's analysis. Mr Reid confirmed that No. 6695's water tanks were emptied prior to the move and that the boiler was only half full.

"It was almost as light as it could be and the trailer was built for 100-ton loads, including 9F 2-10-0s, which it has regularly carried," he added.

"It has been devastating for us, I must be honest. We have a big customer base and it's important that we put confidence in them."

## Duke drives pannier tank as SDR plots 14XX return to Ashburton

THE Duke of Kent drove pannier tank No. 6412 as part of his visit to the South Devon Railway, where he opened a new workshop extension.

Having been shown around the line's Buckfastleigh terminus and the enhanced facilities of SDR Engineering, the Duke was invited onto the footplate of the pannier tank for a one-way run to Staverton.

His Royal Highness was invited to take the controls of No. 4612 by lifelong footplate man Dave Knowling. The three-coach train included GWR 'Super Saloon' *King George V*, which had been used by the Duke's father and mother, the Duke and Duchess of Kent, between Paddington and

Birmingham on their honeymoon in November 1934.

Plans are being drawn-up to take Buckfastleigh's 14XX 0-4-2T No. 1420 back to Ashburton for the town's annual carnival on July 4, as part of the campaign to save its Brunel station from redevelopment (*RM* Dec).

Its visit is dependent upon whether Ashburton's roads will be able to take the weight of the out-of-ticket engine.

No. 1420 is currently being stripped of non-ferrous parts in anticipation of a major overhaul, which will follow that of 'Small Prairie' No. 5526.

Major boiler and firebox work is needed, which will require a new former to be cast to make a new doorplate.



SDR general manager Chris Williams (left) introduces the Duke of Kent (wearing footplate jacket) to driver Dave Knowling and fireman Ben Greening at Buckfastleigh. NICK BRODRICK

## Dunlop loco for Chasewater

THE Chasewater Railway's September 5-6 summer gala will see the return to steam of Bagnall 0-4-0ST *Linda* (2648/1940) following overhaul. To fit the theme, the locomotive will be turned out in Dunlop green

livery, complete with the tyre manufacturer's 'flying D' emblem.

The line will also welcome Weymes Private Railway Austerity 0-6-0ST No. 15 (2183/1943) for the weekend.

## Blue S160 for May launch at Nene Valley

S160 2-8-0 No. 3278 is to be relaunched at the Nene Valley Railway in May, carrying Longmoor Military Railway blue.

The privately owned wartime Baldwin-built machine is nearing the end of a major 11-year overhaul, which is being completed by Neil Howard's Train of Events Company, its custodians, which last year founded the ultimately unsuccessful Long Marston Military Railway (*RM* Feb).

### Tuition

The work has been undertaken at various sites including Portland Steam, but No. 3278 is now being finished at Tyseley Locomotive Works, having arrived there in January. In March it was almost ready for a hydraulic boiler test, with the fitting of cladding sheets still to finish.

The S160 will run as No. WD 700 when it returns, in recognition of the only member of its class to remain in Britain throughout the war, based at

the 79 Railway Squadron's Longmoor base for the purposes of footplate tuition.

The original WD 700 arrived at Longmoor in July 1946 as USATC No. 3257, but was scrapped in October 1957.

As reported in the July 2014 issue, it will lose its former adopted name *Franklin D. Roosevelt* in favour of *Major General Carl R. Grey*, who was the Allied Forces' senior military railwayman during the war.

Grey was responsible for all rail logistics support in Italy and in the area between Normandy and Berlin. The association relates to 1944-built No. 3278's own work in the last months of the conflict on Italy's Ferrovie dello Stato, before moving to Greece in 1952. To mark its wartime service, it has been adopted as a member of a veterans' organisation, the Italy Star Association.

With the 'Military Railfest' event at Long Marston cancelled, the Nene Valley-based event on May 9-10 has

been scaled back to a reunion of veterans from the Royal Engineers and the Royal Corps of Transport. The NVR is to become the nascent military railway museum and the S160's home for two years until a permanent home can be found.

The first day will be a strictly private, invite-only event, but on May 10, the general public will have its first opportunity to ride behind No. WD 700.

### Bullets

1940s Germany will be represented by Wansford-based 64 class tank 2-6-2T No. 64.305, which still shows bullet hole scars from working in the Second World War.

Negotiations to borrow ex-WD Hunslet 0-6-0ST No. WD 132 *Sapper* are also ongoing, but Finnish 'Mikado' No. 1060 will miss the event because it cannot be accommodated at Wansford, and there is insufficient width to transport it by road into the yard at Ferry Meadows.

## Niggles hold up Maunsell 0-6-0



Maunsell 'Q' No. 30541 was still awaiting formal re-entry into service at the Bluebell Railway in late March. A number of snags had been discovered following its overhaul at Sheffield Park in February, although it is hoped that the 0-6-0 – seen on March 21 – will debut this spring. TONY PAGE

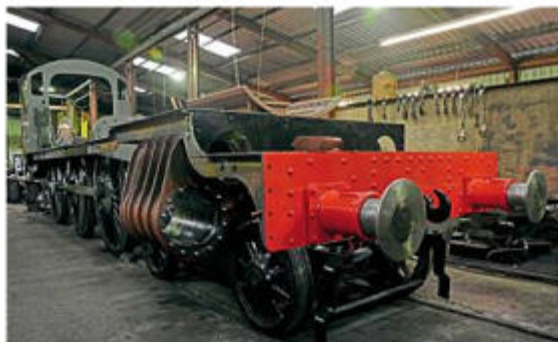


# Steam & Heritage Track Record Special

## Llangollen showstopper kick



**Above:** The sun didn't always shine at SSSIV... the event was punctuated by spells of miserable weather, as is evident as Collett tanks Nos. 5199 and 4207 charge away from Berwyn (a.k.a. Midford!) on March 13. GRAHAM NUTTALL



**Left:** The phoenix rises: No. 6880 *Betton Grange* is beginning to look like a real locomotive at last. NICK BRODRICK

**Below:** A faultless re-creation of a Western Region byway on March 6: No. 3205 arrives at Glyndyfrdwy with a short goods, as No. 3802 and its crew – Paul Reynolds and Maverick Mitchell-Hogarth – wait for the single line to be cleared to Carrog. EDDIE BOBROWSKI



IT wouldn't have been possible without Dai Woodham...

The late scrap merchant's legendary breaker's yard in Barry was instrumental in the salvage of more than 200 locomotives, and five of those lucky ones took centre stage at the biggest gala of the year so far: Steel, Steam & Stars IV. Appropriately, the Llangollen Railway-based event was organised to raise money and awareness of the ongoing 17-year project to convert a Barry wreck into preservation's missing Collett 4-6-0 – a 'Grange'.

Of those Woodham escapees in operation at the Llangollen jamboree, air-smoothed Bulleid No. 34092 *City of Wells* (running in its 1949-era guise as *Wells*) was the pick of the 'stars' as it heralded its first venture away from the Keighley & Worth Valley Railway for more than a quarter of a century. It never missed a beat for the six days of its rostered trains throughout the March 6-8, 13-15 gala.

Freshly restored 42XX 2-8-0T No. 4270 and newly overhauled 5101 Prairie No. 5199, joined 2884 class 2-8-0 No. 3802, which was abnormally running with a more authentic 3,500-gallon tender from *Foxcote Manor*.

However, far from publicly marking the role of Barry scrapyard, the event pointed towards the mourned Somerset & Dorset route thanks to the presence of locomotives that had been recorded on the route pre-closure, like No. 34092, or indeed actually allocated to one of its sheds.

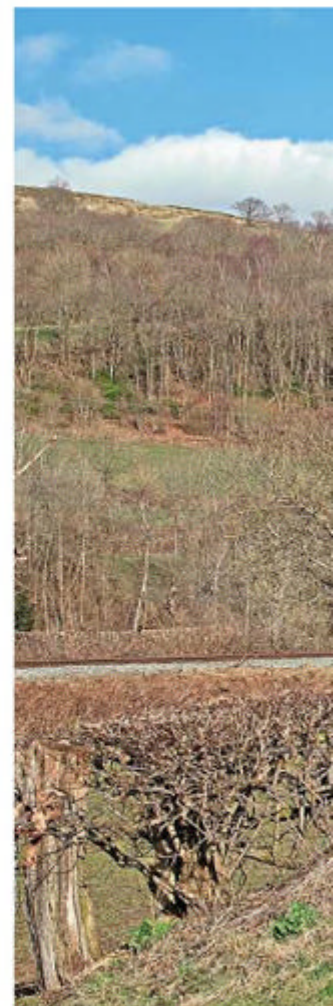
Appropriately, Collett 2251 class No. 3205's visit marked 50 years since it was briefly allocated to Templecombe for work on the

S&D's Highbridge branch. The South Devon Railway's 0-6-0 was also frequently observed running over the Ruabon-Dolgellau route, of which the modern day Llangollen Railway forms part.

Another S&D (and Barry) veteran, 9F No. 92214, was a last-minute stand-in for classmate No. 92212, which remained marooned at the Watercross Line with failed superheater elements. Its association with the joint line was arguably more visibly linked to former Bath Green Park "Spaceship" No. 92220 *Evening Star*, given the Great Central Railway's 21<sup>st</sup> century adaptation of its lined green livery (*RM March*).

The 9F, running with *Central Star* nameplates, was the subject of one of the most bizarre train delays in preservation history... It was stopped at Berwyn on the evening of March 14 with its whistle valve jammed open. The noisy anomaly was fixed by allowing the boiler pressure to drop sufficiently for it to re-seat and be adjusted, before continuing on its beer train some 20 minutes down.

'Slow & Dirty' class-appropriate 'Black Five' No. 45231 *The Sherwood Forester* (itself a late replacement for No. 45337) was failed on March 7 with a faulty





# -starts 'Grange' boiler fund

steam pipe in the Deeside-Llangollen Goods Junction section, necessitating its fire to be thrown out, leaving the train to be taken on by No. 92214. The ignominious episode caused lengthy delays and alterations to the already ambitious timetable as No. 45231 remained stranded at Deeside overnight, with some passengers bussed back to Llangollen so as not to miss vital train connections at Ruabon. However, a handful had already missed these, meaning that they required overnight accommodation.

Happily, the timetable held-up for the remainder of the event.

Mike Little's stout 14XX 0-4-2T was a popular draw in a repeat of its visit for the first 'SS&S' event in 2007. The Collett engine frequently changed roles; sometimes sandwiched between a pair of autocoches, other times on demonstrations freights, or double-heading with its larger counterparts. A minor derailment of one of the autocoches in the yard at Pentrefelin failed to disrupt proceedings.

A first for SS&S was the operation of trains to its new, albeit temporary, western terminus at Corwen, where passengers were encouraged to

alight and explore a 'tented village' of trade stalls and the nearby town (see also page 70).

The financial reward of organising the fourth bumper event of its kind was that the 6880 Society can advance work on the chassis of *Betton Grange* with confidence, the event having made a surplus of £20,000, not including individual donations, even though visitor numbers dipped from 8,000 in 2009 to 5,000 this year.

Paul Appleton, spokesman for the society, said the event had been an "outstanding success" with "a lot of positive feedback", adding "if we didn't do this every three years, we'd probably just fade away – it keeps us up there with the leading pack of new builds."

Andrew Goodman's Moveright International helped the society's profit margin in no small part thanks to thousands of pounds worth of locomotive transportation after other major costs like hire fees and coal consumption had eaten into the £110,000 revenue. The profit means that the bottom end is now just £20,000 away from being finished, ready for its boiler.

Stocks of boiler appeal leaflets were replenished on every train in



**Super power:** Two powerful former Somerset & Dorset line machines at Glyndyfrdwy on March 6 as 9F No. 92214 leads 'West Country' No. 34092 *Wells* into the station. EDDIE BOBROWSKI

the hope that passengers would boost the freshly launched '225 Boiler Club', so called because the society estimate that the cost of overhauling the 'Barry Ten' boiler from *Willington Hall* will cost £225,000. Around £5,000 has been accrued so far and it is

hoped that a contract order can be placed this summer.

Gala-goers were able to inspect first hand the progress on No. 6880 *Betton Grange*, which, since our last report, has included the addition of the distinctive hipped running plates above the

newly fitted cylinders. The bufferbeam and buffer shanks were painted in gloss red to further highlight the new 'Grange' that is gradually emerging from its chrysalis.

■ See centre spread for a unique image of No. 1450.

**Below:** Llangollen's recently repainted BR Mk 1 suburban trio make a striking complement to 'Large Prairie' No. 5199 on March 10, during a 3P20 Parcels Group-led photographic charter. ROBERT FALCONER



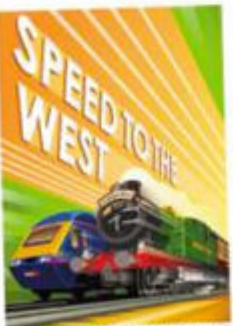


## SIDELINES

### Smaller fry for East Lincs weekend

UNIQUE Haydock Foundry 0-6-0WT *Bellerophon* will guest at the East Lincs Railway on April 18-19 as part of a Small Engines Weekend.

The railway will also field Hudswell Clarke 0-6-0T No. 32 *Gothenburg* in black livery, rather than the usual 'Thomas' character blue. There will also be passenger turns by *Austerity* 0-6-0T No. WD132 and *Swiftsure*, Peckett 0-4-0ST No. 1340 *May*, and 'A' class 0-6-0 No. 12322.



### Classic GWR-style publicity revived

A GREAT Western Railway poster has been updated in a joint venture by First Great Western and the Bodmin & Wenford Railway.

The new Speed to the West advertisement has been designed by Stephen Millership and will be displayed on various Network Rail stations that are served by FGW.

The campaign highlights the through ticketing scheme, introduced in 2014. Picture: FGW/BWR

# Moguls' Whitby return for golden anniversary

EXACTLY 50 years after the 'final' steam-hauled train from Whitby, the same locomotives that hauled the 'Whitby Moors Raitour' of March 6, 1965 re-created their run.

Using K1 No. 62005 and K4 No. 61994 *The Great Marquess*, the North Yorkshire Moors Railway paired the Moguls together for the anniversary of the closure of the line between Whitby and Malton – complete with a replica of the original lozenge headboard – and, as in March 1965, the locos departed chimney-first from Whitby in chilly spring conditions.

Unlike the original Stephenson Locomotive and Manchester Railway societies' tour, which ran several hours late, the March 6 re-run ran to time, although the 2015 equivalent started and terminated at Pickering, rather than Manchester Victoria.

The livery carried by *The Great Marquess* has also changed, now bearing BR black rather than LNER green, as it was when first preserved by Viscount Garnock.

The VIP date was also used as an opportunity to officially open the Moorsline's dedicated platform at Whitby, which had a semi-official, short-notice launch last August (*RM* Sep).

In a lengthy speech, the line's managing director Philip Benham said there were simply too many people and organisations to thank for the successful realisation of the 'More trains to Whitby' projects, but he made an exception for the role



played by supporting organisations, such as the Coastal Communities Fund and Network Rail, for their major financial contributions.

It heralds the NYMR's first full season of being able to run five daily trains to the seaside town, which was helped by the re-erection of the former Scarborough Falsgrave signal gantry at the north end of Grosmont station.

The K1 and K4 continued to work in tandem on March 7-8, alongside A4 No. 60007 *Sir Nigel Gresley*, 5MT No. 45428 *Eric Treacy*, and Standard 4MT No. 76079.

■ A photographic exhibition of March 6, 1965 has been set-up in the learning centre on platform 2 at Pickering station. Sound



Above: The 1965 train at Market Weighton on the outward trip to Scarborough and Whitby. JOHN HILLIER

Left: The special train crew pose after arrival at Pickering on March 6 this year. TOM ADAMS

recordings accompany the showcase of black & white images from the original raitour, highlighting the hard work of the locomotives on the severe

gradients. It will remain open until October 1, although would-be visitors are advised to check opening times and dates with the NYMR before travelling.

## 45305 – from despair to elation

5305 LOCOMOTIVE Association 'flagship' No. 45305 *Alderman A. E. Draper* is running again, despite fears that it had a cracked firebox (*RM* March).

Just hours after it was moved to its Loughborough residency on February 25, the cause of its failure at the Keighley & Worth Valley Railway was attributed to a leaking stay washer, rather than the predicted crack.

The 'Black Five' was inspected at Haworth in January, but the exact cause of the leakage couldn't be properly discerned because it emanated from behind the frame plates.

With a boiler lift thought to be necessary, the loco's 18-month loan spell in Yorkshire was curtailed, but remarkably it was running again on GCR metals on February 28 following rectification by chief mechanical engineer Craig Stinchcombe.



Gresley K4 No. 61994 *The Great Marquess* and K1 No. 62005 double-heading at Grosmont on March 7. ANDREW DENNISON



## Hitchin turntable for Dereham

A TURNTABLE from the Buckinghamshire Railway Centre is destined for the Mid-Norfolk Railway.

An agreement has been brokered between Quainton and the East Anglian line that will see the former Hitchin 'table installed at Dereham, in the station's east yard. It is intended to become the focal point of a new museum and heritage centre, having never been put to use at Quainton, despite being rescued in 1978.

The RM reported in the February issue that the vacuum-operated 60ft turntable (which was used to turn *Clun Castle* at Hitchin in 1967) was being prepared for sale, but the project, led by MNR steam superintendent Denis Howells, was only made official in mid-March. The MNR is now preparing to submit an application to bodies such as the Heritage Lottery Fund to finance its installation.

The project is part of a wider scheme to enhance the portrayal of Dereham as an historic site, which will include erection of a footbridge and restoration of the GER goods shed and stable block. The latter will be the catalyst for future horse-drawn shunting demonstrations.



Goodbye and hello: *Nechells No. 4* and *Holly Bank No. 3* (in reality *Darfield No. 1*) 'rub shoulders' at Churchtown. ALISTAIR GRIEVE

## Guard of honour for Nechells' farewell

POWERFUL RSH 0-6-0T *Nechells No. 4* bowed out in style at the end of what was a record-breaking weekend for the Chasewater Railway.

A four-engine guard of honour, chiming a simultaneous whistle salute, welcomed Donna Sealey's green-liveried engine (7684/1951) into Brownhills West on March 1 – in the midst of a thunder storm – for the last time, before it was withdrawn for overhaul.

The former power station locomotive has been a regular fixture at the Staffordshire line since December 2010, having arrived from the Foxfield Railway.

The emotional farewell was contrasted with the welcome return of 2014-acquired Hunslet 0-6-0ST *Holly Bank No. 3* – in reality *Darfield No. 1* – to working order just hours before the February 28-March 1 gala.

The blue saddle tank had undergone major boiler and firebox work by Locomotive Maintenance Services. *Holly Bank No. 3* hadn't worked for two years prior to its relaunch.

The railway's general manager, Mark Sealey, said the event was "probably the best we've done".

Peckett 0-4-0ST *Teddy* (2012/1942) – latterly based at the National Railway Museum –

made its first appearance at the two-mile railway and surprised footplate crews with its power and economy. The tiny engine, owned by railway journalist Gary Boyd-Hope, top-and-tailed brakevan rides with Andrew Barclay 0-4-0ST *Colin McAndrew* (1223/1911).

*Teddy's* success has also led to renewed volunteer interest in the long-term restoration project to return to working order Chasewater's own 16in Peckett 0-4-0ST – ex-Corby Steelworks No. 917 *T S Wilson*.

It was joined by Foxfield Railway Bagnall 0-4-0ST No. 2 (2842/1946), the fifth engine on the gala roster.

## 2MT runs... just two weeks after having its boiler lifted!

SPEEDY work by shed staff at the Strathspey Railway ensured that Ivatt 2MT No. 46512 only just missed the start of its running season last month.

Cracks were found in the firebox backplate shoulders and its boiler was lifted out of the frames on March 5. However, it was reunited with the frames just six days later, having had new steel sections welded in and, remarkably, was running on March 21.

The urgency was necessary because No. 46512 *E V Cooper Engineer* is the line's only in-ticket steam engine, due to the withdrawals of Caledonian 812 class 0-6-0 No. 828 and Andrew Barclay 0-6-0T No. 17 *Braeriach* in 2014.

Meanwhile, the major rebuild of the WEC Watkinson Trust's 'Black Five' No. 5025 currently awaits the delivery of newly cast cylinders, with a new cab having been fabricated at Aviemore.

## Baxter heading to Lavender Line

FLETCHER Jennings 0-4-0ST No. 3 *Baxter* will be spending time at the Lavender Line this spring.

The diminutive Bluebell Railway engine will be in use on Sunday and Bank Holiday steamings and Saturday driver experience courses from late March.

Its six-mile move east across East Sussex comes following the boiler failure of Kitson 0-6-0ST *Austin No. 1* (5459/1932), which is due to return to its Llangollen Railway home for assessment and possible repair, while Belgian Cockerill 0-4-0 vertical boiler tank *Yvonne* (2945/1920) is undergoing maintenance.

It means that *Baxter* could remain at Isfield for an indeterminate spell, although the railway admits that it may have to hire additional motive power to cover the shortfall.

The Lavender Line may benefit from the restoration of Hawthorn Leslie 0-6-0ST No. 16 (3837/1934), which was assessed for repair last year. It is currently a static exhibit in the station car park while the 3837 Preservation Society raises funds.

## P2 to be fitted with Lentz valve gear

THE Darlington team that is building a Gresley P2 from scratch is hoping that the use of Lentz valve gear will cure one of the primary problems that affected the class pioneer, *Cock o' the North*.

Like No. 2001, No. 2007 *Prince of Wales* will be built with the original-style valve gear (with improvements) instead of the more traditional Walschaerts that was adopted for the final five P2s built by the LNER.

The decision also means that the possible use of Caprotti gear, as famously used on BR 8P No. 71000 *Duke of Gloucester*, has been shunned.

### Chapelon

The P2 Steam Locomotive Company has concluded that the addition of modern materials will help alleviate the significant wear suffered by *Cock o' the North* before it was converted to Walschaerts in 1935, following tests in France (RM Dec).

P2SLT design engineer David Elliott said: "We were introduced to George Carpenter, a locomotive engineer who worked with Chapelon and Porta, and knew many of the later steam locomotive engineers, including Bulleid

and Stanier. He suggested that we researched Franklin type B valve gear from the USA. The Franklin Railway Supply Company's two types of poppet valve gear ('A' and 'B') were derived from Lentz oscillating and rotary cam gears, respectively, and in the case of the type 'B' rotary cam gear, used infinitely variable scroll cams throughout. Further development work improved the other weak points of the Lentz design."

Mr Elliott and other researchers are currently in the process of scanning drawings based on Lentz Santa Fe 4-8-4 locomotive No. 3752, which is so detailed that design work for the P2 has already begun.

It means that No. 2001's external appearance will closely resemble that of No. 2001, while

the trust readily concedes that other elements of the design will be improved upon. Those include provision for greater tensile strength in the firebox foundation ring radius plates, which have been re-made for stabledmate engine, the A1 No. 60163 *Tornado*.

### Pledges

Other recent progress includes the machining of the locomotive's eight driving wheels.

Meanwhile, financial pledges towards the construction of the 2-8-2 now amount to £1.7million – a third of the total needed. The trust has 75% of the equivalent number of covenants who actively support *Tornado*, while 50 of the 300 Boiler Club memberships have been sponsored.

**Right: New polystyrene patterns for the P2; from front to rear: buffer casing, pony truck frame stay, front boiler support frame stay, Cartazzi axleboxes. These, along with some re-used *Tornado* wooden patterns, identical to ones No. 2007 needs, are at William Cook Cast Products, Sheffield for casting before Easter.**

Picture: P2SLC



## Daniel (10) drives a steam engine

STEAM enthusiast Daniel Bainbridge achieved a lifetime ambition in February – to drive a steam locomotive.

And the 10-year-old did it not once, but twice.

With help from Didcot Railway Centre and the Bluebell Railway, he was able to drive pannier tank No. 3650 and 'H' class No. 263, despite suffering from serious illnesses.

Daniel is diagnosed with neurofibromatosis – a genetic disease that causes tumours to grow along the nerves – and optic pathway glioma, a type of brain tumour that means he has to undergo intense chemotherapy.

His dream railway experiences were organised by the Starlight Children's Foundation.

Picture: FRANK DUMBLETON



## County councillor quits over 'improper conduct' during WSR sale negotiations

A COUNTY councillor has resigned his cabinet post following evidence relating to 'improper conduct' during the unsuccessful sale of the West Somerset Railway.

With freehold negotiations in abeyance between Somerset County Council (SCC) and rival bidders WSR plc and the WSR Association, a Standards Committee investigation found that David Huxtable, who was in charge of ratifying the sale, had breached the council's code of conduct. He was censured immediately prior to his resignation.

Mr Huxtable was found to have attempted to give the association an unfair advantage and of having brought the council into disrepute.

A Freedom of Information request from five complainants, including the plc, revealed on March 10 that the councillor was deliberately engendering an inappropriate relationship with

the railway's supporting association.

One of the extracts is said to have revealed his alleged bias: "I think I might open my 'media campaign', which will point out that it is not in the public interest for the plc to hold the freehold."

Independent SCC councillor Mike Rigby described his relationship with the charity's Roger Bush as "cosy".

Yet, when challenged in May, Mr Huxtable said: "I consider I've done nothing wrong."

### Backing

In February of the same year he was quoted as saying: "I've received a large number of letters overwhelmingly backing my decision today [to sell the railway] and in support of the West Somerset Railway Association proposals for the freehold."

In late March, he had still to release a promised statement following the inquiry, although it



David Huxtable

has been confirmed that he will remain as a councillor, despite standing down as SCC's cabinet member for resources.

Council leader John Osman said that Mr Huxtable's resignation was "the honourable step to take" following the "devastating outcome".

However, Coun Rigby is not satisfied. He said: "I disagree with

John Osman's characterisation of Coun Huxtable's action in resigning as 'honourable'.

Honourable would have been resigning as a councillor as soon as the emails were disclosed."

Labour candidate for Dunster, Andy Lewis, said: "It is shocking that Coun Huxtable was clearly biased towards one side. His misbehaviour has now been exposed."

The sale fell through in May 2014 because neither party had met the council's necessary criteria that it could safeguard the future security of the preserved 20-mile railway.

### Distraction

The freehold of the railway is currently leased to the plc, with support from the WSRA. The company said that it was keen to reopen negotiations to re-extend the council's lease of the railway to the plc.

Its vice-chairman, David Baker, said that the "bid by the West

Somerset Railway Association for the freehold of the railway and the subsequent investigation has been a massive distraction for all those involved in the railway".

He added: "We now need to look to the future. We will be discussing with the county council an extension to our current lease in order to provide the solid foundation we need to develop our facilities and encourage even more visitors to our railway."

An unwavering WSRA chairman David Williams said: "The conclusions of the report neither augment nor diminish the merit of the charity's offer to purchase the railway freehold, as that does not appear to have been any part of this investigation."

"The association trustees have at all times sought to do what is best to secure the future of the West Somerset Railway and that has been their only consideration throughout."

### SIDELINES

#### 2014 NRM visitor numbers down 23%

THE National Railway Museum has slipped 10 places to 40th in the British museum visitor figures league table. The York museum suffered a 23% fall in admissions in 2014, compared to the previous year.

In 2013, 931,000 people flooded through its doors, many attracted by the presence of six A4s in the Mallard 75 celebrations, which boosted attendances by 30% over 2012. But that dropped to 715,370 last year.

Meanwhile, 270,523 visited the NRM's Shildon annex.

#### 'Spam Can' for G-WR

CITY of Wells has been confirmed as the first guest engine at the Gloucestershire Warwickshire Railway in May. The line is basing its annual Cotswold Festival of Steam on a 'Speed to the West' theme and hopes to include Bulleid counterpart No. 35006 *Peninsular & Oriental S N Co* in some form. The railway is hopeful that eight steam locos will run during the May 23-25 event.

#### EOR eastern flavour

A TRIO of Eastern Region tank engines will help the Epping Ongar Railway celebrate 150 years.

The Ongar-Epping line will welcome Gresley N2 No. 1744, Worsdell-designed Y7 No. 985 and J72 No. 69023, which will operate services on April 24-26. The N2 will remain at the EOR until late August when it will have a month long spell at the Nene Valley Railway.



**LANCS SOJOURN FOR 'CAPROTTI FIVE':** With just months remaining on its boiler certificate, Standard 5MT No. 73129 made a popular visit to the East Lancs Railway to star at its February steam gala. On February 21, the Caprotti valve-gear locomotive charges past Burrs with a late afternoon train for Ramsbottom. GEOFF GRIFFITHS

## Kinlet Hall to be star guest at North Yorkshire Moors gala

KINLET Hall will be the star guest at the North Yorkshire Moors Railway in April.

No. 4936's visit coincides with the line's April 17-19, 24-26 enthusiasts' event, which is the line's second consecutive gala to adopt a Great Western flavour.

Kinlet Hall is only the second member of the class to run on the North Eastern route after *Olton Hall*, which used the 'Moors' for Harry Potter filming in the early part of the millennium.

Ian Riley's pair of Stanier

5MTs – Nos. 44871 and 45407 – will also attend, possibly joined by what the NYMR describes as a "mystery tank engine".

The Spring Steam Gala will also include appearances by A4 No. 60007 *Sir Nigel Gresley*, B1 No. 61264, K4 No. 61994

*The Great Marquess*, K1 No. 62005, Q6 No. 63395, 5MT No. 45428 *Eric Treacy*, 4MT No. 75029 and 4MT No. 76079.

The gala marks the last that *Sir Nigel Gresley* will appear at before it is withdrawn for major overhaul in September.



# Hogwarts 'Hall' goes on display

IT'S a Great Western 'Hall'... in King's Cross station... in Midland territory.

World-famous No. 5972 *Olton Hall*, aka 'Hogwarts Castle', has gone on display at Warner Bros' Harry Potter Experience in Leavesden, Watford, for an indeterminate period. The West Coast Railway Co's 4-6-0 is now positioned in a scaled-down representation of King's Cross, complete with artificially generated steam and sound effects.

The Collett locomotive had been cosmetically refreshed at Carnforth ahead of its move to Hertfordshire by road in February. Mark Williams, one of the actors from the films, who is also a railway enthusiast, was present for the loco's official unveiling on March 6.

The station has been re-created using plaster bricks that have been individually painted.



'Hall' No. 5972 in its new Watford home. JACK BOSKETT

# Return to steam for green *Martello*

HAYLING Island veteran 'Terrier' No. 32662 will return to steam next year.

Bressingham Steam Museum's antiquated Stroudley 0-6-0T will be overhauled using funds generated by an incentivised appeal scheme to replace its boiler tubes, which failed in 2011, and renew the A1X's life-expired side tanks. The chassis will also be attended to as part of the £15,000 scheme.

The overhaul represents the first major locomotive project undertaken at Bressingham since its inception by Alan Bloom in 1961.

The 1875-built engine, originally named *Martello*, will be returned to steam in inter-war Southern Railway green, a livery that can only currently be seen on classmates on the Isle of Wight. The loco first returned to steam in 2005 wearing LBSCR umber, but spent the last year of operation in BR lined black.

It is currently uncertain whether the BR-era extended bunker will be retro-modified to suit its pre-Nationalisation appearance.

The Bressingham Steam Society has already initiated



The boiler of 140-year-old A1X No. 32622 is lifted at Bressingham Steam Museum on March 10. BRESSINGHAM STEAM SOCIETY

a boiler lift in anticipation of carrying out the work during this year, ready for No. 2662 (as it will be numbered by then) to debut in time for the high 2016 season at the railway museum and gardens in Norfolk. It will be paired with a restored LMS brakevan to provide rides on the one-third-of-a-mile demonstration line.

However, donors to the society's *Martello* appeal are being offered the opportunity to enjoy the locomotive from the footplate, including driver

experiences, depending on the amount pledged.

Spokesman Mark Goddard said that the 'Terrier' was chosen for re-steaming "because it is in the best condition of our standard gauge locos and requires the least work" and that it has "come to represent Bressingham to the wider public... ideally suited to our short line".

To find out more about the appeal, visit [www.bressingham.co.uk/martello](http://www.bressingham.co.uk/martello) or call 01379 686900.

# Duke of Gloucester overhaul fund tops £20k

WORK will begin on the major overhaul of Pacific *Duke of Gloucester* this year.

The BR Class 8 Steam Locomotive Trust has so far accrued £20,000 from membership applications as part of its drive to return No. 71000 to the main line. That work is expected to cost around £650,000.

A financial plan based on raising £200,000 a year has been devised, including income from a public share issue that is to go live this summer.

The trust has already bought the £11,000 copper plate that will be used to make a new firebox tubeplate, although a thorough examination to reveal the full extent of necessary work has yet

to be carried out.

That will be done once the "Duke" has been transferred from undercover storage at Crewe Heritage Centre to LNWR Heritage's new premises to the west of the town's station, primarily so that removed components are not lost during the move.

The trust's chairman Trevor Tuckley says that three or four key 'internal' tweaks are being considered that will both improve the reliability of No. 71000 as well as take it closer to how its designer, Robert Riddles, intended it to have developed had it not been prematurely withdrawn in 1962.

"We're not interested in setting records," he said, "most people

aren't interested if it goes up Shap three seconds faster than something else. Reliability is the most important thing."

Externally, the unique three-cylinder locomotive will also be taken back to its as-built 1954 appearance, with the early BR crest on the tender sides and authentic cream-coloured cabside and smokebox numbers, in favour of the preservation-era-adopted brass examples.

*Duke of Gloucester* was withdrawn from main line running in 2012, beset by financial and mechanical problems.

Once it returns to working order, the 4-6-2 will be placed in the care of LNWR Heritage, which will maintain and operate the Caprotti valve-gear engine.



## Morgan

DAVID MORGAN MBE, Ex-Chairman of the Heritage Railway Association

## People don't know what they don't know until they know it!

I AM afraid that there are a lot of closed minds in the heritage railway world – partly driven by fear of the unknown or lack of knowledge, partly due to laziness or pressure of other priorities, and partly arising from an aversion to risk or a desire to keep within one's comfort zone.

To survive and flourish, we need to ensure that we are financially buoyant, technically competent, environmentally compatible and attractive to volunteers, staff and passengers alike. Most importantly, those charged with running heritage transport, whether it be trains, trams, buses, ships or even planes, need to be open minded.

Every year, the Heritage Railway Association and its sister organisations hold seminars on a range of topics, ranging from safety and governance to marketing and fund-raising. To be of any use to our members, they need to be relevant and of practical use.

Conversely, members need to recognise the value of attendance at these events, particularly insofar as it is unnecessary for each railway to re-invent the wheel.

This is particularly true of general managers or managing directors whose remit is very wide-ranging – from directing operations, overseeing safety, controlling finances and complying with the law, to estate management, maximising human resources (both paid and volunteer) and marketing their "product" (terrible word) efficaciously.

Often the problem is that you don't know what you don't know until you know it! However, ignorance of the law is no excuse and that can be difficult in a world that is so complex that I doubt whether there is a single lawyer who 'knows all the law'.

Of course, the other benefit of attending such a seminar is the opportunity to network with others facing similar issues. In the past, I have emphasised the importance of passing on traditional railway skills to the next generation. However, it is equally important to develop skills on a broader front.

Running a railway is a multi-faceted task. Both board and senior managers need to master most of those skills. Some will see this as adding unnecessary stress to an already stressful life. Others will enjoy the challenge. The stress can be reduced by seeking advice from colleagues or the HRA. I encompass all these topics in one word – 'sustainability'.

## Levitation

One of the reasons I have always admired military training is its ability to stretch people and give them confidence. I always remember listening to a lance corporal addressing a group of very senior officers, including a general, on a particular specialist skill with great aplomb. He seemed totally unfazed by the seniority of his audience. Many years ago, I was invited by that doyen of the Llangollen Railway, the charismatic Bill Shakespeare, to address his motive power department; I cannot now remember why, but that is not important.

I duly attended their departmental meeting one evening, after which we repaired to the local pub. There the members were keen to show me their prowess in the art of levitation. They could, they assured me, lift me with their little finger to shoulder level after laying two sets of hands on the top of my head.

I treated this with the contempt I thought it deserved, thereby laying myself open to the moral blackmail of trying to prove them wrong. I complied in the happy knowledge that it would be impossible for them to lift all 15 stone of me in such a way. Yet, a few minutes later I found myself held high, the top of my head only two inches from the ceiling!

When I got home the next day, my wife, on hearing my account of the escapade, told me with disbelief: "Quite clearly you were drunk."

Imagine my joy, therefore, when I attended the formal opening of the Llangollen Railway's Corwen extension on St David's Day, to be accosted by the man responsible to remind me of my levitation – and no, I hadn't been drunk.

The reason I recount this tale is that he reminded me that I had urged him to stand for election to the board of directors: "And did you?" I asked. "No, but I now regret that I didn't do so."

I regret it too, as apart from being one of nature's gentlemen, I think that the Llangollen Railway missed out on being served at director level by a first class man, and I feel partly responsible for not pushing it. He had more leadership qualities (literally!) in his little finger than many men or women have in their whole body.

The lesson to be learnt from this tale is that chairmen of railways and tramways need to look around them and identify those who can bring something to the table by joining the board, perhaps as a shadow director to start with.

The heritage movement needs not only to recruit the leaders of the future but also to train them. I am a strong believer that empowering the young is the best way to do it.



## SIDELINES

### Bluebell saves A1X numberplate

AN original BR smokebox numberplate from the Bluebell Railway's 'Terrier' *Fenchurch* has been bought back by its preservation society.

The engine arrived at the Sussex railway in 1964 with the 32636 plate attached, but it was given away to a supporter who helped fund the 0-6-0T's purchase. It was re-acquired for £3,200 from a Great Central Railway auction on February 7.

### NELPG duo for Wensleydale

RAVEN Q6 0-8-0 No. 63395 will run at the Wensleydale Railway next month, coinciding with its 25<sup>th</sup> anniversary gala on May 23-25. It will return to the North Yorkshire Moors Railway in early June.

The NELPG-owned machine will be joined by the group's Worsdell J72 No. 69023 *Joem* for the special weekend, but the 0-6-0T will remain on hire to Wensleydale until after its Christmas trains.

### Notts base for Turkish 8F

FORMER Turkish State Railways 8F No. 8274 is now a semi-permanent fixture at the Great Central Railway (Nottingham), having arrived from the Gloucestershire Warwickshire Railway to operate last year's 'Santa Specials'. A deal has been reached with the Churchill 8F Group that will see the Stanier locomotive remain at the GCR(N) for at least the remainder of 2015.

### 'Railway Children' Pannier goes to York

PANNIER tank No. 5775 has been delivered to the National Railway Museum, having spent nine months at Locomotion, Shildon, where it was restored to Railway Children ochre livery. It will take part in stage productions of E S Nesbit's classic novel *The Railway Children* in York this summer.

### Firm footing for Bury canopy

THE foundations for the new canopy at Bury Bolton Street station have been completed. The structure, using parts saved from an original Lancashire & Yorkshire Railway canopy at Oldham Mumps, will be located on platforms 1-2. It is due to be ready this summer.

### NER footbridge at Aln Valley

VOLUNTEERS at the Aln Valley Railway's Lionheart station have installed the main piers and steps for its new footbridge. The replica North Eastern Railway structure is being fabricated by Mick Fairington.

### Prairie in the Peaks

SMALL Prairie No. 4588 will be a future resident working locomotive for Peak Rail, once it has been returned to steam by its new owner Mike Thompson. The loco was moved to Tyseley Locomotive Works in February, as reported last issue.

# Llangollen celebrates opening of Dwyrain Corwen East station

THE Llangollen Railway's Dwyrain Corwen East station was officially opened on March 1, writes *Cliff Thomas*.

The first steam-hauled passenger trains to run to Corwen since BR suspended services in December 1964 (prior to closing the line the following month) were operated on October 22 last year (*RM* Nov).

However, those special operations for supporters who had made construction of the extension possible had to be hurriedly arranged, the formal track inspection of the extension having only been successfully completed on September 22. The Llangollen Railway had made it clear in a statement that the railway had at last arrived at Corwen, and formal celebrations could follow later.

That time arrived, highly appropriately, on St David's Day – the occasion being emphasised by members of the Corwen community distributing complimentary miniature daffodils to guests.

## Well-wishers

The five-coach 'Corwen Special' conveying VIPs and invited guests was headed by GWR 2-8-0 2884 No. 3802, tailed by similarly BR black-liveried Large Prairie No. 5199.

Viewed by 170 VIPs and guests, who had arrived on the train, and a large crowd of well-wishers on the town side of the station fence, the bi-lingual Corwen station nameboard was jointly unveiled by current Llangollen Railway Trust chairman Peter Lund and vice-presidents Bill Shakespeare MBE and Gordon Heddon (both past chairman of the railway, who have doggedly worked more than two decades to bring the Corwen extension to fruition).

Eyes then switched to the track above, where a 'golden fishplate' to secure the last panel of track was symbolically fastened. No. 3802 then eased forward into an opening day banner – but not through it, as the railway intends to keep that banner for the future.

A ceremonial ribbon at the



No. 3802 eases through the celebratory banner: Rather than let the loco literally break it, those holding the strings let the banner go in order that it be brushed aside – for re-use when the railway extends a little further to a new Corwen Central station. All pictures: CLIFF THOMAS

gate to the station was cut by Peter Lund to declare the station open and Bill Shakespeare delivered a short speech, before unveiling a commemorative plaque in front of the station building. The proceedings were enhanced by the Llangollen Silver Band and the Glyndŵr Male Voice Choir providing music and song to celebrate the occasion.

Before returning to Llangollen, many guests took the opportunity to visit a new railway exhibition that is being created within Capel Goch in Corwen's London Road. The railway also offered the opportunity of accompanied visits to the trackbed beyond the current bufferstop.

While the platform at Dwyrain Corwen East is a crucial step forward, enabling the railway to fulfil its long-given promise of returning to Corwen, the scaffolding structure is only a temporary construction intended to serve for around two years.

What the railway, and town of

Corwen, really wants is to add a few hundred yards of track beyond the junction with the old Ruthin spur to another set of bufferstops, placed at the end of a site, which would form a permanent terminal station.

This Phase 2 element of the extension project envisages an island platform and run-round loop, a signalbox, and crucially, a subway access from the platform to the town's main car park.

## Terminus

Linked to achieving this permanent terminus is the need to provide alternative access to Welsh Water's Corwen sewerage works and preparation of compensatory flood plain by clearing part of the old embankment which brought the Denbigh, Ruthin & Corwen Railway to a junction with the Ruabon to Barmouth route at this location.

Bringing this to fruition will take further effort and no small sum of money – in excess of

£500,000, but materials are starting to be gathered on site.

The *RM* can reveal that a feasibility report commissioned by Denbighshire County Council, and produced by Arwel Jones Associates, has already been delivered to the railway. At the time of writing it has not been considered by the LR board, hence no official comment has been released. Unofficially, it is believed that the report's findings confirm the need for the phase 2 development to take the railway into a new Corwen Central station. The major question to be addressed is the source of essential grant funding.

While the special official opening train was top-and-tailed, normal service trains are currently hauled into Dwyrain Corwen East station and propelled back to Carrog utilising a 'motorman' system.

At Carrog, the steam locomotives are able to run round and continue to Llangollen conventionally.



This is the site of what will be Corwen Central station. The location is almost on the site of the old junction, with the embankment that carried the old Ruthin line just behind the stack of stored materials on the right of the picture.



Peter Lund (Llangollen Railway chairman), with former chairmen Gordon Heddon and Bill Shakespeare MBE after they had unveiled the bi-lingual station nameboard.



**GRAHAM  
FARISH**  
by BACHMANN



# Brush up on your Type 2's...

371-112 Class 31 Diesel, BR Blue, No.31173



- Two body versions to choose from
- Double heading lighting options
- NEM Couplings & 6 pin decoder socket
- Bi-directional lighting
- Powerful twin flywheel mechanism
- Electrical pick up on four axles



Accessories on buffer beam



Prototypical AIA-AIA bogie



Etched grille & engraved roof fan detailing



Illuminated headcode box

Also Available:

371-110 Class 31 Diesel, BR Green Full Yellow Ends, No. 5826



371-111 Class 31 Diesel, BR Green Small Yellow Panel, No. D5596



Era 5 = 1957-1966. Era 6 = 1967-1971. Era 7 = 1971-1982.

features 6 pin DCC Socket. fitted with directional lighting. features NEM Couplings.

N Scale

Bachmann Europe Plc. Moat Way, Barwell, Leicestershire. LE9 8EY  
[www.bachmann.co.uk](http://www.bachmann.co.uk)

**BAHNMANN**  
EUROPE Plc  
A Bachmann Product

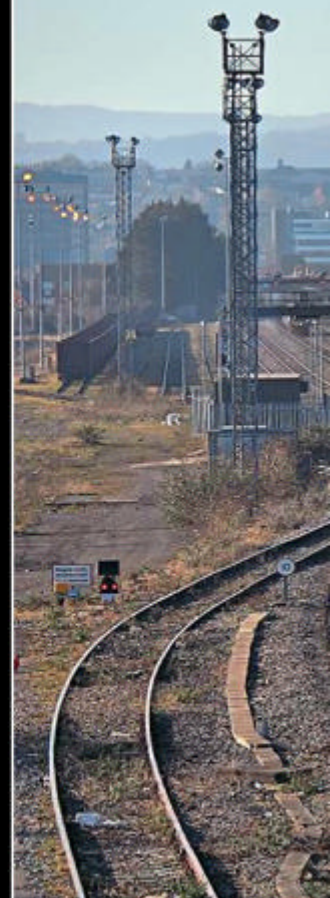


# Steam Portfolio Track Record



Roving four-coupled Gresley D49 No. 62712 *Morayshire* made a whistle-stop visit to Barrow Hill on March 14 to haul passenger trains in the daytime and star in a photo-shoot after dark. The loco – which is owned by National Museums Scotland – fills the roundhouse with steam as it sidles alongside Peppercorn Pacific No. 60532 *Blue Peter*. PETER ZABEK

Pannier perfection: Immaculate BR green 64XX pannier tank No. 6412 bursts through Hood Bridge with a matching autotrain during a Timeline Events photo-charter at the South Devon Railway on February 23. PETER ZABEK







The Bluebell at its immaculate best as a six-coach formation of Maunsell-liveried stock is hauled towards Three Arch Bridge, near Horsted Keynes, by S15 4-6-0 No. 847 on March 10. The train was organised by 75H Charters. JON BOWERS

'Hall' No. 4960 *Rood Ashton Hall* eases away from East Usk Yard, Newport, returning to Tyseley, with Vintage Trains' 'Red Dragon' on March 7. ANDREW BELL







COMPILED BY  
**CHRIS MILNER**  
Call: 01 507 529589  
email: cmilner@mortons.co.uk

**Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.**

## Class 68s 'better than we expected', say DRS

THE 15 Class 68 locos delivered so far to DRS are performing better than expected, particularly in respect of fuel economy, according to the company's project manager Tony Bush.

The positive news come despite some expected problems surfacing during the locos' introduction into service.

Mr Bush said fuel economy was a 12% improvement over a Class 66, helped by the Class 68 stop/start engine technology.

Last year, the locos suffered from a spate of false track circuit and TPWS problems, resulting in overspeed or SPAD alerts. This restricted the movement of the fleet, because the error conditions were occurring on some lines, but not all.

DRS worked with manufacturer Vossloh and also Unipart, which supplied the TPWS4 system fitted to the locos. Initially it was thought to be related to the TPWS aerial being mounted behind the leading axle rather than in front, but deeper investigations revealed it was related to a T121 track circuit issue. As the track circuits got weaker, the voltage was increased, but that introduced 'noise', and it was this that was triggering the alerts. In the end, the problem was engineered out electronically.

Mr Bush said that although



**No. 68010, in Chiltern colours, passes Burton-on-Trent on March 3 with 6U77 Mountsorrel to Crewe, formed of 19 loaded IOA wagons of aggregates. STUART HILLIS**

DRS doesn't tend to haul trains in excess of 1,600 tonnes, a 3,000-tonne train would be within the capability of a Class 68. On the passenger front, a recent charter from Carmarthen to Edinburgh with 11 carriages, topped Shap at 76mph.

DRS says the locos can't match Class 92 timings, and are not designed to do so, but having terminated the hire agreement with DBS for Class 92s, the company has been

experimenting with a single Class 68, a pair of Class 68s and a pair of Class 66s on the Daventry-Mossend intermodal.

The result has shown that a pair of 68s can cut time off the Class 92 schedule, but a single 68 or pair of 66s can't quite match the electric locos' performance, losing a few minutes on the climbs over Shap and Beattock.

The likely option, Mr Bush says, would be a pair of Class 57s. Eventually, the West Coast

intermodals will be operated by the still-to-be-delivered Class 88s, as they will outperform a 92 and have the bonus of diesel power on non-electrified sections, such as Mossend-Grangemouth. The 66s and 68s would then be used on infrastructure trains.

■ DRS owns a number of Mk 3 carriages and has plans to refurbish seven, along with a Mk 3 DVT this year, and showcase them with a Class 68.

### Squadron service for Chiltern 68s from April?

DIRECT Rail Services expects all six of its Class 68s to be in squadron service with Chiltern Railways from April.

Their introduction has been delayed from the planned December 2015 start due to TPWS issues, which have had a knock-on effect on driver training. This has meant Chiltern has continued to use Class 67s from sister company DB Schenker, rather than the six dedicated locos – Nos. 68010 to 68015.

In addition, DRS has modified Nos. 68008/009 as back-ups for the six Chiltern locos.

### GBRf confirms five more Class 66s

GB RAILFREIGHT has confirmed that it has ordered the construction of bodysells for five more Class 66 locomotives.

Last year, the freight operator managed to beat the deadline for exhaust emission regulation changes by acquiring seven EMD710 power units before December 31, 2014. The bodysells are not subject to the deadline.

The new locos will be numbered 66773-777 and are scheduled for delivery by the end of this year.

### Eversholt sells wagon fleet

EVERSHOLT Leasing has sold its 920-strong wagon fleet to Nacco (UK) for an undisclosed sum.

The vehicles range from container flats and autoballsters to coal & aggregate hoppers and box wagons.

The sale was completed on February 27.

## Business pride branding for two 'Pendolinos'



**Above: Virgin 'Pendolino' No. 390151 has been given a Union Flag vinyl and 'Business is Great' branding, promoting Government support for small businesses. The set is seen near Tamworth on March 7. PAUL KEIGHTLEY**

**Right: Another Class 390 with new branding is No. 390002, which now carries 'Pride of Birmingham Awards' vinyls. It is seen at Crewe on March 17. RICHARD STANTON**





## Class 319s christen service for Northern

REFURBISHED Class 319 EMUs cascaded from Thameslink services have started running between Liverpool Lime Street and Manchester Airport.

The Northern Rail service started on March 5, a few days later than planned, due to Office of Rail Regulation approval being required. Two units are working eight round-trips on the Chat Moss route between the two cities.

At present, Northern has five units, which are based at Allerton depot, but eventually the operator will have 20 Class 319s, drawn from the four sub-classes.

When the cascade was first planned, Northern was due to get 14 units, but with the TransPennine Class 170s now destined for Chiltern, Northern will provide six

Class 156s to TransPennine, with the extra 319s replacing the 156s.

All of the Class 319 units are being refurbished internally by Knorr-Bremse at Wolverton Works, but no mechanical work is being carried out.

All third-rail equipment is being removed. Each carriage is being fitted with door controls so that the conductor can release them from anywhere and not just the rear cab.

As electrification in the North West expands, the Class 319s will appear on other routes, such as Wigan Wallgate to St Helens, and later on Manchester-Preston-Blackpool services.

At Allerton, the once-redundant traction depot is being expanded. Six roads are



being upgraded to deal with controlled emission toilets, cleaning and light maintenance, while the shed building is getting a 21-metre

extension, to be completed by the autumn. When the work is complete, the depot will be able to accommodate as many as 48 Class 319s.

**Above:** Northern Rail-liveried Class 319 No. 319362 with the 12.14 Liverpool Lime Street-Manchester Airport at St Helens Junction station on March 6. BRIAN DOBBS

## Test run on West Coast Main Line for Class 56 'yard shunter'

ONE of UK Rail Leasing's Class 56 fleet had a test run up the West Coast Main Line on February 24.

No. 56081, which had been supplied to Freightliner as a yard shunter for Basford Hall Yard, worked from Crewe to the Carnforth goods loop with a

loaded ballast train.

It was the loco's first move away from Crewe since it arrived in November.

The test could pave the way for UKRL locos to be used on engineering trains contracted to Freightliner.



**Still to receive external branding, No. 56081, on hire to Freightliner as a 'shunter', works 6K56 Carnforth to Crewe Basford Hall through Winwick Junction on February 24. GERAINT JONES**

## Class 153 gets Citizens Rail branding

FIRST Great Western has branded single-car DMU No. 153325 in a new red vinyl wrap livery with the words 'citizensrail.org' on the side. Citizens Rail is an EU project to develop local and regional railways by involving the community, and is active in France, Germany and Holland.

The unit carries 'photo bubbles' to show the different types of community engagement undertaken during the project. Put simply, it is an extension of the community rail schemes that have been so popular in the UK, and involves sharing best practice on matters such as service improvements, reuse of railway buildings, and its benefit to the community. A second Class 153 is due to be wrapped in blue and branded 'See South Devon'. No. 153325 is seen arriving at Paignton on March 6. Picture: ROBERT SHERWOOD



## Ex-Spanish 37 goes to Leicester for overhaul



ONCE used on high-speed line construction trains in Spain, Europhoenix-owned Class 37 No. 37800 was moved from Barrow Hill to UK Rail Leasing's Leicester depot for a full overhaul on March 13. The heavily graffitied locomotive is pictured at Barrow-upon-Soar, hauled by two "Grids", Nos. 56303 and 56104. JAMIE SQUIBBS

## Class 68s expected to carry Saltire livery for Fife Circle

WITH DRS winning the contract to supply two loco-hauled trains for Fife Circle services from April 1, it is likely that two of the new Class 68 fleet will be branded in the Saltire livery.

DRS has said that it is providing two trains. Train 1 will be formed of five TSOs and a BSO, while train 2 will also have five TSOs and a BSO, but will, for shunting purposes, be initially operated in top-and-tail mode by Class 68s.

Once DBSO No. 9713 has been refurbished, that vehicle will replace the BSO and Class 68.

DRS has provisionally allocated Nos. 68005/6/7 to the ScotRail operation, with Nos. 68006/7 expected to be Saltire branded. The next batch

of Class 68s will not be delivered until October when two will arrive each month until February/March 2016, and in late March/early April, the first dual-mode Class 88 will arrive ahead of type testing and certification.

DRS has also confirmed there will be two trains for Cumbrian Coast operations from May 17, each formed of a Class 37/4, three TSOs and a DBSO.

For Abellio Greater Anglia, the loco-hauled set to replace a DMU will continue to operate with Class 37s in top-and-tail mode.

DRS says it has a further four DBSOs to refurbish, with the likelihood of one being deployed in Scotland and another in East Anglia.

## DRS to sell off its Class 47s

DRS is expected to stand down any remaining Class 47s in the next few months and put them for sale.

The company's Tony Bush says the locos still have plenty of life left in them and there will not be a tender for selling them for scrap.

He added that because of

various modifications to each of the eight locos over a number of years, there are effectively eight individual sub-classes.

The BR 1960s-era locomotives are expected to generate interest from a number of freight and passenger charter operators.



# Traction & Stock Track Record

## PICTORIAL NEWS ROUND-UP



THE derailment on entry into Gloucester New Yard of an empty coal wagon in a working from Ratcliffe power station, hauled by Colas Rail Class 70 No. 70809, blocked both the up and down fast lines and the goods loop on March 4. There was a similar incident at this location in January 2014. The RAIB is investigating the latest derailment (pictured above). LORRAINE HOPKINS



AN unusual visitor to the West Coast Main Line, Chiltern Railways Class 67 No. 67014 *Thomas Telford*, speeds an empty stock working through Cheddington en route from Wembley to Stourbridge Junction on March 7. The direct route via Leamington was still closed at the time, due to the landslide at Harbury. ANDREW ROYLE



BACK in traffic after repairs and a repaint is Brush Type 4 No. 47847, working with classmate No. 47843 on empty gypsum containers from Doncaster Decoy yard to Drax power station past Southmoor Lane, Knottingley, on March 11. SAM MIDDLETON



A SPLENDID view at Sandy on March 6 as No. 87002, reliveried for hauling the 'Caledonian Sleeper' empty stock workings, hauls similarly painted sleeping car train locos Nos. 92018 and 92033 from Doncaster to Willesden. See story on right. PETER FOSTER

## WAGON REPORT

by S F Lappage

THE bulk of Network Rail's electrification factory train is made up of new Windhoff MPVs, but there are also a number of trailer cars, which have been converted from KFA intermodal flats – KFA-O/Y Nos. DR 76902/904/907-909/916/919.

Originally, there were 40 of these wagons, outshopped in 1987 by Finnish builder Rautaruukki, Oulu. Owned by Tiphook Rail, they were intended for spot-hire, TOPS coded PFA, design code PF010B, Nos. TIPH 93242-281.

Distinctive yellow-painted Gloucester Railway Carriage & Wagon GPS pedestal suspension bogies were fitted. Overall length is 70ft 8in, and tare weight 19.5 tonnes.

Initially, the wagons were used on short-term contracts.

A notable example was the removal of asbestos-contaminated topsoil from Chatham Dockyard to Forders Sidings landfill site at Stewartby.

In 1991 they were recoded to KFA, design code KF010B, and by the mid-1990s the flats were mostly employed carrying Ministry of Defence traffic, before being sold to Network Rail for use in railhead treatment train (RHTT) formations.

However, they were quickly replaced in 2005 by specially built FEA flats, Nos. 642001-050, and have remained in store since.

Wabtec, Kilmarnock has delivered 17 FWA 'Ecofret' 'triplex' intermodal sets to VTG Rail UK. Individual wagon identities are outers Nos. 83 70 4520 130-163 and inners Nos. 83 70 4521 001-017. GBRf is hiring the fleet to allow expansion of container traffic from the port of Felixstowe, Suffolk.

RVEL, Derby has completed the modification of eight former Avon County Council KFA refuse container flats into high-pressure water jetting sets – Nos. 99 70 9310 001007/011. Each twin-set carries five water tank modules with a combined capacity of 7500 gallons, plus a self-contained diesel generator/pump module. Jetting can be carried out at speeds of up to 60mph.



'Pillbox' brakevan, formerly at Littleton colliery, stands at Brownhills on the Chasewater Railway on February 1. S F LAPPAGE

## The 'Pillbox' brakevan story

THE Southern Railway's long-lived 'pillbox' goods brakevans first appeared in 1928. Construction continued, although not continuously, until 1948. Two versions were produced. Most common were the heavyweight 25-ton vans: Nos. 55943-992, built 1928, diagram 1578; Nos. 55516-585, Nos. 55993-56022, built 1929-30; Nos. 56061-260, built 1931-33; Nos. 56307-494, built 1940-43, diagram 1579; and Nos. 55121-170, Nos. 55621-674, built 1947-48, diagram 1582.

A single batch of lightweight 15-ton vans – Nos. 55675-724 – was built in 1934 to diagram 1581. The "pillbox" name arose because of the cramped and dark nature of the guards' cabin. The distinctive shape was simply due to cost, with the shorter bodystyle being less expensive to produce.

Few changes were made to the design, though post-war vans lacked sanding gear. Proposals to construct the bodies from concrete did not materialise.

An honorary "pillbox" van was No. 5 56060. This started life in 1944 as No. M 731745, and was one of four vans built by the LMSR in an attempt to design a standard van for use by all of the 'Big Four' companies. In essence, it was a LNER 'Toad D'-style body mounted on a LMSR 16-ft wheelbase chassis, complete with an underframe-mounted "bathtub" ballast box.

Despite pressure from the National Union of Railwaymen, which wanted standardised working conditions for guards, the companies continued to build their own established designs until Nationalisation.

## 'Caledonian Sleeper' loco shuffle

FURTHER traction changes for the new 'Caledonian Sleeper' franchise have been unveiled.

Soon after last month's *RM* was printed came the news that a deal had been struck between DB Schenker and GB Railfreight that would permit Class 90s and Class 67s to continue working the respective portions of the

sleeper trains from Euston to Scotland until GB is ready to introduce the Class 73 and 92s on the route.

This means that the plan to use Class 47s on the Scottish sleeper portions has been dropped.

The new sleeper franchise begins on April 1.



# Stock Update TrackRecord



COMPILED BY  
**ASHLEY BUTLIN**  
Call: 01 507 529589  
email: railway@mortons.co.uk

➔ Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.

## DEPOT/POOL CODES

**DFML** Freightliner Class 56 (hired-in)  
**GBCH** GBRf Classes 86 and 87 for 'Caledonian Sleeper' ECS  
**GBCS** GBRf Class 73/9 'Caledonian Sleeper' Scotland  
**GBNR** GBRf Class 73/9 Network Rail

## LOCOMOTIVES

### Allocations

20312 XHNC-XHSS  
43052/58 EMPC-IECP  
47853 XHAC-XHSS  
50050 MBDL-BREL  
56081 DHLT-DFML  
60054 TO/WCBT-WQ/WQAA  
60035/66/99 WQ/WQAA-TO/WCAT  
66043 WBAI-WBAT  
66112 WBBT-WBAI  
66116 WBAT-WBAI-WBAT  
66182 WBAI-WBAK  
66184 WQ/WQAA-TO/WBAT  
67007 WQ/WQAA-CE/WABC  
67015 WAWC-WAAC  
67020 WACC-WAWC-WAAC  
67023 WACC-WAAC  
73961/62 GBBR-GBNR  
73966-71 GBBR-GBCS  
86101 ETLO-GBCH  
86401 ACAC-GBCH  
87002 ETLO-GBCH  
90039 WQ/WQAA-CE/WEAC  
92005 CE/WFBC-PD/WGEE  
92016 WFDC-WFBC  
92026/30 PD/WGEE-WQ/WQBA  
92029 WFCC-WFAC  
92039 CE/WFAC-PD/WGEE

### Liveries

**Blue:** 08764  
**Building a Greater West vinyl:** 43144  
**Caledonian Blue (midnight teal):** 86101, 87002, 92018  
**DC Rail grey:** 56311  
**DRS blue:** 90034  
**Freightliner Powerhaul:** 66414  
**GBRf:** 66706  
**Greater Anglia:** 90012  
**VTEC red & white:** 91105/24  
**VTEC branding:** 43206/38/51/57/72/77/99,

43300/05/07-09/13/15-17,  
91104/07/09/13/14/17/19/20/  
22/25/28

### Named

47746 *Chris Fudge* 29.7.70-  
22.6.10

### Stored/stopped locations

**Crewe ETD:** 92026/30  
**Crewe Gresty Bridge:** 20312,  
47501, 47853  
**Leicester:** 56104  
**Nemesis Rail, Burton-upon-Trent:** 31128  
**Roberts Road:** 66766/67  
**Rail Restorations NE, Shildon:** 08765  
**Toton:** 60054  
**Warrington:** 08428

### Operational

56081, 60035/66/99, 66184,  
66768/69, 67007, 90039

## MULTIPLE UNITS

### Reregistered

55023 HQ/MBCS

### Allocations

38402-06/54 - delivered  
387124-27 - delivered  
69313/34 - deleted  
74425 HQ/SBXH-WD/HYHQ  
76327 - deleted

### Liveries

**Chiltern Mainline:** 168113  
**Citizens Rail red & blue:** 153325  
**First blue:** 166202  
**Greater Anglia white:** 317501/07  
**Mersey Rail:** 507007/09/24/33,  
508134  
**Peoples Rail:** 153333

**Northern Rail lilac & blue:** 319361/80

**SET - white:** 465239, 465901  
**SWT blue:** 458505

**SWT red:** 456017/18

**TFL white & blue:** 315836/37  
**Traindeer vinyls removed:** 390112

**TSGN:** 319012, 365532

**+ Business is Great vinyls:** 390151

### Names removed

507009 *Dixie Dean*  
507033 *Councillor George Howard*  
508136 *Wilfred Owen MC*

### Formations

458505  
67605+74425+74005+74105+  
67705

### Now in five-car formation

378135-54  
378202-05

### Renumbered

458005 - 458505

### Operational

378201, 387105-25, 456017/18,  
74401/11/21/25/31/41/51

## HAULED COACHING STOCK

### Reinstated

5304/07/64/73/78, 9417  
HQ/MBCS  
5989 DH/MBCS  
10727 HQ/SBXH

### Allocations

5919/71 XHSC-EBHQ



There's already a slight variation in the external branding of the Virgin East Coast-liveried Mk 4 carriages. Standard class TSOs have no bodyside stripe, while first class FO carriage No. 11403 - seen at King's Cross on March 2 - has twin coach lines and door markings. CHRIS MILNER

10540/54 HOHQ-SBXH  
10647/81 HOHQ-SBXH  
10701/10 HOHQ-SBXH  
10731 HOHQ-MBCS  
11021 SBXH-HOHQ  
12029/95 SBXH-HOHQ  
12101/44/56/60/63 SBXH-HOHQ  
35207 - deleted  
40751 EMHQ-HBHQ  
41068 EMHQ-HBHQ  
41112 EMHQ-HBHQ  
42194 EMHQ-HBHQ  
42225/27/29 EMHQ-HBHQ  
44027 EMHQ-HBHQ  
80211 - deleted  
99548 - deleted

**Red & cream:** 5304/07/ 64/73/  
78, 9417

**VTEC red & white:** 10320/21,  
11241/77, 11303/20, 11403/20,  
12201/24, 12301/26,  
12401/39/40/59/77/78,  
82200/19

**VTEC branding:** 82204/08/09/15/16/22/23/27

### Formations

NL02 - deleted  
NL65: 44027+42225+42227+  
42229+42194+40751+41068+  
41112

### Modifications

TF-TC: 41065, 41125/39/79  
FO-TSO: 12182-85

### Disposals

**C F Booth, Rotherham:** Arrival dates: February 17, 10554, 10701/27; February 19, 10647; February 20, 10540, 10710; February 24, 10681. Cut dates: February 24, 10701  
**Sims Metals, Beeston:** Arrival date: February, DC460000

### Stored/stopped locations

**Carnforth:** 5453/78, 5943/78, 6175  
**Eastleigh Works:** 5945/65/76, 6183  
**RVEL Derby:** 6176/77, 9539

### Preserved

**Eastern Rail Services, Mid-Norfolk Railway:** 5647, 5989  
**International Railway Preservation Society, Nene Valley Railway:** 10731



The AC Loco Group's AL6 No. 86101 *Sir William A Stanier* passes Millmece, Staffordshire, on March 2 while running light from Mossend to Willesden. It is sporting a new livery of midnight teal for working the empty stock of the 'Caledonian Sleeper' from April 1. BRAD JOYCE



The third Class 73/9, No. 73963 *Janice*, makes a colourful sight at Cossington while on test from Wabtec Brush on March 13. PAUL BIGGS



In revised DRS livery, No. 66421 is hauled from Eastleigh Works to Willesden by Nos. 57008 and 57301 on February 23. JAMES BUSHNELL



# Traction Portfolio Track Record



Class 56 superpower in the form of Nos. 56312 and 56311 at Thorpe Willoughby, near Selby, on March 20 with an empty stock working from Wolsingham, on the Weardale Railway, to Dereham, Mid-Norfolk Railway. The stock was for use at the MNR's diesel gala. PHIL WHELDALE



Grand Central HST No. 43423 is signalled for the line to Stockton and Northallerton as it leads the 12.28 Sunderland-King's Cross past Norton East Junction, Teesside, on March 19. PHIL WHELDALE

Unusual traction for the Crewe to Sellafield nuclear duty on March 22 with 'Northern Belle' Class 57s Nos. 57305 *Northern Princess* and 57312 *Solway Princess* passing Kent's Bank with two flasks in tow. TOM McATEE







GBRf Class 73/9 Nos. 73961 and 73962 pass Folkestone Warren on a glorious March 5 during a Tonbridge-Dover-Tonbridge test run. ANDREW GARLAND



GBRf Type 5 No. 66737 powers through the numerous bridges of the Grade II-listed Midland Railway cutting at Belper, Derbyshire, on February 27, with a Tinsley to Coton Hill working. ROBERT FALCONER



An English Electric Type 3 pairing... Colas Rail Freight Nos. 37175 and 37219 haul MPV No. DR98959 past Willington, north of Burton, on a King's Norton to Barrow Hill working on March 2. JAMIE SQUIBBS



# SPRING STEAM GALA

**SWANAGE RAILWAY**

**17-19  
APRIL**

- First ever visit of CHELTENHAM 925 a 1930s Schools Class Locomotive
- Up to 6 locomotives in action including U Class 31806 and Battle of Britain Class 34070 Manston
- Freight Working Day 17th April including Brake Van rides

**DISCOUNTED TICKETS ONLINE**  
**1, 2 OR 3 DAY ROVER TICKETS AVAILABLE**  
**DISCOUNTED TICKETS ONLINE**

USE THE SPACIOUS CAR PARK AT NORDEN PARK & RIDE NEAR CORFE CASTLE AND RELAX WHILST OUR AWARD WINNING RAILWAY TRANSPORTS YOU THROUGH THE PICTURESQUE ISLE OF PURBECK.

**swanagerailway.co.uk**  
01929 425800    @swanrailway

# SPRING STEAM GALA

Saturday 1 - Monday 3 May 2015



Featuring 30586 (30587)



**BODMIN & WENFORD**  
RAILWAY



Featuring home fleet locomotives **T9 4-4-0 30120** and **Beattie Well Tank 0-4-2 30586** also **GWR 6435 & 4612**.

Hot food available at **Steamers Cafe** or **Signal Box Cafe** at Bodmin Parkway

**Bodmin Station Models & Gifts** Open

**New Beattie Well Tank '30586' 00" Model** in stock.

01208 73555 - Bodmin General Station, Bodmin, PL31 1AQ  
**www.bodminrailway.co.uk**

Pre-booking NOT required. Special event fares apply. Locomotives & Attractions appear subject to availability.

# Barrow Hill "Rarities"

# DIESEL GALA

**Train Rides**  
**Visiting Locomotives**  
**Turntable Demos**  
**Cab Visits**  
**Trade Stands**  
**Real Ale Bar**  
**Good Food**

**Saturday 18th & Sunday 19th April 2015**  
**10am-5pm**

Locomotive classes invited include:

- Class 27 • Class 35 • Class 42
- Class 60 • Class 66 • Class 68

Tickets available from **www.seetickets.com** or by telephoning **0871 230 5538**

(calls cost 10p per minute plus network extras)

	ADVANCE TICKETS* from Seetickets	TICKETS ON THE DAY
Adult	£12.00	£14.50
Barrow Hill Member	£11.00	£13.00
Children aged 5-16**	£6.00	£7.00
under 5s free entry		
Family 2 adults and 2 children	£30.00	£36.00

\* Advance ticket holders entry at 9.30am.

\*\* All children must be accompanied by an adult.

**FREE bus from Chesterfield station**



CAMPBELL DRIVE, BARROW HILL, CHESTERFIELD, DERBYSHIRE S43 2PR

**www.barrowhill.org**

Please Note: Locomotives are subject to availability and may be substituted if necessary. Barrow Hill Limited reserves the right to cancel, alter or suspend any advertised event without notice. No liability for any loss, inconvenience or delay can be accepted.



## DIDCOT RAILWAY CENTRE

Didcot, Oxfordshire OX11 7NJ 01235 817200

info@didcotrailwaycentre.org.uk www.didcotrailwaycentre.org.uk



### Steam Gala Celebrating the Closure of Didcot Shed

**SATURDAY 2 - MONDAY 4 MAY**

With Guest Locomotive

**1501 and one more TBC**

The Return of 4144

Locomotives from the Home Fleet displayed in front of  
the Shed or in various poses

Pannier tank shunting demonstrations

Please call or refer to our website for details

All locomotives subject to availability



Registered Charity No 272616

## VE DAY JUBILEE CELEBRATION

Saturday 9 - Sunday 10 May 2015

'The spirit of the 40's returns to Bodmin'



**BODMIN & WENFORD**



RAILWAY

Featuring Live entertainment (music and re-enactors)  
'Nighthawk Big Band', Dickie Lines & More!

Military Vehicles on display

Saturday Evening 40's Band Train

**REAL ALE FESTIVAL - OPEN ALL WEEKEND!**

01208 73555 - Bodmin General Station, Bodmin, PL31 1AQ

[www.bodminrailway.co.uk](http://www.bodminrailway.co.uk)

Pre-booking NOT required. Special event fares apply. Locomotives & Attractions appear subject to availability.

## 150<sup>TH</sup> ANNIVERSARY

### EPPING ONGAR RAILWAY

This year marks **150 years** since the opening of the line from Loughton to Ongar. We have confirmed that Great Northern Railway **Class N2, No. 1744**, North Eastern Railway **Class J72 69023** and **Y7 (0-4-0T No.985)** will be coming to play their part in this exciting event, which runs on **April 24, 25 & 26** this year.

**Steam Gala 5-7 June**, an exciting weekend of steam locomotive haulage from our home fleet, plus visiting locomotives too.



[eorailway.co.uk](http://eorailway.co.uk)

01277 365200

Epping Ongar Railway @eorailway







# Steam Gala & Model Railway Exhibition

## May 3rd & 4th 2015

First public steaming in preservation of Hunslet 3890, the final standard gauge loco built for Britain.

Re-launch of Sentinel 9366 after overhaul

Up to 8 engines in steam!

Intensive timetable including

Passenger and Freight trains.

Brake van rides and Drive a Loco:

Your chance to have a drive.

Model Railway Exhibition with trade stands in our Visitor Centre.

Diesel shuttle service from Aylesbury (Monday only)

All subject to availability.



Buckinghamshire Railway Centre,  
Quainton Road Station, Quainton, Aylesbury, HP22 4BY  
Tel: 01296 655720 [www.bucksrailcentre.org](http://www.bucksrailcentre.org)



## SPRING STEAM GALA 17 – 19 & 24 – 26 APRIL

Experience intense steam traction over two weekends with the North Yorkshire Moors Railway. For the first time ever **GWR 4900 Class 4936 'Kinlet Hall'** will be visiting the NYMR and will be joined by **5786 (masquerading as L92) GW 0-6-0pt, LMS Class 5MT 4-6-0 no 45407 'The Lancashire Fusilier' and LMS Black 5 No 44871, 61994 K4 2-6-0 and 62005 K1 2-6-0** with other guest engines still to be announced. The NYMR home fleet is hoped to include **A4 4-6-2 60007 'Sir Nigel Gresley', Stanier Black Five Class 5MT 4-6-0 45428 'Eric Treacy', BR Standard Class 4 2-6-0 76079, 63395 Q6 0-80, Standard Class 4 4-6-0 No. 75029 'Green Knight' and Thompson BI 4-6-0 No 61264.**

Main line action on the Esk Valley is also planned.



BOOK YOUR TICKETS ONLINE AND SAVE UP TO 10% VISIT [WWW.NYMR.CO.UK](http://WWW.NYMR.CO.UK)  
FOLLOW US ON [@NYMR](https://twitter.com/NYMR) [NORTH YORKSHIRE MOORS RAILWAY](https://www.facebook.com/northyorkshiremoorsrailway)  
AND [NORTH YORKSHIRE MOORS RAILWAY](https://www.facebook.com/northyorkshiremoorsrailway)

Registered charity number 501388



## 8th, 9th, 10th May 2015

# DIESEL GALA & DORSET BEER FESTIVAL

**20118 & 20132** (REQUESTED) courtesy of HNRC,  
**D5185, 37057, 45060, 50035,**  
**56006, Class 66** courtesy of GBRf  
Plus **D6515, 33111 & 33201** from the home fleet

- ⇒ Beer Festival at Corfe Castle station
- ⇒ Exclusive ales available
- ⇒ Mainline railtours
- ⇒ Trade stands
- ⇒ Locomotive naming
- ⇒ Diesel hauled dining trains



Swanage Railway, Station House,  
Swanage, Dorset BH19 1HB

**DON'T FORGET OUR  
PREVIEW DAY  
on Thursday 7th May**

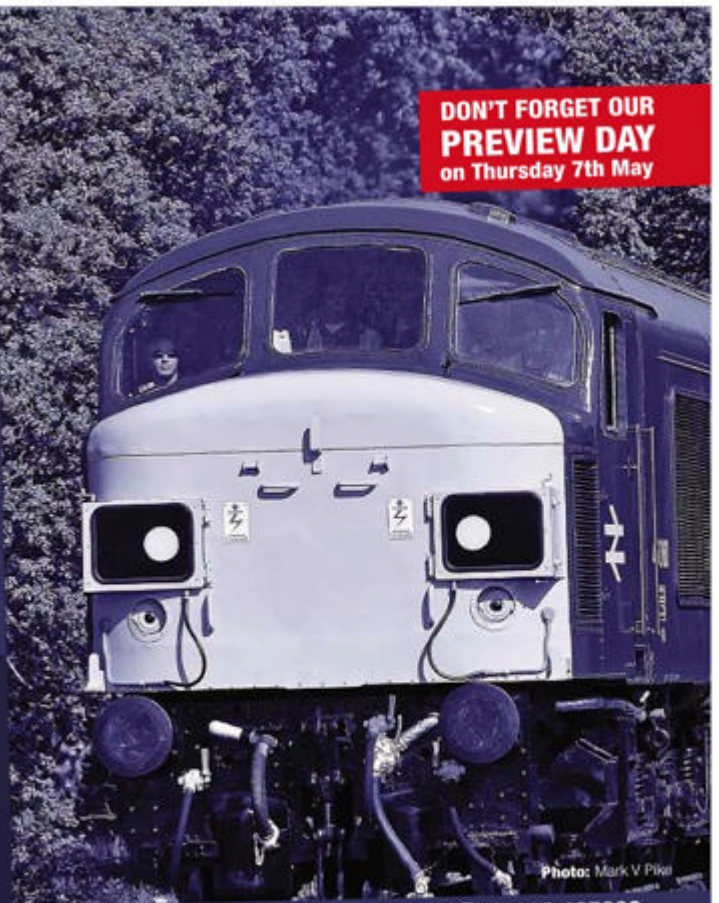


Photo: Mark V Pike

[www.swanagerailway.co.uk](http://www.swanagerailway.co.uk) 01929 425800  
Find us on Facebook Follow us on Twitter





COMPILED BY  
**CHRIS MILNER**  
Call: 01 507 529589  
email: cmilner@mortons.co.uk

➔ Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.

## Awards for EMT contact centre

EAST Midlands Trains has won an accolade at the National Institute of Customer Service Awards for its customer contact centre in Derby.

Launched in March 2014 as a '24/7 operation' (a rail industry first), it deals with passenger queries through social media and phone calls, including answering help point calls, tracking lost property, and requests for passenger assistance.

EMT was also a finalist in a Best Customer Satisfaction Strategy section.

East Midlands Trains was the only train operator to be nominated as a finalist and it is the second year it has been shortlisted.

# Milestone as New Street demolition work ends

DEMOLITION work needed to create the focal point of the new atrium at Birmingham New Street station has finally ended.

During the process, that began last summer, more than 6,000 tonnes of concrete has been moved from under the new atrium, allowing natural light to flood into what will become the new concourse.

With the demolition complete, the next step will be to hang structures from the atrium steelwork so that work can begin to attach the cladding

to the atrium's interior.

Once that cladding has been completed, the next stage will be the fitting-out of the retail outlets that will form the Grand Central shopping complex.

Developers are promising that the project will deliver a unique shopper experience, which will look and feel distinctly different to other centres. Completion of the reconstruction of the station and a full reopening is planned for September.

Picture: JOHN WHITEHOUSE



## Welsh proposals could include more electrification

NEW proposals from Network Rail aimed at meeting future growth in passenger and freight journeys in Wales and the Borders could see electrification of the North Wales Coast Line between Crewe and Holyhead.

NR's Welsh route study consultation draft proposes a redevelopment of Cardiff Central station in order to accommodate growth over the next 30 years, expected to be

the largest outside London. The number of journeys from Cardiff Central is forecast to grow from 13million to 33million by 2043.

The proposal, which will form any future funding decisions for the period 2019-2024, also includes:

- Increased capacity on the Cardiff Valley lines, along with platform lengthening.
- Development of Cardiff Capital City Metro proposals for rail.

- Relief line speed increases between Severn Tunnel Junction and Cardiff.

- Level crossing closures in West Wales.

- Longer trains between Cardiff and Manchester.

- Line speed increases on the North Wales Coast route.

- A new interchange station at Shotton.

- Line speed increases between Wrexham and Bidston.

- Additional peak services on

the Cambrian line.

- Extra capacity enhancements between Chester and Wrexham.

Within the study is an assessment of the role that ETCS might play in delivering improved safety and reliability, and providing additional capacity in the future.

The consultation is open until June 9 and can be accessed online at: <http://preview.tinyurl.com/k6dd460>

## STATION NEWS

### Work begins on Ilkeston station

WORK to demolish the old Midland Railway Ilkeston Junction & Cossall station building and clear the site for its replacement began in early March.

The process should have started in the summer of 2014, but flooding on the site – a former scrapyard – and the discovery of great crested newts, which are a protected species, delayed the start. These have now been caught and relocated... at a cost of £75,000.

The new station will have two platforms, a footbridge with both steps and long ramps for wheelchair/buggy access, passenger waiting shelters, CCTV, and ticket machines.

There has been some scoping back on the project because of the cost of additional flood prevention work. The car park will be reduced to 90 spaces.

The station is due to open by the end of the year. The original closed in January 1967.



An artist's impression of the new Ilkeston station. It will have extremely long ramps, rather than lifts, for step-free access.

### New footbridge at Machynlleth

MACHYNLLETH station, on the Cambrian line, is to get a new stepped footbridge with lifts.

Bringing step-free access to the busy station, where trains to Aberystwyth and Pwllheli divide, will be done with the minimum of disruption, says Network Rail.

Currently, passengers who are unable to use stairs to access platform 2 have to leave the station, walk down the access road along the main A487 road, using a narrow pavement, and up an inclined path to the platform – a process that takes several minutes.

It is a £12million programme that will also deliver access improvements to Radyr, Llandaf, Chirk and Ystrad Mynach stations. Funding has come from the Department for Transport and Welsh Government's Access For All scheme.



The Grade II Newark Castle station, which could be manned once more.  
CHRIS MILNER

### New hope for Newark Castle station

EAST Midlands Trains has submitted plans to Newark & Sherwood District Council with a view to bringing the Grade II station buildings at Newark Castle back into use.

The Italianate-style station was built in 1846 by the Midland Railway, but after being reduced to an unmanned station, the building has been used for a number of unsuccessful business ventures.

EMT has not confirmed its exact plans, but with an increase in passengers likely (see separate story), a manned booking office, passenger waiting facilities, and a coffee shop are likely.



MANCHESTER ROOF: Nearing completion: The new roof structure at Manchester Victoria looking south towards the recently reopened and extended Metrolink tram stop on March 4.  
MIKE HADDON



STRATFORD FOOTBRIDGE: The new footbridge at Stratford-upon-Avon seen on February 14 with unit No. 172336 in the station. The lift shafts will have brick infill to give a traditional look. There is a campaign to reopen the line beyond the DMU to Honeybourne as a diversionary route.  
FRASER PITHIE



## Opening phase for new Lincoln footbridge

THE first steps towards the construction of a fully-accessible footbridge over the railway at Lincoln High Street have been taken.

Following the purchase of 179 High Street, Network Rail has started to demolish the building, which has necessitated footpath diversions.

The busy crossing has led to frustration and mis-use by pedestrians and cyclists because removal of the original footbridge a few years ago means they cannot cross the line when the barriers are down.

The new bridge and lifts will provide pedestrians with 24-hour access.

NR plans a second new footbridge a few hundred yards west of the High Street, at Brayford Wharf, but that project has been delayed by uncharted utilities. It is hoped that work there can begin by the summer.

Both bridges will take about 12 months to complete.

# Bridge deck replaced on Scarborough line

A POSSESSION and closure of the York to Seamer line during part of February has allowed the replacement of the rail bridge over the River Ouse at York, in a project that has cost £6million.

The 140-year-old bridge was life-expired and because of its proximity near narrow streets and a residential area, replacement was complex and needed a 500-tonne crane to be assembled in a nearby car park in order to lift the new bridge into place.

The car park was where the bridge deck section was assembled for the final lift.

The new bridge includes a path that forms part of the National Cycleway network.

During the closure (from February 14-23), Network Rail also took the opportunity to carry out around 20 other projects valued at £3.5million, including:

- Vegetation clearance to improve driver visibility
- Improvement work at Haxby level crossing and Haxby station



- Level crossing
- Track renewals at Malton
- Minor improvement work on platforms 2 and 4 at York station

- Improvements to eight culverts to improve flood resilience
- General maintenance.

**Above: The new decks being positioned on the bridge spanning the River Ouse in York on February 17. NETWORK RAIL**

## Honeybourne line link to be reconsidered

THE serious landslip at Harbury that closed a major freight and passenger artery for seven weeks has prompted Network Rail to look at the feasibility of reinstating the Stratford-upon-Avon to Honeybourne line.

The Harbury slip meant that CrossCountry passengers and the many Chiltern Railway commuters from the West Midlands were forced to endure bus journeys between Leamington Spa and Banbury.

The line carries more than 160 trains a day, roughly a quarter of them being freight.

The growth forecasts for intermodal traffic over the next 15 years mean there could be some merit in an alternative route, even with the

development of the 'electric spine'.

RM contributor and photographer Fraser Pithie, concerned at the lack of contingency, has written to NR chief executive Mark Carne imploring the company to re-visit the plans to reopen the line to Honeybourne due to the massive disruption it has caused.

In his letter, Mr Pithie raised the issue of Harbury, plus ongoing issues with subsidence and associated speed restrictions further along the line at Fenny Compton, near Banbury.

He said: "I am extremely pleased that Network Rail is prepared to consider carefully the value of the Stratford-Long Marston reinstatement as an

alternative route."

He added: "It's also great news that Network Rail is referring the Arup case – made in 2012, for passenger services between Stratford and Oxford as well as Stratford to Worcester – to their group strategy team to now see if recent events would make a difference to the appraisal made of the reinstatement scheme at the time.

"This will be done as part of a West Midlands and Chilterns route study process that has just commenced. Doubtless, the offer in January this year, by a potential developer of Long Marston airfield, to contribute £17million towards re-instatement will also be a factor for Network Rail in reviewing things."

## £2m funding for Castle Line service upgrade

THE provision of £2million of local government funding and a series of phased upgrades will bring a number of improvements to the 'Castle Line' from Nottingham to Lincoln.

The deal was confirmed at a press event at Newark Castle station on February 25.

From the timetable change, effective from May 18, an additional 25 trains will run on weekdays between Newark Castle and Nottingham; some will be faster trains, with a number extended to Matlock.

### Aspiration

The journey time of many services on the route is slower than in steam days, but there will be a number of Newark-Nottingham services which will now take just 23 minutes.

At the press event, it was revealed that there is an aspiration for a 35-minute Lincoln-Nottingham journey time in the future, possibly using 100mph Class 170 DMUs cascaded from Scotland, or 90mph Class 158s.

Unfortunately, there is still no improvement in the new timetable for Sunday services – the first Lincoln-Nottingham train is at 15.00, and 15.29 in the reverse direction. There will, however,

be 19 extra trains calling at Fiskerton, eight at Lowdham, five at Burton Joyce, four at Thurgaton and three each at Bleasby and also Rolleston. The station in the Lincoln suburb of Hykeham will get an extra 14 trains per day.

The improved services will coincide with the spring opening of a National Civil War Centre in Newark town centre, and be a boost to Lincoln, which is a key location for events to mark the 800th anniversary of the Magna Carta

Further phases of improvements on the route will include the elimination of semaphore signalling and manual signalboxes (possibly later this year); replacement of manually operated level crossings with the automatic barrier type, along with obstacle detectors; and eventually an increase in line speed that will further shorten journey times.

Signalling control will eventually transfer to the new regional control centre at Derby.

With increased service frequency, EMT will acquire a Class 158 from sister operator SWT, which will be used elsewhere and allow a Class 156 to be moved to the route.

## Historic arches house new businesses in Gateshead

A ROW of railway arches on Tyneside have been converted to eight individual quality business spaces.

The arches, on Brandling Street, named after a family that played a major role in bringing rail services to Gateshead, were officially opened on March 5.

Their redevelopment has been a three-cornered partnership between Network Rail, Gateshead Council and the Railway Heritage Trust. The work cost £917,000.

Each unit has double doors on both sides of the viaduct and monthly rental is just under £1,000 per month.

Mark Tarry, area director for Network Rail, said: "This project is breathing new life into a previously under-used part of Gateshead. It has created more than 7,000 square feet of new



**Brandling Street arches after conversion to business units. NETWORK RAIL**

business space. Three of the units have been let already and there is serious interest in the others."



## 2015 traffic increase on GN/GE Joint line

THERE has been an increase in the number of freight trains using the GN/GE Joint line since the beginning of the year.

Completion of the £280million scheme covering the 86 miles between Doncaster and Peterborough via Lincoln, Sleaford and Spalding, which was formally 'opened' by Rail Minister Claire Perry on March 9, has involved the removal of several manual signalboxes, replacement and upgrading of level crossings, line speed increases, and the rebuilding of bridges to a W10 loading gauge.

This work was completed at the end of 2014 and now, following a period of route learning for drivers of the various freight companies, more trains are using the line. This in turn frees up paths on the East Coast Main Line, which will be used by Virgin Trains East Coast to introduce new services to Sunderland, Middlesbrough and Huddersfield, and to increase service frequency to Lincoln.

Services now being routed over the GN/GE line include intermodal services from Selby to

Felixstowe, from Felixstowe to Doncaster, rails from Scunthorpe to Eastleigh, ballast from Whitemoor to Doncaster, sand from Middleton Towers to Goole, and the Bow to Heck empties.

The route is also being used for stock movements between Wabtec Doncaster and Wimbeldon depot, and the Leeds to Southampton intermodals used it during the period the route via Harbury was closed by a landslip. Further services will be transferred once driver route knowledge has widened.



Freightliner Class 70 No. 70020 powers past Nocton, south-east of Lincoln, on the GN/GE Joint line, with the diverted 4055 Leeds to Southampton container train on February 13. JOHN HALES

## All systems go for Doncaster 'iport'

A £400MILLION scheme to develop a new rail freight terminal south of Doncaster has been given planning approval.

Called Doncaster iport and located at Rossington, a former colliery village, it will have three million sq ft of development and include a 35-acre rail freight terminal

with container-handling facilities. It will be accessed from the South Yorkshire Joint Line.

The terminal will be able to handle 775 metre-long trains with containers up to loading gauge W12. There will be two handling sidings, each a minimum of 400m long, a 400m-long headshunt, a

locomotive release siding and a 45m-long cripple siding.

There is also space for an extra three million sq ft of warehousing.

Infrastructure work has already started and will include access from the M18 (junction 3) and new bridges over the East Coast and South Yorkshire Joint Lines.

## GB Railfreight named operator of the year

GB RAILFREIGHT has been named Operator of the Year at the annual UK Rail Industry Awards 2015.

The company beat off three passenger franchises for the title – CrossCountry, Merseyrail

Electrics 2002 Ltd, and Northern Rail.

The award recognises GB Railfreight's substantial achievements over the past year, particularly the fact that the company's turnover in

2013/14 exceeded £100million for the first time.

Managing director John Smith said the award was "a testament to the hard work and dedication of more than 650 staff".



## Record numbers of new members

OVER the past six months, the RCTS has recruited a record number of new members to add to the 2,650 existing and life members.

Members can take advantage of meetings and site visits and observations, which have recently included a visit to the LU Neasden depot, which services trains for the Jubilee and Metropolitan Lines, as well as a record 61 people attending an excellent presentation on the 'Tongwynlais Gap' at the South Wales branch in Cardiff. Otherwise known as the Taff Gorge, this narrow valley had two separate lines passing through it (and a canal), with the Barry Railway running over it on the Walnut Tree viaduct.

Meetings range from the general to the very detailed: a recent presentation in Chichester covered the Southern third-rail power supply, wherein the tolerances are finely tuned, with the height of the insulators and the distance from the p-way being critical.

Planned site visits in the next three months include a trip to



Type 5 No. 60015 Bow Fell crossing Hawarden Bridge, north Wales, in August 1995. M SOUTHWELL/RCTS PHOTO ARCHIVE

Freightliner at Basford Hall and a 'behind the scenes' look at the Mid-Hants Railway, featuring sheds, workshops and signalboxes.

The image above, by M Southwell, is another from the society's photographic archive, showing TransRail-liveried 60015 Bow Fell crossing Hawarden Bridge with a steel train in August 1995. The archive – [www.rcts.org.uk/features/archive](http://www.rcts.org.uk/features/archive) – includes more than 44,000 images from the 1920s to the 1990s. Both postcard-sized prints and .jpg images are available.

Members receive the monthly *Railway Observer*, available in either digital or hard copy. This has long been regarded as an authoritative source of information on unusual loco and stock movements, international news, book reviews, and features.

The latest issue contains a fascinating four-page feature on the last 'Deltic'-hailed passenger train on the Waverley Route in 1969, a prelude to the exciting reopening in 2015 of this iconic route, at least as far as Galashiels. There is also an update on one of the current rebuilding projects – GWR 'Night Owl' No. 4709 – and four recent photographs of railways in Myanmar (formerly known as Burma) among the 55 colour photographs of modern and heritage traction (steam and diesel).

Those with longer memories will find the regular nostalgia corner fascinating, with extracts from the magazine of 1965, while modern interests will be satisfied through up-to-the-minute details and images of new stock, including Thameslink's new Class 387s on AC test runs to Crewe and DC runs to Brighton via North Pole.

Members also receive a 15% discount on all the society's 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](http://www.rcts.org.uk), or by visiting your local branch, which will be listed on the website, or by contacting [sales@rcts.org.uk](mailto:sales@rcts.org.uk)

New members can join for £15 for their first year.

The website also includes information about all society activities, including our publications and liveries project.





COMPILED BY  
**PAUL  
BICKERDYKE**  
Call: 01 507 529589  
email: railway@  
mortons.co.uk

**➔ Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.**

## DLR to run all night

TRANSPORT for London has announced that all-night services will be extended to the Docklands Light Railway and London Overground.

A 24-hour service at weekends is due to be introduced later this year on the Piccadilly, Victoria, Central, Jubilee and Northern lines, being extended to the Metropolitan, Circle, District, and Hammersmith & City lines by 2021. TfL now says the service will be extended further to London Overground in 2017 and the DLR by 2021.

The night services are part of a long-term economic plan for London that could add £6.4 billion to the London economy by 2030 and create half-a-million new jobs, according to the Mayor of London Boris Johnson.

Underground services from central London currently finish just after midnight, but the city is now growing faster than New York and its population could hit 10 million within 20 years.

## Car trouble for Metrolink

MANCHESTER Metrolink has had a spate of cars getting stuck on its tracks.

There were 14 incidents in as many weeks by early March, with the new line to the airport being one of the most affected.

About half of the reported incidents have occurred on the Airport line, which opened on November 3, with drivers taking a wrong turn onto the tracks instead of the road. The latest incident happened on March 2, near Baguley station, but the driver managed to get back on the road without affecting tram services.

Metrolink director Peter Cushing said the company had improved signage recently, but cannot stop drivers making mistakes.



**MANCHESTER VICTORIA REOPENS:** Metrolink services began using the new stop at Victoria from the end of February, following 11 months of rebuilding work. The track layout has been altered and new platforms built as part of a wider project to refurbish Victoria main line railway station. Trams to Bury and Rochdale started using the stop from February 18, while through services to and from the city centre called from February 21. Further work is needed, but when finished, the stop will have three platform faces instead of the previous two. The state of progress is pictured on March 4 as No. 3017 arrives with a service for Rochdale. Picture: PAUL SENIOR

# Scotland could be set for more tram lines

THE Scottish Government has announced that it could support new tram schemes in Scotland, even though the ruling Scottish National Party has previously distanced itself from the Edinburgh Tram project.

Transport minister Derek Mackay told the *Scotland on Sunday* newspaper that his

party would back proposals if they fitted in with other public transport networks.

Possible new tram schemes include a route from Glasgow Airport to the city centre, a line from Glasgow to Govan, and one in Aberdeen. He added, however, that the SNP would not fund the Edinburgh project,

which the party has opposed since 2007.

The future use of trams has been boosted by the success of Edinburgh Trams, which despite opening late and being over budget, has since proved popular with passengers.

The line from Edinburgh Airport currently ends in the city

centre, but plans are already been drawn up to extend it eastwards to Leith and Newhaven, as originally intended.

Funding remains an issue because the SNP-led Government has always said it will not provide any more public money for the scheme.

## Lucky escape for passenger dragged under Tube train

A FEMALE passenger was lucky to escape with just a black eye and broken arm after being dragged under a Tube train on March 13.

The incident happened during the morning rush hour at Clapham South on the Northern Line.

An initial inquiry found that the woman's dress and coat became caught in a door as the train was leaving the station for central London as she stood on the

platform. It is understood she had tried to board the train, but it was too full, so stepped back onto the platform as the doors closed. She was then dragged along the platform before falling underneath the train.

Platform staff activated an emergency stop procedure, bringing the train to a halt while it was still partly in the station. Passengers had to remain on

board for two hours while the injured woman was attended to. Knock-on effects caused disruption to the Northern Line, which is one of the busiest, carrying more than 800,000 passengers a day.

Rail union the RMT has demanded a 'safety summit' following the incident, as well as separate overcrowding issues at Brixton and Oxford

Circus stations. London Underground countered by releasing CCTV footage just prior to the accident, which is said to show that the platform was not overcrowded.

LU operations director Nigel Holness said: "The safety of customers and staff is our top priority and we do all we can to ensure customers can travel safely at all times."



**NET 'GHOST' RUNNING:** Nottingham Express Transit has started regular all-day testing and mileage accumulation on the Wilford section of its new extension to Clifton. This view, on March 14, shows Alstom 'Citadis' No. 234 crossing the rebuilt former Wilford toll bridge while heading out of the city. MIKE HADDON

## Chancellor Osborne hints at new trains for Tyne & Wear

THE Chancellor of the Exchequer, George Osborne, has said the Tyne & Wear Metro could get a new fleet and serve more destinations.

The comments came while he was visiting the North East on February 27.

Mr Osborne said: "We are inviting local authorities to present a business case for future investment in the Tyne & Wear Metro, which could include new high-spec trains and potential extensions to the network."

His announcement follows

ongoing talks between Metro owner Nexus and the Department for Transport about future investment plans.

Nexus is currently halfway through a £389 million programme to modernise and renew Metro infrastructure by 2021, including track, overhead lines, structures, escalators, lifts and stations. This includes refurbishment of the 35-year-old train fleet, but a new fleet will be needed by the mid-2020s, estimated to cost £300-400 million and lasting up to 40 years.





COMPILED BY  
**NICK  
BRODRICK**  
Call: 01 507 529589  
email: nbrodrick  
@mortons.co.uk

➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

## Charter marks Churchill anniversary

THE 50<sup>th</sup> anniversary of Sir Winston Churchill's funeral train will be marked with a railtour that will traverse the original route.

UK Railtours' May 9 'English Bulldog' retraces the steps of the Bulleid Pacific No. 34051-hauled train of January 30, 1965, starting at Waterloo running to Hanborough via Staines, Reading and Oxford. Unlike the funeral train, however, the charter will continue to Worcester Shrub Hill via the recently re-doubled Cotswold Line and returns to the capital via Cheltenham and the 'Berks & Hants'.

Meanwhile, tickets for UK Railtours' jointly promoted trip with Fullers between St Pancras and Barrow Hill roundhouse on May 14 are almost sold out. The 'Rail Ale' charter enables around three hours for passengers to sample the museum's annual beer festival, as well as ale being available on the train.

# Steam Dreams and RTC to 'share' *Flying Scotsman*

GRESLEY Pacific *Flying Scotsman* will haul a maximum of 24 railtours when it returns to the main line network next year after a decade-long hiatus.

Both Steam Dreams, operators of the 'Cathedrals Express', and the Railway Touring Company have been given an equal share of dates for the highly desirable charters using the National Railway Museum-allocated A3.

The number of trips falls within independent engineering specialist First Class Partnerships' suggested limitation of "between 22 and 26 trips" at "no more than 6,500 to 7,000 miles" each year of its projected 10-year boiler certificate.

Steam Dreams' Steve Newell

said that there was "nothing concrete" with regard to what trips the BR passenger green-liveried engine would undertake. "We've still got to cross a few 't's and dot some 'i's," he added.

### Aspirations

Meanwhile, RTC's Nigel Dobbing was similarly restrained in making firm promises. However, the managing director of the King's Lynn-based firm did reveal that he harbours aspirations of running *Flying Scotsman* between King's Cross and Edinburgh on the route of its namesake LNER express. Mr Dobbing also

expressed a hope that No. 60103 would be able to haul one of the Scottish legs of the annual 'Great Britain' tour, which will be in its eighth manifestation in 2016.

The National Railway Museum hasn't yet wavered from January's estimation that the loco is expected to finally make its long-awaited comeback later this year when it undertakes running-in trials.

However, *The RM* understands that No. 60103 won't haul a main line railtour until March, after a planned appearance at the NRM, York during February half term, as previously announced by museum director Paul Kirkman.

*Flying Scotsman* will operate in the custodianship of Riley (E) & Son for at least the first two years of its operation, the same company that is responsible for finishing the complex overhaul at its Bury workshops.

### Private

The A3's front-end assembly is now significantly complete with the additions of the bogie frame stretcher and new bufferbeam, complementing the previously reported new front main-frame sections and realigned cylinder castings.

As well as its 24 main line dates, the A3 will be allocated 21 days on private railways each year.

## Three countries charter for Six Nations rugby supporters



Class 68 No. 68005 *Defiant* ventured on to new territory on February 13 as it took charge of a Carmarthen to Edinburgh charter that conveyed Welsh rugby supporters to Scotland for a Six Nations match. The DRS loco is pictured awaiting departure from Newport and was relieved by No. 68002 at Carlisle. DEAN PARSONS

## Youngest steam driver Jim following in dad's footsteps

A 33-YEAR-OLD has been passed to drive steam on the main line.

Jim Clarke, of Haywards Heath, becomes the youngest person to do so since the end of British Railways steam.

Mr Clarke, who is also a fully qualified fireman for charter train operating company DB Schenker, follows the lead of father Don, who stepped off the footplate last year after 49 years, having started on BR's Southern Region.

His son passed his practical examination on his first solo outing on March 21, at the helm of 'Merchant Navy' No. 35028 *Clan Line* on the 'Belmond British



Jim Clarke (right) and father Don at London Victoria on March 21. PRESS ASSOCIATION

Pullman' from London Victoria, round the Surrey hills circuit.

## Mayflower misses first for Bluebell

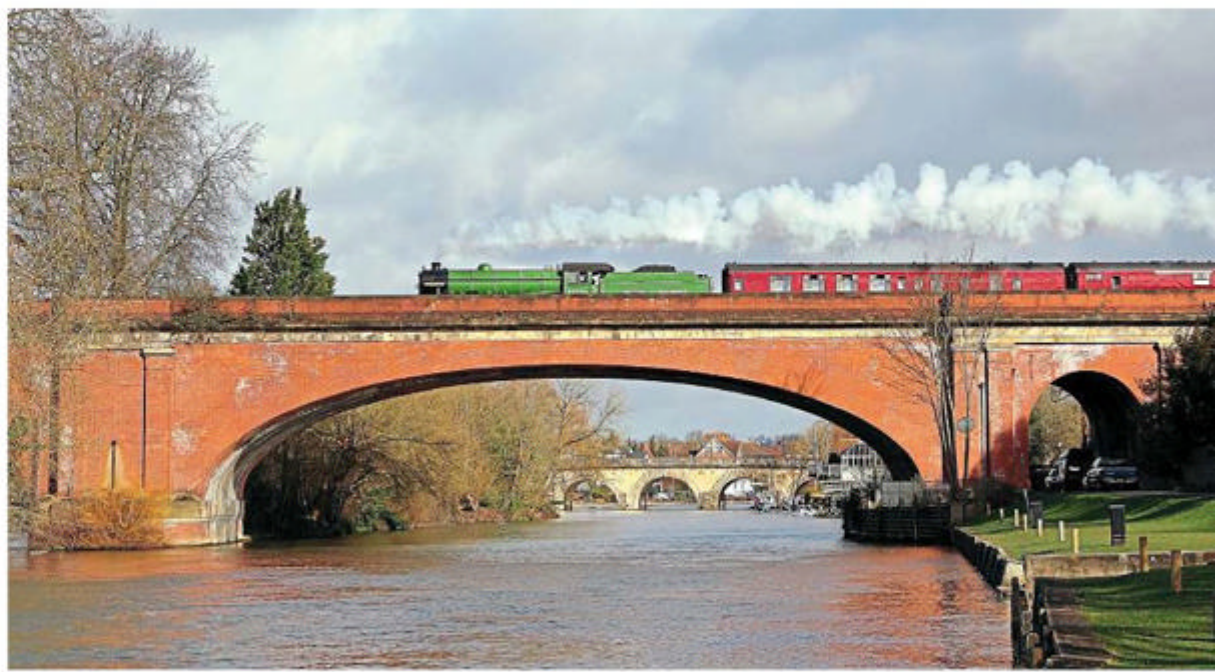
THE planned first steam-hauled main line train to originate from the Bluebell Railway went diesel hauled after B1 No. 61306 *Mayflower* was failed.

The apple green 4-6-0 was in steam at Southall on March 20 ahead of its planned move to the line in a convoy of rolling stock the following day.

However, a 'blow' from the smokebox was found to be caused by leaking superheater elements, which, although repaired on March 21, was too late for it to take any part in the return trip to Ely.

The 'Cathedrals Express' was instead hauled by Class 47 No. 47580 *County of Essex*, although S15 No. 847 did provide token steam haulage on the tour between Sheffield Park and East Grinstead.

There had been no hint of any potential problems during the 4-6-0's King's Cross-York return run on March 12, and David Buck's locomotive has been made available for Steam Dreams' April 1 run between Oxford and Kingswear.



How many more steam charters will traverse Maidenhead bridge before overhead electrification catenary is installed? On March 1, *Mayflower* scampers across Brunel's famous elliptical arches bound for Cardiff. PETER ZABEK



## Great Britain VIII

### Railway Touring Company

<b>April 28</b>	34067+70000
Victoria-Par	
<b>April 29</b>	34067+70000
Penzance-Bristol	
<b>April 30</b>	44871+45407
Bristol-Shrewsbury-Grange-over-Sands	
<b>May 1</b>	46115
Grange-over-Sands-Millom-Edinburgh Waverley	
<b>May 2</b>	46233
Edinburgh-Aberdeen-Inverness	
<b>May 3</b>	61994
Inverness-Kyle of Lochalsh and return	
<b>May 4</b>	61994
Inverness-Wick	
<b>May 5</b>	46233
Inverness-Perth-Oxenholme	
<b>May 6</b>	45690+61306
Grange-over-Sands-Hathersage-Nottingham-King's Cross	

## 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
- HDL** Hastings Diesels Limited,  
Railway Depot, Bridgeway,  
St Leonards-on-Sea,  
East Sussex TN38 8AP.  
Tel: 01424 812254.  
www.hastingsdiesels.co.uk/railtours
- NENTA** Nenta Railtours, Railtour House, 10 Buxton Road, North Walsham, Norfolk NR28 0ED.  
Tel: 01692 406152.  
www.nentatraintravellers.co.uk
- PATH** Pathfinders 2006,  
Stag House, Gydynap Lane,  
Inchbrook, Woodchester,  
Glos GL5 5EZ.  
Tel: 01453 835414.  
www.pathfindertours.co.uk
- PMRT** PMR Tours, PO Box 6233,  
The West Shed, Ripley DE5 4AD.  
Tel: 01773 743986.  
www.prcrct.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
- SRPS** Scottish Railway  
Preservation Society,  
82 Busby Road, Carmunnock,  
Glasgow G76 9BJ.  
Tel: 01698 263814.  
www.srps.org.uk
- 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.vintagetraintours.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
April 4	61994+61264	'The Wansbeck' Thornaby-Boulby and return	RTC
April 6	10A Pool	'The Hadrian' Hellifield-Carlisle and return.	RTC
April 8	10A Pool	'The Salopian Express' Preston-Chester-Shrewsbury-Preston	WCR
April 8	61306	'Cathedrals Express' Salisbury-Basingstoke-Woking-Hounslow-Clapham Jct-Canterbury West and return	SD
April 11	46233	'The Chester Experience' Derby-Burton-Stafford-Chester and return	PMRT
April 11	10A Pool	'Cumbrian Coast by Steam' Carlisle-Millom-Carnforth	WCR
April 11	10A Pool	'The Winter Cumbrian Mountain Express' Carnforth-Carlisle and return out via Shap; return via Ais Gill	RTC
April 11	5043	'The City of New Orleans' Tyseley Warwick Road-Coleshill Parkway-Leicester and return	VINT
April 16	10A Pool	'Cathedrals Express' Hellifield-Carlisle and return	SD
April 17	35028	'Golden Age of Steam' Victoria-Surrey Hills-Victoria	BEL
April 18	61994/62005	'The Buxton Spa Express' Manchester Victoria-Buxton and return	RTC
April 18	5043	'Coastal Explorer' Carnforth-Carlisle and return (out via Shap, return via Millom)	VINT
April 19	61306	'Cathedrals Express' Paddington-Maidenhead-Reading-Taunton-Exeter-Paignton-Kingswear and return	SD
April 23	61306	'Cathedrals Express' Southend Airport-Hockley-Wickford-Shenfield-Stratford-Warwick-Stratford-upon-Avon-West London	SD
April 25	44871&45407	'The Heart of Wales' Cardiff-Sugar Loaf-Shrewsbury	RTC
April 25	5043	'Ticket to Ride' Tyseley-Birmingham NS-Wolverhampton-Crewe-Wigan NW-Liverpool Lime Street and return	VINT
April 26	46233	'The Fife Circle and Forth Bridge' Edinburgh-Linlithgow and return via Forth Bridge and Fife Coast (AM and PM departures)	SRPS
April 28	61306	'Cathedrals Express' Horsham-Dorking (main)-Cheam-West Brompton-Bath-Bristol TM and return	SD
May 2	34067	'Golden Arrow Statesman' Willesden area-Canterbury and return	STATE
May 8	70000	'VE Day Surrey Hills Luncheon Circular' Victoria-Clapham Jct-Twickenham-Addlestone-Woking-Shalford and return	SD
May 8	70000	'VE Day White Cliffs Evening Circular' Victoria-Bromley South-Bat and Ball-Tonbridge-Folkestone and return	SD
May 9	10A Pool	'Stratford on Avon Steam' Skegness-Wainfleet-Boston-Heckington-Sleaford-Stratford-upon-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-Potters Bar-Stevenage-Peterborough-Matlock-Rowsley and return	RTC
<b>Regular service</b>			
Tuesdays from May 5.			
		'The Dalesman' 10A Pool. Diesel hauled York-Normanton-Wakefield-Leeds-Keighley-Skipton-Carlisle and return. Steam hauled Hellifield-Carlisle and return.	WCR
<b>10A Carnforth Pool</b>			
	45690 45699 46115 48151		

## NON-STEAM DIARY

DATE	LOCO	ROUTE (note: tours may start and finish elsewhere)	PROMOTER
April 3	2x37 (DRS)	'Easter Chieftain' Salisbury-Chippenham-Oxford-Leamington-Nuneaton-Crewe-Preston-Inverness	PATH
April 4	2x37 (DRS)	'Easter Chieftain' Inverness-Kyle and return	PATH
April 4	2x57 (WCR)	'Spirit of The Lakes' Cleethorpes-Habrough-Scunthorpe-Chester-Llandudno and return	WCR
April 5	2x37 (DRS)	'Easter Chieftain' Inverness-Wick and return	PATH
April 6	2x37 (DRS)	'Easter Chieftain' Inverness-Salisbury (as outward on April 3)	PATH
April 9	67	'Historic Canterbury' Victoria-Canterbury and return	BEL
April 10	67	'Golden Age of Travel' Victoria-Surrey Hills-Victoria	BEL
April 11	2x47 (WCR)	'The Wight & Sussex Express' Hooton-Wrexham-Shrewsbury-Wolverhampton-Stourbridge-Worcester SH-Portsmouth Harbour-Chichester and return	WCR
April 11	2x57 (WCR)	'Settle & Carlisle Statesman' Cardiff-Cwmbran-Hereford-Craven Arms-Shrewsbury-Crewe-Wigan NW-Carlisle and return	STATE
April 11	67	'The Humber Sceptre' Finsbury Park-Stevenage-Peterborough-Newark-Grimsby-Immingham Docks-Cleethorpes and return	UKR
April 11	67	'Grand National' Victoria-Liverpool and return	BEL
April 12	2x20+37 (DRS)	'Dimple Darley and Dale' Crewe-Stafford-Walsall-Darley Dale and return via Midlands freight lines	PATH
April 13	2x57 (WCR)	'The North York Moors & Heartbeat Explorer' Chester-Frodsham-Warrington BQ-Leyland-Blackburn-Accrington-Burnley-Hebden Bridge-Sowerby Bridge-Brighouse-Whitby and return	WCR
April 15	2x57 (WCR)	'The Royal Windsor Express' Holyhead-Bangor-Llandudno Jct-Chester-Crewe-Litchfield TV-Kensington Olympia-Windsor & Eton and return	WCR
April 16	67	'Historic Canterbury' Victoria-Canterbury and return	BEL
April 17	2x57 (WCR)	'Cornish Riviera Statesman' Leeds-Doncaster-Sheffield-Derby-Loughborough-Hinckley-Birmingham NS-Truro-Penzance	STATE
April 18	67	'York & North Eastern Explorer' Westbury-Bradford-on-Avon-Bristol Parkway-Cheltenham-Barnt Green-York-Darlington-Durham-Newcastle and return	PATH
April 18	2x47 (WCR)	'The Dean Forest Explorer' Dereham-Norwich-Thetford-Ely-Cambridge-Hitchin-Bath-Bristol and return	NENTA
April 18	1001	'Green Dragon' Hastings-Battle-Tonbridge-Redhill-Cardiff and return	HDL
April 19	2x57 (WCR)	'Cornish Riviera Statesman' Penzance-Leeds as outward on April 17	STATE
April 19	185	'S&C Desiro Tracker' Manchester Piccy-Wigan NW-Pennith-Carlisle and return via Kirkby Stephen and Blackburn	BLS
April 22	2x47 (DRS)	'Harrogate at Leisure' Birmingham-Derby-Chesterfield-Harrogate and return	BEL
April 23	67	'Historic Canterbury' Victoria-Canterbury and return	BEL
April 24	67	'Cornish Weekend' Victoria-Penzance	BEL
April 24	2x47 (DRS)	'Harrogate and Harewood House' Birmingham-Derby-Chesterfield-Harrogate and return	BEL
April 25	2x47 (WCR)	'The Jolly Fisherman' Preston-Wigan-Liverpool Lime St-Runcorn-Crewe-Stoke-Tutbury-Lincoln-Skegness and return	WCR
April 25	67	'Golden Age of Travel' Plymouth-Exeter circular train	BEL
April 25	2x37 (DRS)	'The Devon Explorer' Crewe-Stafford-Birmingham NS-Cheltenham-Bristol PKWY-Exeter-Okehampton and return	PATH
April 25	2x57 (WCR)	'Settle & Carlisle Statesman' Derby-Loughborough-Narborough-Nuneaton-Rugeley-Crewe-Carlisle and return	STATE
April 25	159	'Ticket to Ryde' Waterloo-Woking-Portsmouth Harbour-Wootton and return	UKR
April 25	2x47 (DRS)	'The Spirit of Travel Lunch' Birmingham-Wolverhampton circular train	BEL
April 26	2x47 (DRS)	'Afternoon Tea and Mad Hatters Tea Party' Cheltenham-Gloucester-Worcester circular train	BEL
April 27	67	'Cornish Weekend' Penzance-Victoria	BEL
April 29	67	'Chatsworth House' Victoria-Chesterfield and return	WCR
May 1	2x47 (WCR)	'The Cumbrian Lakeland' Southport-Parbold-Wigan-Bolton-Manchester Vict-Rochdale-Todmorden-Carlisle and return	WCR
May 1	67	'Murder Mystery Lunch' Victoria-Victoria circular train	BEL
May 2	67	'Golden Age of Travel' Victoria-Surrey Hills-Victoria	BEL
May 2	2x37 (WCR)	'Plockton & Kyle of Lochalsh' North Berwick-Musselburgh-Edinburgh-Dalgety Bay-Ladybank-Perth-Inverness-Kyle of Lochalsh and return	SRPS
May 3	2x47 (DRS)	'Afternoon Tea and Mad Hatters Tea Party' Manchester-Manchester circular train	BEL
May 3	67	'Discover Folkestone' Victoria-Folkestone and return	BEL
May 4	66 (DBs)	'Buxton & Cheshire Explorer' Basingstoke-Didcot Parkway-Kemble-Stonehouse-Cheltenham-Worcester SH-Buxton and return	PATH
May 6	2x57 (WCR)	'The Eastern Cathedrals Express' Carnforth-Hellifield-Skipton-Shipley-Wakefield KG-Doncaster-Retford-Ely-Norwich and return	WCR
May 6	67	'Sandringham' Victoria-Cambridge-Ely-King's Lynn and return	BEL
May 7	67	'Historic Canterbury' Victoria-Canterbury and return	BEL
May 8	2x47 (DRS)	'Loch Lomond National Park' Manchester-Preston-Balloch and return	BEL
May 9	67/97	'The Snowdonian' Nottingham-Loughborough-Nuneaton-Birmingham NS-Wolverhampton-Telford-Barmouth-Minfordog-Portmadog-Pwllheli and return	PATH
May 9	2x57 (WCR)	'Settle & Carlisle Statesman' Coventry-Birmingham Int-Wolverhampton-Wellington-Gobowen-Wrexham General-Frodsham-Carlisle and return	STATE
May 9	2x57 (WCR)	'The Sussex Coast Explorer' Stockport-Knutsford-Chester-Crewe-Tamworth-Brighton-Eastbourne and return	WCR
May 9	67	'The English Bulldog' Waterloo-Clapham Jct-Staines-Worcester and return	UKR





**60163 TORNADO**  
New Steam for the Main Line

## TRAVEL WITH TORNADO IN 2015 LONDON KING'S CROSS TO YORK Tuesday 2nd June 2015 with 'The White Rose'

The A1 Steam Locomotive Trust is proud to present *Tornado* and iconic Deltic *Alycidon* working 'The White Rose'. Departing from London King's Cross, *Alycidon* will take the train North, calling at Potters Bar and then onto York - stretching her legs at 100mph. The day will provide time to explore the City of York prior to the return journey that will be steam hauled by *Tornado*, covering a distance of almost 200 miles on the East coast main line. All profits from this tour go towards maintaining *Tornado* in future years.



Photography by Geoff Gilmour AISLT

CLASS	ADULT	
Premier Dining	£225	
First Class	£139	
Standard Class	£99	
TIMES (Preliminary)	OUTWARD	RETURN
London King's Cross	09:15	21:30
York	12:30	16:30

Tables for two in First Class (non-dining) and Premier Dining are available for a supplement of £25.00 per person.

*Tornado* will only run a limited number of times on the main line in 2015, so travel with us to ensure you don't miss out!



Photography by Marcus Gilmour AISLT

To book by debit or credit card please call our ticket agents UK Railtours on 01438 715050 [www.ukrailtours.com](http://www.ukrailtours.com) or through [www.a1steam.com](http://www.a1steam.com)

Please note that credit card payments will attract a 2.5% administration charge. In the event of cancellation or haulage problems, please see terms and conditions of travel. Full details on request from UK Railtours.

**TORNADO RETURNS IN APPLE GREEN!**

# RETRO RAILTOURS LTD

Retro Railtours specialises in providing exciting days out for enthusiasts and daytrippers. Our next trip will be:

## RETRO LINCOLNSHIRE BELLE - SATURDAY, 13th JUNE 2015

Join us for our first tour of 2015 to the Lincolnshire resort of Skegness in June. The train will commence at Crewe, before picking up at Stockport, Reddish South, Stalybridge, Huddersfield, Mirfield and Wakefield Kirkgate, before travelling through the East Midlands, and across the Lincolnshire Fens to Wainfleet and Skegness. You have the option to alight at the attractive market town of Wainfleet, home to Bateman's Brewery, or continue to the lively seaside resort of Skegness, where you will have approximately 5 hours - plenty of time to explore this historic seaside town - home of the 'Jolly Fisherman' - and enjoy its famous bracing sea air! The train conveys Standard, First Class & Premier Dining, and prices start at £69. (Premier Dining includes a Full English breakfast & 4 course evening meal)



Requested traction: DRS Class 20s

To book: Visit [www.retrorailtours.co.uk](http://www.retrorailtours.co.uk) or send cheques payable to Retro Railtours Ltd to 2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL. For further info, ring 0161 330 9055



## East Lancashire Railway enters service on ELR



COMPILED BY  
**PETER  
NICHOLSON**  
Call: 01 507 529589  
email: classic.traction  
@btopenworld.com

➔ Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.

### Swanage DMUs come and go

CLASS 108 DMUs Nos. 51933 and 56504 returned to the Swanage Railway on February 4. This followed completion of overhaul at Eastleigh Works and preparation for main line operation for use on the extension to Wareham. Meanwhile, Class 117 Nos. 51356, 59492 and 51392 (*RM* Feb, p92) have been moved to Eastleigh for recovery of spare parts for the railway's other Class 117 DMU.



### SIDELINES

#### Electric Railway Museum opens up from April-October

THE Electric Railway Museum at Coventry Airport, Baginton, will be open every second Saturday each month from April-October (10.30-16.30).

Additional special weekend dates are yet to be announced. Admission and car parking are free.

■ See also Headline News.

#### 125 Group acquires ex-Virgin stock

THE group that has restored prototype HST power car No. 41001 has acquired three former Virgin Trains Mk 3 air-braked carriages – Nos. 10206 Kitchen Buffet First (previously HST TRUK No. 40507); 11074, an Open First; and 12092, an Open Standard.

They have been stored at Long Marston for many years.

#### Small diesels take a turn at East Lancs

EAST Lancashire Railway's April 18-19 mixed traction small engines weekend features diesels Class 03 No. D2062, Class 08s Nos. 08164 (first passenger runs since overhaul), Class 08 13594 (08479), Class 09024 (first passenger runs on ELR), and Class 14s Nos. D9531 *Ernest* and D9537 *Eric*.

#### 'Teddy Bear' on Nene Valley TPO

THE Nene Valley Railway's travelling post office weekend (April 4-6) sees a Class 14 hauling the mail train in place of the usual *Thomas* 0-6-0T, which is receiving workshop

CLASS 37/4 No. 37418 returned to traffic at the East Lancashire Railway's March 7-8 diesel gala.

The working followed an overhaul, which has taken several years, and included engine replacement.

The loco had a test run the

previous weekend, and it was confirmed only 48 hours before the event that it would be running.

It is seen on March 8 heading 2J87, the 16.20 Bury-Rawtenstall, approaching Townsend Fold. The loco was in base blue livery with

its large logos still to be applied.

Originally No. D6971, it was later one of two locos to carry TOPS No. 37271, the other being the former No. D6603, later 37303, and subsequently 37333.

No. 37418 was officially named *East Lancashire Railway* at

Bury Bolton Street station on April 22, 1994 by the late Cyril Smith, MP for Rochdale. It is currently unnamed.

Withdrawn on December 31, 2007 it passed to a private owner for preservation on the ELR in 2009. Picture: DUNCAN LANGTREE

### Brute force used on 'Teddy Bear' at West Somerset



THE Diesel & Electric Group's thorough overhaul of the long-disused Class 14 No. D9518 saw it pulled out of the old goods shed at Williton, West Somerset Railway, where it is being restored, on February 14. This

was a rare outdoor appearance so that dismantling could continue with the removal of the cab. The badly corroded fasteners had to be removed with oxyacetylene and brute force.

Picture: PETER NICHOLSON

### Swanage gala preview day

THE Swanage Railway has a 'Go West' diesel gala preview day on May 7 prior to the main three-day event taking place *RM* March, p102). Visiting Class 45 No. 45060 *Sherwood Forester* and Class 50 No. 50035 *Ark Royal* will be running alongside

steam-hauled trains, with the first train departing Swanage at 10.00. A GB Railfreight Class 66 will be named *Swanage Railway* at Swanage station on May 7 by GBRf managing director John Smith and local radio DJ Mark Collins.

### First Great Western 'Gronk' for Epping Ongar gala

THE Epping Ongar Railway's April 18-19 diesel gala is expected to have some visiting locos, the first confirmed being a First Great Western Class 08 from its Old Oak Common depot fleet.

Resident locos in operation will be Class 03 No. 03119 and 03170, Class 31 No. 31438, Class 37 No. D6729 and Class 47 No. 47635 *Jimmy Milne*, as well as Class 205 DEMU No. 205205.

Recently arrived Class 45 'Peak' No. 45132 is not yet in traffic, but the hope is that it

will be ready for the autumn diesel gala on September 19-20.

The full length of the line could be available for the spring gala for the first time, giving six miles of running and the steepest section of the line at 1 in 57. This is subject to works and approvals being completed in time.

Evening trains and non-stop services will be featured, and 'Shark' brakevan rides might be available.

### Nene Valley's April diesel gala visitors confirmed

LOCOS booked to appear at the Nene Valley Railway's April 11-12 gala are Class 50 No. 50015 *Valiant* and 'Crompton' No. 33109 *Captain Bill Smith RNR* from the East Lancashire Railway, together with the Class Forty Appeal's MR-B-based Class 37 No. 37190.

Main line company visitors, subject to availability, will be a

DB Schenker Class 60 as the star attraction, plus Garcia Hanson's Class 50 No. 50008 *Thunderer* and Class 56s from UK Rail Leasing and DCR.

The home fleet will be represented by Class 31 No. 31271 *Stratford 1840-2001*, Class 14 Nos. D9520 and D9529, and Swedish railcar No. 1212.



## Birmingham RCW company revived

THE Birmingham Railway Carriage & Wagon Company Ltd (BRCW) has been legally revived and has located an area in Smethwick in which it plans to establish its business.

The private company was incorporated on June 16, 2014. It is limited by guarantee with no share capital. The registered office is at 145-157 St John Street, London EC1V 4PW, with Simon Altham as MD.

The original company of the name was established in 1854

and built a large quantity of locos, multiple units and rolling stock. Financial difficulties led to closure in 1963. Today it is probably best known as the builders of Classes 26, 27, 33 and the prototype D0260 *Lion* (see pages 32/33).

The stated aims of the not-for-profit company include the 'new-build' construction of *Lion*, along with other long-scrapped 1960s prototypes D0280 *Falcon* and HS4000 *Kestrel*, even though those two

were not originally BRCW products. Others on the wish list are DMUs of Swindon Classes 123 and 124, Gloucester Class 128 MPV, and a modernised version of the 'Blue Pullman'.

The firm also plans to build a library of drawings and manuals to help other groups with their projects, and to keep the surviving products of BRCW in good order.

■ It is believed some parts of *Kestrel* have been located in Russia – see Headline News.



Class 108 DMU No. 51572 is under restoration for operation on the Wensleydale Railway. It is seen at Leeming Bar receiving attention on March 7, following transfer from the Stainmore Railway at Kirkby Stephen East. Picture: GORDON KIRKBY

## Wensleydale DMU services

TRAIN services will be extended westwards beyond the new Wensleydale Railway station at Northallerton West (RM Jan, p90) through to Aysgarth on selected days from April 5-6.

Trains normally run from Leeming Bar as far as Redmire using a three-car DMU, comprising Class 117 DMS No. W51400, TCL No. 59509 and Class 101 No. 51210.



## Canadian caboose in use at Mangapps

MANGAPPS Railway, Burnham-on-Crouch, Essex, is the only railway in the UK with a genuine North American railroad caboose – a super brakevan.

It sees occasional passenger use, such as on March 1 when worked by Class 03 No. 03197, and is seen at the end of a train approaching the main station at Mangapps.

Few railways could operate such a vehicle as its height is not compatible with the UK loading gauge, but Mangapps is not restricted by any overbridges, enabling it to run without any problems.

The super brakevan, No. 434677, was originally Canadian Pacific Railway (and bears that company's former CP Rail branding). It was built

at Angus Shops, Montreal in 1981. Withdrawn in 2004, it was brought to England from Fairfield, Iowa in September 2011. It is expected to be running again during Mangapps' mixed traction event on April 3-6, the first day of which is all-diesel. The other two days are mainly steam with a few diesel workings.

Picture: STUART CHAPMAN



Also seen at Leeming Bar on March 7 is Class 20 No. 20121. This long-stored loco recently returned to the line following overhaul and repainting from well-worn BR blue into HN Rail orange. Class 47 No. 47715 *Poseidon*, which still wears Fragonset black livery (RM Jan, p90), is due to be moved to Barrow Hill for attention by its owner, HN Rail. Picture: GORDON KIRKBY

## Swanage 'Crompton' problem discovered

THE 71A Locomotive Group has revealed that a rear axle problem was encountered during routine bogie and underframe inspection of Class 33 No. D6515 Lt Jenny Lewis RN (RM Feb, p91).

The cover had sheared from its mounting bolts due to an axle seizure.

All the affected parts were brand-new, fitted during its thorough overhaul, with the group expressing disappointment that this should happen less than a year after returning to traffic.

The expense of buying new parts was carried out in an attempt to ensure such a problem would not reoccur.



## 'Thumper' progresses at Williton

COMPREHENSIVE work on two Class 205 DEMU cars at the West Somerset Railway, Williton, is now at an advanced stage.

They are being restored by West Somerset Restoration for a private owner, who will be taking them to the Dartmoor Railway on completion. They were previously operated on the Pontypool & Blaenavon Railway.

Power car DMBSO No. 60117, from set No. 1118 (205118), was

started up for the first time at Williton on February 14, as seen here, filling the shed with exhaust. It soon shut down, however, with a fuel-flow problem, which required attention.

Both cars have been repainted in BR blue with DTC No. 60828, originally from set No. 1129 (later 205129), in the adjoining paint shop.

Picture: PETER NICHOLSON

## DIARY

### April

**3-6** South Devon Railway, mixed traction event  
**3-6** Mangapps Railway, 25th anniversary gala  
**4-6** Nene Valley Railway, Class 14 TPO trains  
**11-12** Avon Valley Railway, diesel gala  
**11-12** NVR, diesel gala  
**18-19** Barrow Hill, diesel rarities gala  
**18-19** Bluebell Railway, diesel gala  
**18-19** Didcot Railway Centre, GWR railcar 75th birthday  
**18-19** East Lancashire Railway, small engines weekend  
**18-19** Epping Ongar Railway, diesel gala  
**25-26** LT Acton Depot, open days

### May

**2-4** Pontypool & Blaenavon Railway, mixed traction event  
**7** Swanage Railway, Go West gala preview day  
**8-10** SR, diesel gala  
**16-17** Ribble Steam Railway, *Delic's* 60th birthday event

**22-25** South Devon Railway, mixed traction event  
**23-24** Royal Deeside Railway, Wickham weekend  
**23-25** DRC, 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** WR, diesel running day  
**20-21** Llangollen Railway, DMU gala  
**21** Chasewater Railway, coal train day  
**26-28** North Yorks Moors Railway, diesel gala

### July

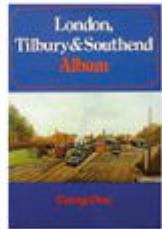
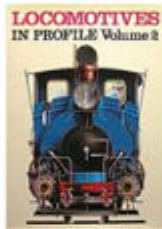
**3-5** ELR, diesel gala  
**4-5** Spa Valley Railway, 30th anniversary of BR closure





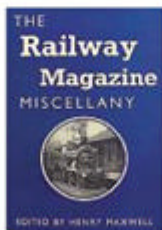
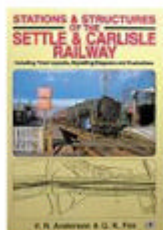
18 Nasmyth Court,  
Livingston, EH54 5EG, UK  
Tel: +44 (0) 1506 441023  
sales@transportstore.com

TRANSPORT STORE



Railway books from the UK and world-wide  
**www.transportstore.com**

The largest web stock available to browse  
using our simple and unique categorisation



Immediate availability and purchase with  
secure payment online  
Telephone enquiries and orders welcome  
Collections purchased

# ROBERT HUMM & CO

**BRITAIN'S BIGGEST  
RAILWAY BOOKSHOP**

*Old and New Buying and Selling*

**Station House, Stamford,  
Lincolnshire PE9 2JN**

Tel: (01780) 766266. Fax: (01780) 757929

*Open 9.30 to 5.00*

*Monday - Tuesday and Thursday - Saturday*

**Don't miss our new look web site  
www.roberthumm.co.uk**

# new books

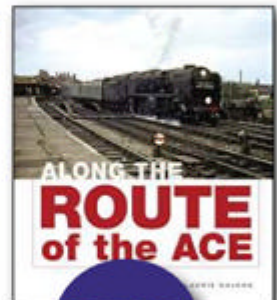
from Ian Allan  
PUBLISHING

## ALONG THE ROUTE OF THE ACE

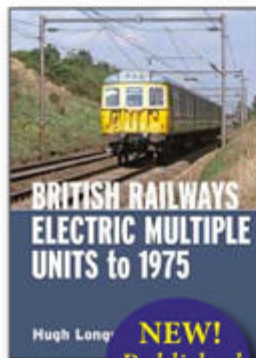
Laurie Golden

A fine selection of colour  
photographs from the 1960s  
which showcase a variety of  
steam locomotives plying the  
Atlantic Coast Express route  
west of Salisbury.

Hardback • 250mm x 220mm  
96 pages • 978 0 7110 3698 7  
£22.50



**NEW!**



## BRITISH RAILWAYS ELECTRIC MULTIPLE UNITS TO 1975

Hugh Longworth

Encyclopaedic coverage, in  
true Hugh Longworth style, of  
all BR main line EMUs built up  
to 1975. Over 360 pages of  
detailed data, together with a  
line drawing of each class.

Hardback • 297mm x 210mm  
368 pages • 978 0 86093 668 8  
£40.00

**NEW!**  
Published  
April

## abc LONDON RAILWAY ATLAS

Joe Brown

The little brother to Joe Brown's  
extraordinary large scale *London  
Railway Atlas*, this pocket-sized  
'abc' is designed specifically for the  
travelling enthusiast. Fitting neatly  
into the pocket, it contains bags of  
info complete with gazetteer.

Paperback • 184mm x 120mm  
80 pages • 978 0 7110 3818 9  
£12.00



**Available  
April**

## AVAILABLE NOW

Follow us....



- From our website at [www.ianallanpublishing.com](http://www.ianallanpublishing.com)
- From our Mail Order Hotline on 0844 245 6944
- From our bookshops in London, Birmingham and Manchester

## CONTACT US

Email: [marketing@ianallanpublishing.co.uk](mailto:marketing@ianallanpublishing.co.uk)  
Write to: Marketing Dept • Ian Allan Publishing  
Riverdene Business Park • Hersham • KT12 4RG  
Call: 01932 266600





COMPILED BY  
CLIFF  
THOMAS  
Call: 01 507 529589  
email: railway@  
mortons.co.uk

➔ Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.

## 2ft 4½in gauge for GVT revival

THE Glyn Valley Tramway Trust board has agreed to use the original GVT's rare 2ft 4½in gauge for its revival of the old Glyn Valley Tramway from Chirk to Pontfaen.

The decision goes against a consultant's feasibility report, which recommended 2ft 6in (*RM Feb*), but the trust believes, despite the complications, that adoption of 2ft 4½in is the correct solution for a line still held in great affection locally, and that it will also present a unique selling point in comparison with other narrow gauge lines in North and mid-Wales.

No date for tracklaying along 'Chirk Straight' is yet determined. The section is covered by planning permission, secured in 2012, and is believed not to require a Transport & Works Order to pass under the road at Hand Lane Bridge, there being no other foot or road crossing until the route reaches Matchbox Bridge, beyond Ty Ririd.

A fundraising appeal is likely to be launched soon.

# Barber steams for first time at South Tynedale

THOMAS Green & Company 0-6-2ST *Barber* (441/1908) moved under its own power at its South Tynedale Railway home for the first time on February 19.

*Barber* is believed to be the only surviving complete example of the 33 locomotives built by a firm better known for producing lawn mowers and road rollers, and the only known example in the northern hemisphere.

The loco was named after company chairman Francis Barber, and worked between the NER's Bilton Junction and Harrogate gas works until 1949. It was donated to Leeds Museums and Galleries' industrial collections in 1956, following efforts by the Narrow Gauge Railway Society. It was

transferred to the STR in 2003, but progressing its restoration to steam was frustrated by various issues, including funding. A renewed effort in 2011 enabled *Barber's* despatch to Alan Keef Ltd's engineering works the following year.

*Barber* moved under its own steam for the first time in 65 years during a post-overhaul test at Keef's plant last October before returning to STR. Testing and crew familiarisation will be taking place prior to it entering full STR service, to be marked by a May 2-5 gala weekend.

The first of STR's new fleet of coaches, being supplied by the CFI works in Crişcior, Romania (*RM March*), has been delivered to Alston.



Thomas Green & Company 0-6-2ST *Barber* steams in the South Tynedale Railway's yard at Alston on February 19 – the first time it has steamed on STR metals. The low cab profile arose from the need to work through a confined tunnel at Harrogate. DAVE HEWITT



Ffestiniog & Welsh Highland Railway carriage No. 119 following arrival at the Golden Valley Light Railway, GVLRL

## Golden Valley buys FR carriages

GOLDEN Valley Light Railway has bought two steel-bodied Ffestiniog Railway carriages.

No. 119 was delivered to Butterley on March 3, and No. 117 will follow next year.

No. 119 was built at Boston Lodge in 1980 on an old Isle of Man Railway chassis and ran on the Welsh Highland Railway between June 2009 and the end of 2010. It was withdrawn when the FR's new super saloon No. 119 entered service last September.

No. 117, built in 1977 to a similar design, also bolstered WHR carriage stock during 2010.

The vehicles became surplus to requirements as the F&WHR

continues a programme of introducing new and re-bodied passenger rolling stock (*RM January*).

Hitherto, Golden Valley LR passenger accommodation has centred on Manrider vehicles, supplemented last August by newly restored original Ashover coach No. 4.

The ex-FR coaches will significantly upgrade passenger comfort and capacity for normal GVLRL operations.

No. 119 is now in the GVLRL works receiving attention to make it useable at its new home. This includes fitting new bogies and adaptations to its braking system. It should enter GVLRL service in 2016.

## Cash injection for Minffordd yard

A £235,000 donation by the Ffestiniog Railway Society has enabled construction of a new workshop and store in the FR's Minffordd Yard.

Work on the foundations will start around Easter. The building has been ordered and will provide storage for patterns, marketing materials and p/way equipment, and accommodate an S&T workshop.

The project is part of a major clearance and reorganisation of the yard.

Objectives include provision of

space for a shed to house restored wagons (principally slate wagons), fulfilling a key objective of the Ffestiniog Railway Heritage Group's 'Waggon Tracks Project' appeal (*RM August 2011*).

Tenders for the building have been received and discussions are taking place with potential suppliers. To clear space for the shed a goods transfer crane, in situ since around 1872, is being dismantled.

Restoration to working order as a heritage feature at a different location is possible.

## New general manager for W&LLR

WELSHPOOL & Llanfair Light Railway trustees have appointed Charles Spencer as the railway's new general manager. He takes up the post for the start of the 2015 operating season following the retirement of Terry Turner.

Canadian-born Charles has a background in business,

management and leadership of volunteer organisations.

He retired in 2012 after a 30-year career with the Bank of Canada and has been a regular W&LLR volunteer since 2008. Charles qualified as a locomotive fireman in 2014 and is also a Groudie Glen Railway volunteer.

## Proposed steam railway for the Arsenal

PROPOSALS for a new Royal Arsenal Narrow Gauge Railway were unveiled in February.

The prospect of an 18-in gauge line at the Crossness Engines Trust site in south-east London arose in 2011 when ex-Woolwich Arsenal 18in-gauge Avonside 0-4-0T *Woolwich* was moved from the Royal Gunpowder Mills, Waltham Abbey, to Crossness pumping station for restoration (*RM Aug 2011*).

The Grade I listed buildings – housing preserved steam beam engines – are on the site of Thames Water's modern Crossness sewage treatment works, a plant with restricted public access, which limits the number of dates the historic site can be opened to paying visitors.

The trackbed of a standard gauge contractors' railway

built during construction of the original sewage works between 1860 and 1865 has presented the means of providing independent access.

A surfaced footpath has now been constructed along part of that trackbed. It runs from Belvedere Road, where a new car park is being built, to the CET site. The path has been designed to allow construction of a 700-yard narrow gauge railway alongside, even including a kink to accommodate a station.

Detailed proposals are now being prepared and, if approved by Thames Water, planning permission will be sought. Since there are no nearby properties, objections seem unlikely.

The proposed trackbed has been cleared of vegetation and the new line could

be opened in 2016.

A quantity of 80lb/yard rail (this is heavy, but the Royal Arsenal line employed 75lb material) has been donated and delivered to the site, with more to follow, hopefully sufficient for the full line. Sleepers, including long timbers for turnouts, have also arrived. An existing building will serve as the railway's shed and workshop.

Restoration of 0-4-0T *Woolwich* has progressed, despite an unsuccessful Heritage Lottery Fund application. Work (in terms of time) is reckoned to be about 70-75% complete, but £50,000 needs to be raised to finance tasks that cannot be undertaken at Crossness, including boiler repairs and production of new water tanks.



## SIDELINES

### Car smashes WHR crossing equipment

**LOCATION** cabinets containing the electronics which control the level crossing and point indicator lights at Pont Croesor on the Welsh Highland Railway were destroyed by an out-of-control car in late February.

The vehicle crashed while crossing Pont Croesor road bridge, spinning backwards onto the railway and demolishing a fence and the railway equipment. No-one was injured in the incident. Replacement electronic equipment is likely to cost £35,000-£40,000.

The crossing is being operated manually – prior to replacement components being bought – with firemen flagging trains across the road.

### Sir Haydn back home

TALYLLYN Railway welcomed 0-4-2ST No. 3 *Sir Haydn* back to Tywyn on February 28.

The out-of-ticket loco had been away from the TR for nearly two years on a promotional tour, which included appearances at standard gauge heritage railway galas, being on display at the Severn Valley Railway's Highley 'Engine House', and finally appearing at the February 17-22 Caravan Show at Birmingham's NEC.

Following its St David's Day final public appearance, *Sir Haydn* entered TR's Pendre works for overhaul.

## DIARY

### April

**12** Ffestiniog Railway, 'The Snowdonian'

**13** Bala Lake Railway, *Winifred* returns

**26** Amberley Museum, industrial trains day

**26** Evesham Vale Light Railway, diesel day

### May

**1-4** Ffestiniog Railway, 150 years of passenger trains

**2-3** Southwold Railway, workshop open days

**2-4** Tallyllyn Railway 150, Quarryman Experience

**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

# Russell returning to Wharf for TR's 150th celebrations

HUNSLET 2-6-2T *Russell* will return to the Tallyllyn Railway's Wharf station half a century after it left to be restored to steam.

The Welsh Highland Heritage Railway's flagship locomotive will visit Tallyllyn's July 3-5 150th birthday party, joining previously announced guest, Ffestiniog Railway's George England 0-4-0STT *Prince* (RM March).

*Russell* was built in 1906 for the Portmadoc, Beddgelert & South Snowdon Railway Company, which became part of the Welsh Highland Railway in 1922.

In 1942 it was requisitioned and worked at an opencast ironstone site in Oxfordshire and sold post-war to work on

the clay systems on Dorset's Isle of Purbeck. Out of service in 1953, *Russell* was bought (for £70) by the Birmingham Locomotive Society and taken to Tallyllyn's Tywyn Wharf station, where it remained a static exhibit until April 1965.

Initially moved to Kinnerley, it arrived at what is now the Welsh Highland Heritage Railway in 1970. Subsequently restored to steam, it returned to service last summer after a decade-long overhaul.

With two important 2ft-gauge (nominal) locos attending the party celebrating the July 5 1865 Royal Assent of the Tallyllyn Railway Act, TR is laying two lengths of temporary track. This will enable *Russell* and *Prince* to



*Russell* pictured in 1965 when it was on the wharf edge behind the museum at Tallyllyn's station. The leading pony truck had been removed during its time working on Fayles Tramway in Dorset. The locomotive looks very different now, as does the site, with this old museum having been replaced by a magnificent new structure several years ago. DAVID MITCHELL

both appear in steam and be photographed with 2ft 3in-gauge TR locos, including Fletcher, Jennings pair, 0-4-2ST

No. 1 *Tallyllyn* and 0-4-0WT No. 2 *Dolgoch*, sporting original liveries as exclusively unveiled in January's RM.



Burton & Ashby Light Railway tram No. 14 displayed in the 'Grain Store' museum building at the Statfold Barn Railway. It will be re-gauged to 2ft and overhauled to run at the SBR during regular open days. Picture: SBR

## Burton tram safe at Statfold

TRAM No. 14, the last surviving vehicle from the 3ft 6in-gauge Burton & Ashby Light Railway, is now part of the Statfold Barn Railway collection.

Rescue and repatriation of the 1906-built tram from Detroit (where it was re-gauged to 3ft and ran on a heritage tram system until closure in 2003) was briefly reported in February's RM (Headline News).

With the vehicle safely displayed at Statfold, further details have been confirmed of the decisive action taken to secure its repatriation.

An auction of surplus Detroit city assets was arranged at short

notice. Moving fast, Statfold contacted a group of supporters from the Burton area, who were considering a repatriation effort. They supported SBR's proposed purchase, contact was made with their American representative, who assisted in the bidding process, and Statfold fought off stiff American competition to acquire the tram.

SBR engineers went to the USA to arrange removal and transport of the tram to a safe storage facility afforded by Charles Mathews in Toronto, Canada. They then arranged the final phase of its repatriation back to Staffordshire.

## Archaeological investigation reveals Boston Lodge's past

FFESTINIOG & Welsh Highland Railways volunteers and staff from Gwynedd Archaeological Trust have begun an investigation as the Ffestiniog Railway prepares to start major upgrading of Boston Lodge works (RM Feb).

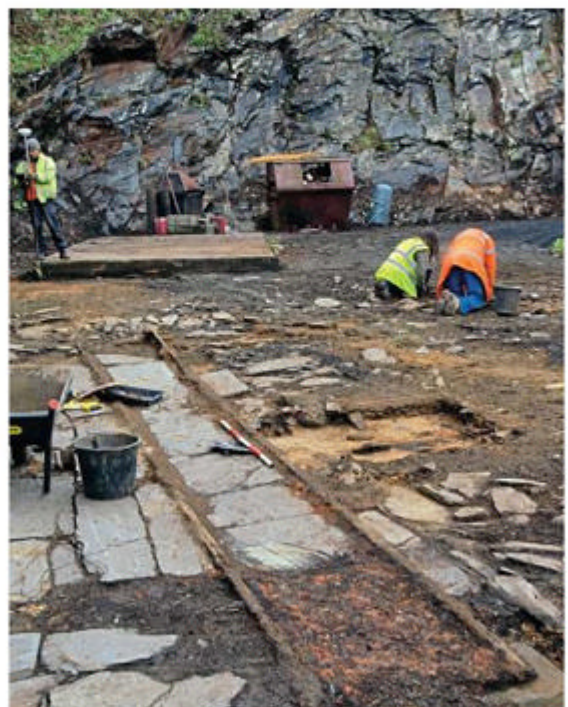
Starting in the top yard, the oldest part of the site, initial discoveries include evidence of a slab-floored wagon store and lengths of T-section rail, the earliest rails used by the Ffestiniog. Material found during the excavation will be catalogued and archived, and the findings published.

Boston Lodge is built on the site of a quarry that produced the stone from which the Cob

was constructed between 1808 and 1811. It was developed to build and maintain wagons for the new 13-mile tramway linking the slate quarries at Blaenau Ffestiniog to the wharves at Porthmadog. This stakes its claim to being the oldest still-operating railway workshop in the world.

FR introduced steam in 1863 – the works taking on responsibility for loco maintenance – and built its first locomotive, Double-Fairlie *Merddin Emrys*, in 1879.

Subsequent construction included a further three double engines, today's Single-Fairlie *Taliesin* and 2-6-2T *Lyd*, which was outshopped in 2010.



Right: F&WHR volunteers and staff from Gwynedd Archaeological Trust investigating Boston Lodge Works' top yard in February. The T-section rail dates from the 1840s and was discovered inside what had once been a shed (the stone flags would have formed the floor) with the excavated area (centre right) believed to show the original ground level of the works. ANDREW THOMAS FR/WHR



# FREIGHTMASTER

## 21 Years and counting

FREIGHTMASTER  
21st ANNIVERSARY EDITION

From its humble beginnings in 1994, FREIGHTMASTER has become the most respected guide to railfreight operations in the UK today. Whether you use it on its own, or in conjunction with FM OnLine and / or 'Real Time Trains', it is indispensable in identifying individual freight train movements and freight 'hotspots' around the network.

To celebrate the 21st Anniversary, Martin Buck has compiled a special 32 page colour portfolio, using his own images, to illustrate how freight operations have changed to help shape the railfreight scene as it is today. For example:

- Privatisation of freight and new freight operators  
DBS (EWS), DRS, FHH, GBRf, Colas.
- New loco classes : 66s, 92s, 57s and 'Powerhaul' 70s.
- New rolling stock : Out go 2-axle wagons (eg. MGR HAAs), in come high-capacity bogie hoppers / tanks.

**No.77 : April - June 2015 ('Spring')** is now out, "**completely updated**"

Major changes to report:

**GBRf** take over Bardon Hill aggregate trains to Angerstein / Colnbrook / Neasden / Theale / Tinsley.

**Colas** move into petrochemicals : Lindsey to Colnbrook / Preston Docks / Rectory Junction.

£15.95

### Special Offers

Loco Review 2015 and Freightmaster No.77..... **£31.95** (save £ 2.95)

4 Issues of Freightmaster ..... **£47.85** (save £15.95)

**\*\*ONE ISSUE FREE\*\*** .... Nos.77 to 80 (through to March 2016)

4 Issues of Freightmaster and **\*\*FREE\*\*** Loco Review ..... **£63.80** (save £18.95)

**'Loco Review 2015'** great action - 224 pages of stunning images - here's some highlights ....

**'GBRf Hire'** - Class 47s working gypsum and sand trains

**'Binliners'** - Roxby 'Binliners' past and present.

**Thamesport Freightliners'** - 47s, 56s, 57s, 66s and 70s.

**Railhead Treatment Trains'** - Locos, diagrams and routes.

**'National Power Class 59/2s'** - 1994 : NP 59/2s on Drax coal and limestone trains.

**'Channel Tunnel Freight'** - 1994 to 2014 : Dollands Moor, 47s, 92s and the 'Blue Train'.

**'Infrastructure'** - Lots of 'heritage' traction : 20s, 31s, 33s, 47s, 52s, 56s, 57s.

**'Loco Profiles'** - 60087, 37423 and 50007 (past and present) plus GBRf's 66718 and 66721.

**'Colas 70s'** - All 10 new Colas 70s in action.

**'DRS Class 68s'** - new 'Vossloh' locos working ballast, intermodal and 'Ryder Cup' specials.

**'Tour De France'** - loco hauled Trains in Yorkshire.

.... all for just **£18.95**



**LOCO  
REVIEW**



Martin Buck

2015 EDITION



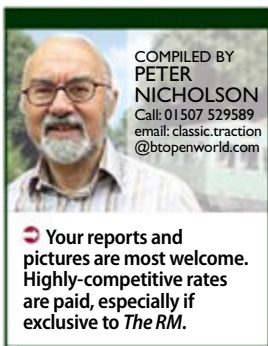
[www.freightmasterpublishing.co.uk](http://www.freightmasterpublishing.co.uk)

Freightmaster Publishing, PO Box 2986, BRISTOL, BS2 2BQ

01179 - 548204

(9am to 5pm - Monday to Friday)





COMPILED BY  
**PETER  
NICHOLSON**  
Call: 01 507 529589  
email: classic.traction  
@btopenworld.com

➔ Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.

## New line opens in Lincolnshire

SPRINGFIELDS Miniature Railway (SMR) is a new addition to one of Lincolnshire's most popular attractions – Springfields Outlet Shopping & Festival Gardens at Camel Gate, Spalding.

A 250-metre, 7¼in-gauge track now winds its way through the woodland area of the gardens.

Opening at Easter, the SMR will run on most weekends throughout the spring, summer and autumn, and on bank holidays, school holidays and some weekdays (12.00-15.00).

In addition to the permanent line, the Spalding Model Engineering & Hobby Show will be held at the Springfields Events Centre on April 25-26. Like the inaugural event in 2014, this is expected to attract model locos up to 10¼in gauge.



**Initial stock for the Springfields Miniature Railway is a pair of open bogie coaches and a brand-new Type 42 Roanoke 0-4-0 petrol loco, No. 8 Fly, seen at Springfields SMR station on January 30. It is hoped a steam loco will eventually be acquired. Picture courtesy: SPRINGFIELDS MINIATURE RAILWAY**

# Britain's last pub railway devastated by blaze

A MAJOR fire in the outbuildings and kitchen of the Fancott Arms, near Toddington, Bedfordshire on March 3 led to the adjoining 7¼in-gauge Fancott Miniature Railway's locomotive & carriage shed being destroyed, along with the locos and stock inside.

The fire broke out at 3.40pm. Staff and customers were soon evacuated, with no-one hurt, but operator Ron Stanbridge had been working in the shed until a short while before the fire started.

Most of the locos at the site were severely damaged, probably beyond repair, but *Pippa*, a 4wPH by P Whitmore of 1994, could be repairable. The others affected were *Herbie* (Severn Lamb Bo-BoDH of 1984); Class 47 Bo-BoPH No. 47586 (N Atkin of 1992) and a Class 08-type

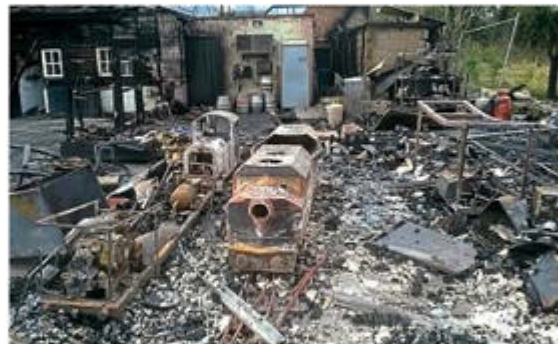
0-6-0PH, stored for Barton Water Mill, which was newly restored and awaiting return to the owners.

The three carriages and a maintenance wagon were also lost, with all that remains being their wheels and frames.

The railway itself was not damaged and the signalbox control shed was untouched, where privately owned 4wBE No. 3 *River Fal* (Express Locos/R Wilson of 2003) was safely stored.

The railway, which is believed to be the last pub line in Britain, will be closed for some months and it is hoped that a successful insurance claim can be made.

Mr Stanbridge has been overwhelmed by offers of help from other railways and the public, and the operator thanks everyone for their support.



**The scene of utter devastation at the Fancott Miniature Railway on the morning of March 4, the day after the fire. On the left, gutted, is No. 47586 with the largely intact but severely damaged *Pippa* behind. The remains of *Herbie*, an American-outline loco, can be seen in the centre of the picture. RON STANBRIDGE**

■ Anyone wishing to make a donation to help re-equip the railway to get it running again can do so at: [www.gofundme.com/FancottRailwayfire](http://www.gofundme.com/FancottRailwayfire)

## Pete Waterman's loco collection goes under the hammer

TWO auctions, including 7¼in-gauge locos, take place on April 16 at Ely House, 37 Dover Street, Mayfair, London.

Conducted by auctioneers Dreweatts & Bloomsbury, one comprises the large-scale model collection of rail and pop music impresario Pete Waterman, including four fine-scale, exhibition-quality 7¼in-gauge locos, which it is understood are being sold to raise finance for the restoration of his full-size locos.

Three are built by highly acclaimed loco builder David Aitken of Nottingham. Lot 52 is GWR 4-6-0 No. 4073 *Caerphilly Castle* with tender No. 2415, price guide £100,000-£150,000.

Lot 54 is GWR 4-4-0 No. 3440 *City of Truro*, tender No. 1506, and the only one of the three Aitken locos to have been steamed. The price is estimated at £100,000-£120,000.

Lot 53 is GWR 0-6-0 Beyer Goods No. 337 and tender



**Above: GWR Beyer Goods No. 337, one of the three superbly detailed scale model engines built by David Aitken for Pete Waterman, and being sold by auction on April 16. This is believed to be the only known large-scale model of this loco.**

**Right: Although little more than a rolling chassis, this scale GWR Class 805 0-6-0T was made in 1874 and is possibly the oldest known 7¼in gauge loco. It is expected to fetch £5,000-£7,000 at the April 16 auction. Photos courtesy: DREWEATTS**



No. 1273, with a price estimate of between £100,000-£120,000.

The fourth loco is an extremely rare GWR cutaway instructional model of an 805 class 0-6-0T, built by Wolverhampton Works

apprentices in about 1874.

The second auction of the day includes a 7¼in-gauge 'Rainhill' 0-2-2 loco and tender by G Wicks, an LSWR Beattie 2-4-0WT by Bob Lilley, and Talylyn Railway 0-4-0T

*Dolgoch* by the late Marc White.

Further details and catalogue at: [www.dreweatts.com](http://www.dreweatts.com).

Prospective buyers can view the locos at Ely House from March 9 (Monday to Friday, 10.00-18.00).

## KNOW YOUR LINES: No. 42 Burnley & Pendle Miniature Railway

**Gauge:** 7¼in

**Location:** Thompson Park, Burnley, Lancashire BB11 2AA OS ref. SD 844333

**Operator:** Burnley & Pendle Miniature Railway Society

**Running days:** Weekends (March to end of September), all bank holidays from Easter, and Wednesdays during school holidays (12.00-16.00).

**Website:** [www.bpmrs.org.uk](http://www.bpmrs.org.uk)

**Facebook:** Thompson Park railway

**Email:** [burnley.pendle@ntlworld.com](mailto:burnley.pendle@ntlworld.com)

THE society was formed in 1990, with work starting around 2001 when a circle of track was laid. This was extended to about 700 metres in 2006 and a further 300m was added in 2013, making a running length of 1,009m.

Membership is 30, with the line running three member-owned steam locos, five battery-electrics and four internal combustion locos.

Annual events include Teddy Bears picnic, 'Santa Specials', and regular double-headed running days. Rides cost £1, with saver tickets available.

Dogs are not allowed in the park, and car parking is not available.

The railway's 25th anniversary will be celebrated on May 23-25 with at least eight visiting locos. More can be accommodated and loco owners wishing to participate can make contact via the website or Facebook.



**J.B. Earle is a 2-6-4T, owned by BPMRS member John Bohan, who commissioned it to be built by D Edisbury in 2000/2001. It was scaled from original drawings of the locomotives of the 2ft 6in-gauge Leek & Manifold Valley Light Railway, Staffordshire, which closed in 1934. The two original locos, built by Kitson in 1904, were the first 2-6-4Ts to run in Britain. Picture: MIKE BAILEY**



# THE 2015 SPOTTER'S COMPANION

37TH EDITION OF THE FAMOUS 'SPOTTER'S COMPANION'  
**BRITISH LOCOMOTIVE MULTIPLE UNITS  
 AND COACHING STOCK - COMPILED BY NREA**

The fully updated new edition for 2015 is now available

Information including the numbers, names and depot allocations of all British Railway's current fleet of diesel and electric locomotives, high speed trains, multiple units, coaching stock, multiple unit formations, emu formations and locomotive pool codes.

## Attractive features include:-

- 1 Details of the current motive power fleet.
- 2 Includes HST's, multiple units and coaching stock.
- 3 Numbers, names and depot allocations.
- 4 Locomotive pool codes.
- 5 Multiple unit formations.
- 6 Technical specifications for all locomotive classes.
- 7 Format 148mm x 105mm; with laminated cover and now with 140 pages (will fit NREA's double and single plastic jackets).
- 8 Priced at **£9.95** inclusive of return free postage (UK addresses only).



ORDER YOUR COPY NOW!  
 JUST SEND £9.95 PER COPY (RETURN POST & PACKING FREE) TO:  
**NREA SALES DEPT RM,**  
 3 CHURCHILL DRIVE, MALVERN, WORCESTERSHIRE WR14 1DJ

# GRESLEY SOCIETY TRUST STATUE APPEAL

The Gresley Society Trust is delighted to announce that secured funds for our statue project now exceed half of the expected cost.

This will allow us, in early March, to commission Hazel Reeves SWA FRSA in anticipation of completion by 5th April 2016 - the 75th anniversary of the death of Sir Nigel Gresley.

With your continued generosity we hope to fund the remaining balance so we can commemorate the great man in the perfect location: King's Cross station.

Please give generously via our website [www.gresley.org](http://www.gresley.org). A sincere 'thank you' for the donations received to date.

The statue will be cast in bronze. A plaque on the adjacent wall will explain briefly about Sir Nigel.

It will also carry a QR code, so that those with smartphones may get into immediate touch with this website to learn about Sir Nigel and his work.



Donations may be made to the Gresley Society Trust through its website [www.Gresley.org](http://www.Gresley.org) or by cheque - payable to the Gresley Society Trust and posted to 96 Greenfield Drive, Eaglescliffe, Stockton on Tees, TS16 0HN



EAST LANCASHIRE RAILWAY

# Small Engines Weekend

Special fares apply, please see website

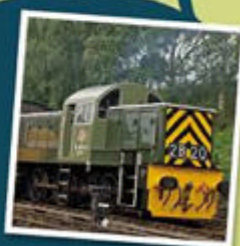
18 & 19 April

## Special guest locos

include Haydock Foundry 0-6-0WT 'Bellerophon' and Class 73 001 which will be starring alongside five steam and six diesel home fleet engines

\*with kind permission of Foxfield Railway. All locos are subject to availability.

Award winning **real ale** venues at Bury and Rawtenstall Stations



[www.eastlancsrailway.org.uk](http://www.eastlancsrailway.org.uk)  
 Bolton Street, Bury BL9 0EY | 0161 764 7790

# Highest Prices Paid For Railway Relics

CANONBIE

Totems

EDENBRIDGE TOWN

## Posters



## Locomotive Plates

Highest prices for nameplates, smokeboxes & workplates



78063

5936

## Carriage Prints



## Cast Iron/Enamel Signs

Especially from smaller companies



## Clocks



## Signalling Items & Handlamps

Tablets, Key Tokens, Shelfplates etc.



Tickets, Handbills & Paperwork  
 Any quantities considered

IMMEDIATE COLLECTION & SETTLEMENT ANYWHERE IN U.K.  
 FREE VALUATIONS INCLUDING PROBATE/INSURANCE

[cpyclark@talktalk.net](mailto:cpyclark@talktalk.net)  
 Please call 01788 521491





COMPILED BY  
**KEITH  
FENDER**  
Call: 01 507 529589  
email: railway@  
mortons.co.uk

**Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.**

## New locos, nationalisation and electrification for Buenos Aires

### Shinkansen network expands

JAPAN'S 228km Hokuriku Shinkansen line opened on March 14.

It connects Nagano with the major cities of Toyama and Kanazawa on the west coast of the main Japanese island of Honshu. The 260km/h line (with six stations) has direct trains operated by brand new E7 series Shinkansen trains between Tokyo and Kanazawa. They take 2hr 28min, compared to the previous journey times of 4hr 20min on the old 1067mm gauge line.

Services are operated jointly by two firms – JR East and JR West. Toyama and Kanazawa are in the part of Japan served by JR West, although the line from Tokyo as far as the west coast at Jōetsu is owned and operated by JR East, whose Tokyo station platforms will be used by Hokuriku Shinkansen trains.

Services from Tokyo use the Jōetsu Shinkansen line as far as Takasaki, where the new Hokuriku Shinkansen line heads north.

The Hokuriku line has been built in stages: the first section to Nagano opened in 1997 from where the second stage to Kanazawa opened on March 14. A further extension south to Tsuruga is under construction, but is unlikely to open until the mid-2020s. A final extension, south from Tsuruga, to the Kyoto area (already served by the Tōkaidō Shinkansen [Tokyo to Osaka] is planned long-term.

The new line took 23 years to build and crosses mountains with significant tunnels, the longest of which is 22.251 km long.

### Czech firm to rebuild diesels for Finnish operator

HELSINKI-based private freight operator Fennia Rail plans to start operation in Finland during 2015.

Fennia Rail has ordered three 120-tonne rebuilt 1,524mm gauge Class 774.7F Co-Co diesel locos from Czech manufacturer CZ Loko.

The 90km/h machines will be closely based on previous CZ Loko conversions of former Czech Railways Class 770 locos, built for Czech industrial users.



Amazingly, 1950s-built EMD G12s have replaced more recent diesel traction (including some 1980s-built three-car DMUs from Argentine firm Materfer) on some suburban services. Two daily diagrams are required for the Victoria to Capilla del Señor line, north of Buenos Aires, with four G12s dedicated to the service. On February 18, A604, in the new Trenes Argentinos livery, first delivered to Argentina in 1957, makes a smoky departure from Garin, while working train 2007 the 10.48 Victoria-Capilla del Señor. D LANGHAM

RE-NATIONALISATION of the majority of Argentina's railways was announced by the country's government in early March.

In practice, most of the commuter operations serving Buenos Aires have been partly re-nationalised for several years now, although private operators will still continue to operate two routes and some freight concessions. To reinforce the change of operator, older locos are being reliveried in light blue & white, based upon the colours of the Argentine national flag.

Large numbers of new Chinese-built trains are now entering service in Buenos Aires, replacing older trains. The new 24 type SDD7 Co-Co locos from China South Locomotive & Rolling Stock Corporation (CSR) – with Caterpillar 3516B

engines – have now almost completely replaced, along with brand new CSR-built coaches, the nearly 60-year-old Alco-(USA) built RSD16 diesels on the Linea San Martin from Retiro to Pilar. Services on this line have recently been extended about 20km west to Dr Cabred station in the strangely named town of Open Door.

Work to electrify the busy lines connecting La Plata, capital of the province of Buenos Aires, with the federal capital itself (Buenos Aires) is underway. New 25kV AC EMUs are being built by CSR Qingdao Sifang for services on the former Roca network from Plaza Constitución station, which will replace diesel-operated trains on La Plata services within a year, based on current plans.



Two fleets of Chinese-built diesel locomotives have been delivered to Argentina in the last two years. The very busy Linea San Martin, which operates from Retiro San Martin (smallest of the three Buenos Aires Retiro stations) has seen all rolling stock replaced by Chinese equipment, new high-level platforms (for use with the new coaches), and an extension from Pilar to Dr Cabred completed in the last year.

The terminus at Retiro still retains its lower quadrant semaphore signalling, originally imported in the 1920s or earlier from the UK.

New Chinese-built (CSR) SDD7 Co-Co B956 runs round at Retiro after operating train 3420, the 16.39 Jose C Paz-Retiro, before forming 3437, the 18.04 return on February 12. D LANGHAM



Four sets of recently imported Chinese-built CKD8G locos and stock are required for new 'Diferenciales' semi-fast services on the Roca division, operated for commuters to/from Buenos Aires. Two sets are used for services to La Plata, and the other two for trains to Cañuelas and Chascomús.

Higher fares, bought from dedicated ticket windows, offer a faster, non-stop service and guarantee a seat, air-conditioning and toilet facilities. Thirteen of these 120km/h CKD8G Co-Co diesels, fitted with 2,950hp MTU-type 16V4000R43 diesel engines, were built in Dalian by China North Locomotive & Rolling Stock Corporation. Seven of the 160km/h CKD8H version have also been delivered for long-distance services.

At Buenos Aires Plaza Constitución on February 18, CKD8G 0007 is seen about to work A6703, the 18.40 to Chascomús, and CKD8G 0002 the A6403 18.48 to Cañuelas. D LANGHAM



EMD-built GT22CW Co-Co A917 (built EMD, London, Canada 1998), in new Trenes Argentinos livery, departs from Florencio Varela station, working train 2237, the 11.28 Temperley-Gutiérrez on February 16. Masts for the planned electrification (this is one of the two routes to La Plata) can be seen in the picture. New EMUs will replace diesel locos on this route within a few years. D LANGHAM





One of two motor freight vans delivered to Bermuda in 1931 – ex-Bermuda Railway petrol railcars 30 or 31 (EE 846 / 847 1931) – in use in September 2014 as stores at the old Georgetown railway workshops, which are still used by the Guyana Government Transport & Harbour Dept. THOMAS KAUTZOR

## Bermuda Railway survivor discovered – in Guyana

THE British colony of Bermuda, in the Atlantic Ocean, had one of the shortest-lived of all railways. Its entire 21¾-mile system was opened on October 31, 1931 (but not fully completed until later that year) and closed in 1948 as years of intense use during the Second World War had left it worn out.

The island was a key wartime base combating German U-boat submarine activity in the Atlantic, but in 1946, the private Bermuda Railway company sold the entire operation to the colonial government, which then decided to close it. The last day of operation was May 1, 1948.

In 1931, the Bermuda Railway had ordered eight 20-ton 120hp petrol-engined-powered bogie coaches, plus six 14-ton bogie first class coaches and two 14-ton bogie freight vans from the Drewry Car Co Ltd in the UK.

Drewry sub-contracted much of the work, with car bodies built by Cravens, and the motorised coaches built by English Electric at its Dick Kerr Works in Preston. Additional vehicles were supplied in 1932 and two ex-US Army Brill railcars were added to the fleet during the Second World War.

Upon closure, the railway – all the rolling stock and most of the rails – was sold to the authorities in British Guiana, on the South American continent (which since

1966 has been the independent nation of Guyana). After overhaul, the rolling stock was used on the only standard gauge line in Guyana – from the capital Georgetown, south-east along the Atlantic coast to Rosignol, until this line, along with the rest of Guyana's passenger services, ended in 1972.

Following closure of the Guyana railway system in 1972, it had always been assumed that all the rolling stock bought from Bermuda had been scrapped – however, it has now been discovered that there is at least one survivor!

Two former rail vehicles remain (without power bogies) at the old Georgetown railway workshops, which are still used by the Guyana Government Transport & Harbour Dept for repairs to components for the ferry fleet.

The vehicle nearest the camera in the picture is one of the two motor freight vans delivered to Bermuda in 1931... either ex-Bermuda Railway petrol railcar 30 or 31 (EE 846 / 847 1931).

Historical sources record that No. 31 was withdrawn in Bermuda for spares in 1944; whether that vehicle was shipped to Georgetown is not clear, unless any *Railway Magazine* readers know better. If you do please let us know.

## Amtrak withdraws older electric locos

US NATIONAL passenger operator Amtrak is introducing 70 new ACS-64 'Cities Sprinter' electric locomotives on its only electrified route – Washington DC to Boston.

The new locos are being built by Siemens in Sacramento, California. They will enable Amtrak to replace its older electric locos, but rather than replace the oldest ones first, Amtrak has instead withdrawn all the relatively modern HHP8 types built by Alstom and Bombardier in 1998-2000 first; the last two being taken out of traffic in early November.

The HHP-8 (High Horse Power 8000, where the 8000 is the loco's power rating) entered service between 1999 and 2001, but was not successful. In 2010 Amtrak investigated conversion of several HHP-8 locos into power-cars for more 'Acela' high-speed train sets (the HHP-8 is similar in many ways to the



Amtrak HHP8 loco No. 654 at New Haven, Connecticut, on February 17, 2009 with a southbound service from Boston to Washington DC. KEITH FENDER

150mph 'Acela' power-cars), but this project has not been undertaken.

Commuter operator MARC (Maryland Area Regional Commuter) also has six HHP-8 locos and these remain in service. The older AEM-7 locos

are also slowly being replaced as more of the ACS-64 locos enter service.

They were designed by Swedish firm ASEA, based on the Rc type locos in use in Sweden, and were built in the USA by EMD between 1978 and 1988.

## Nordhausen diesel trams remain in service

CONTINUED operation of the hybrid tram-train operation in Nordhausen has been agreed after the service was under threat of removal to save money.

Electro-diesel, bi-mode 'Combino Duo' tram-trains have operated on the metre-gauge Harzer 'Harz' railway between Nordhausen and Ilfeld, as well as on the Nordhausen town tram network, since April 2004.

The service, operated by town utility company Stadtwerke Nordhausen, is used by around 250,000 passengers a year.

The HSB and local transport authorities have now agreed a new six-year contract, which started on March 1, to operate 174,000 train kms annually with the bi-mode trams on the HSB network to Ilfeld until 2021.



Tram 202 approaches Ilfeld on February 1, one of three Siemens 'Combino Duo' electro-diesel tram-trains operated on the HSB network. The tram service shares 11.4km of the HSB route with other railcars and occasional steam workings, before taking a spur at Nordhausen Nord to access the town's tramway network. CHRIS MILNER

## Uganda set for rail revival?



An ex-Uganda Railway Henschel 73 class loco 73U33 and an ex-Kenya Railways General Electric U26-C 93 class bringing a container train into Kampala on February 14. The containers are bound for the Spedag Interfreight-operated terminal at Nakawa in the eastern suburbs of the city. ROBERT DE BERRY

FREIGHT traffic in Uganda is slowly increasing, although long-term prospects probably depend upon the completion of the proposed standard gauge line from Mombasa, in Kenya,

to Kampala, in Uganda.

The line is being built by Chinese contractors and is now the subject of disputes between the Ugandan government and the Chinese contractors.

## Alstom building trams in Brazil for Olympics

FRENCH manufacturer Alstom has started a production line for 'Citadis' trams in its Taubaté plant, near São Paulo, in Brazil.

The new production line cost €15million, and will see trams for South America being made nearer to their destination than previously, when Alstom built all export trams in France.

The first trams from Taubaté are 32 'Citadis' for Rio de Janeiro, due to be delivered between 2015 and mid-2016, in time for the Olympic Games.

They will be used on the new six-line, 28km, light rail network under construction in the Porto Maravilha area of Rio's old docklands.

## Base tunnel for new Uzbek line

CONSTRUCTION of a new 124km railway east from Angren, in central Uzbekistan, to the town of Pop, has begun.

The single track, electrified, 1520mm gauge line will include a 19.2km base tunnel under the Kamchik pass, beneath the Tien Shan mountains. The tunnel is being built by the China Railway Tunnel Group, with German Railways' international division DB International acting as project manager.

The line will link to railways in both Angren and Pop, enabling direct trains between the capital Tashkent and Uzbekistan's second city

Namangan, in the east of the country. Currently, the only rail route between the cities is via neighbouring Tajikistan.

Around 600,000 passengers are forecast to use the line annually when it opens, as well as 4.6million tonnes of freight. The new line will cost \$1.63billion, most of which is being funded by the Uzbek government, with the balance coming from international and Chinese development banks.

The new east-west connection is one of several that are being promoted as part of a new 'Silk Road' connecting China with the Middle East and Europe by rail.



# Operations Track Record



COMPILED BY  
**ASHLEY BUTLIN**  
Call: 01 507 529589  
email: railway@mortons.co.uk

**Your reports and pictures are most welcome. Highly-competitive rates are paid, especially if exclusive to *The RM*.**

## EAST COAST

ON February 14, the 13.00 Edinburgh-King's Cross left the Scottish capital with DVT 82205 leading and Class 91 No. 91131 providing the power. Problems with the train were encountered between Oxwellmains and Grantshouse and it was deemed necessary to terminate the service at Berwick-upon-Tweed. Class 67 "Thunderbird" No. 67003 arrived to rescue the train and dragged the errant set from Berwick, leaving at 15.22 destined for Bounds Green depot.



THE start of the new Virgin franchise began on March 1. Two sets of Class 91s and coaching stock have received the new livery. As an interim measure, the fleet of locos and DVTs are receiving a wide diagonal red stripe with Virgin inscribed on it in white (see picture below).

VTEC has taken on an additional HST set from East Midlands Trains on an extended loan. Formerly set NL02 with power cars Nos. 43052 and 43058 it is now numbered NL65.

ON March 3, the Virgin Trains East Coast King's Cross-Aberdeen departed Edinburgh Waverley on time at 18.33. However, it ground to a halt just north of the Forth Bridge, with passengers



**During diversions over the GN/GE Joint line on February 28 – the final day of the 'nationalised' East Coast workings – Arriva blue Class 67 No. 67003 drags 91102 past the redundant Blankney signalbox at Metheringham with 1510 King's Cross-Edinburgh. JOHN HALES**

informed of "a slow-running train ahead". The preceding train turned out to be a First ScotRail service from Edinburgh to Glenrothes. Progress on the HST became ever slower, and arrival in Kirkcaldy was 23 minutes behind schedule. By this time it emerged that the First ScotRail train had developed a brake problem, and indeed, the faulty train was spotted parked in a siding in Kirkcaldy. The HST eventually arrived in Aberdeen 28 minutes late.

PROBLEMS for customers on the morning of March 4 when the 07.34 Harrogate-King's Cross, formed by an HST set with power cars Nos. 43272 and 43317, encountered 'problems with the train' between Leeds and Wakefield Westgate, where arrival was 18 minutes late. The train was then terminated at 08.46. The defective HST left under its own power and reached the two-way goods line at Doncaster, where the leading power car – No. 43272 – received attention. The set then left Doncaster at 11.48 bound for Neville Hill depot.

### abellio greateranglia

MOVEMENTS of coaches to and from Crown Point have included

Nos. 12067 and 12110 being returned from Wolverton by Class 37 No. 37059 on February 5. The same Class 37 took Nos. 11077 and 12109 to Wolverton on February 9. The next reported move was on February 23 when No. 37059 brought No. 11099 back to Crown Point. A further returnee was No. 10401 behind Class 57 No. 57301 on March 4.

THE loco-hauled short set continues to see use with Class 47 Nos. 47810+47818 out on February 6. It was observed again on the morning of February 17, using Nos. 47813 and 47818. A further change had occurred by February 27 when Nos. 47790 and 47818 were out, and again on March 2.

DVT No. 82112, freshly repainted in Greater Anglia white, was returned to Crown Point on February 6 from Brush Loughborough by DRS Class 37 No. 37059, the pair being observed passing through March at 15.30. Earlier in the day the Class 37 had taken DVT No. 82143 from Norwich to Loughborough.

BATTERY test unit No. 379013 was towed from Ilford to Derby Litchurch Lane by Class 57 No. 57305 on February 17.

CLASS 37 No. 37059 hauled Class 90 No. 90002 from Crown Point to Toton on March 2 for repainting.

### First Great Western

ON February 15, FGW services were diverted via Honiton, where observations at Pinhoe showed a number of problems. At 13.07 the 12.58 Exeter (St David's)-Basingstoke SWT service passed. This was followed by the FGW 08.05 Penzance-London (Paddington), formed with HST power cars Nos. 43153+43147, which arrived at 13.16 and departed at 13.22, the service having been delayed at Exeter (Central) from 11.30 until 13.06.

With the intermediate block signal on the single line section at Feniton, between Pinhoe and Honiton, this service was again delayed here until the SWT train passed Feniton. Next to arrive was the 10.10 1A83 Penzance-London (Paddington) at 13.39. This train had to wait for the 10.28 1C79 London (Paddington)-Penzance, which had been held at Honiton to enable the 1L52 and 1A81 to clear the section. Finally, at 13.48, HST Nos. 43027+43176 with the 1A83 finally got moving.

CLASS 166 No. 166202 returned to Reading from Wolverton on February 14, following overhaul and repaint. Its place was taken on the same day by No. 166209.

HST power cars Nos. 43009+43144 ran light from Bristol St Phillips Marsh to Laira on February 20.

HEADING south through Euxton on Friday, March 6 at tea time was Class 47 No. 47760 and Class 57 No. 57316 hauling a rake of refurbished First Great Western HST coaches.

### Chiltern Railways

CLASS 68 No. 68008 in DRS livery worked the 17.55 Marylebone-Banbury on February 16, believed to be the first use of a blue 68 on the service.

CLASS 168 No. 168113 returned to Aylesbury from Brush Loughborough on February 20, following overhaul and relivering.

OBSERVED on February 26 was Class 168 No. 168214 on the flyover at Rugby joining the West Coast Main Line. The train was the e.c.s. 5Z00 Stourbridge Junction to Wembley depot, running via the West Coast Main Line due to the land slip at Hartlebury Tunnel.



CLASS 318 No. 318254 returned to Shields Road from Doncaster Wabtec on February 7, following overhaul and repaint.

THE northbound sleeper was observed north of Aviemore on the morning of February 25 hauled by Class 67 No. 67015 with No. 67021 dead-in-the-consist, having failed earlier.



**The bi-directional lines at Lincoln station are put to good use as an HST – led by power car No. 43307 carrying temporary Virgin East Coast vinyl branding – works the diverted 06.20 Edinburgh-King's Cross service over the GN/GE joint line on March 7. GRAHAM LIGHTFOOT**



**Since this view of First Great Western Class 153 No. 153325 was taken at Westbury with the 18.32 to Swindon service on February 25, the unit has been vinyl wrapped to promote Citizensrail.org – see Traction & Stock News. TIM SQUIRES**





The new Virgin branding made a rapid appearance on most East Coast locos, power cars and DVTs after March 1, but Class 91 No. 91101 is set to retain its 'Flying Scotsman' livery for the foreseeable future. It is seen approaching Werrington Junction, north of Peterborough, on March 3. PETER FOSTER

## northern

SERVICES between Middlesbrough and Darlington were disrupted early on the morning of February 10 when five horses that had strayed onto the line were struck and killed between Dinsdale and Teesside Airport stations. The trains involved were the 06.58 Darlington-Saltburn and the 06.42 Saltburn-Newcastle, formed of Class 156 No. 156454. The incident happened at around 07.15 with services being suspended until 09.40.

CLASS 319 Nos. 319361 (in Northern Electric livery) and 319379 ran north from Wolverton to Allerton on February 17. These were followed on March 4 by Nos. 319366 and 319380 (in Northern Electric livery), which also went north. Arriving at Wolverton from Bedford on February 28 were Nos. 319367+319369. Services started on March 5 with unit Nos. 319362 and 319363 working two diagrams between

Liverpool Lime Street and Manchester Airport.

NORTHERN Rail services on the Yorkshire coast route between Hull and Scarborough were severely disrupted on Friday, February 20 when a Colas working with Class 66 No. 66846 and Class 37 No. 37219, top-and-tailing a Railvac machine from Seamer to Doncaster Up Decoy running via Scarborough, Bridlington, Anlaby Junction, Hesse Junction and Gilberdyke Junction, was running late and occupying the single line sections.

The 13.28 Scarborough-Sheffield was 60 minutes late from Bridlington and was terminated at Hull. The 14.57 Scarborough-Doncaster was 45 minutes late from Bridlington and was terminated at Hull. The 11.41 Sheffield-Scarborough was 54 minutes late from Bridlington, but the guard was excellent in keeping passengers informed.

Northern control was able to operate a special train running from Hull at 16.26 to get westbound commuters on the move.

IN preparation for the forthcoming Class 319 electric services, NR Class 97 Nos. 97303 and 97304 top-and-tailed test coach *Mentor* between Liverpool Lime Street and Manchester on February 23.



OBSERVATIONS over two months of operation (mid-December to mid-February) have revealed that the new Manchester/North Wales-hauled services have only featured Class 67 No. 67001.

It is, however, common to find Class 175s substituting for various technical reasons, at least once in most weeks. However, on February 23 and 24, EWS-liveried Class 67 No. 67020 had replaced No. 67001. The next day, Class 150 Nos. 150242+150260 made an unusual appearance.



ADDITIONS of new fifth vehicles to the Class 378 units continue

apace. Further vehicles delivered were No. 38454 on February 5, followed by No. 38402, brought south from Derby to Wembley by DBS Class 66 No. 66081 on February 12. Nos. 38403 and 38404, hauled by No. 66131 on February 19, and Nos. 38405 and 38406 on March 3, hauled by No. 66177. With its fifth car added at Litchurch Lane, unit No. 378201 was brought south by DBS Class 66 No. 66177 on March 5.

FOUR-CAR Class 378 No. 378214 went from Willesden to Hornsey on February 25 for tyre turning.

### Thameslink

DELIVERIES of new Class 387 units from Litchurch Lane to Bletchley saw No. 387123 arrive on February 3; No. 387124 on February 12, hauled by Class 66 No. 66621; No. 387125 on February 18; No. 387126, hauled by No. 66513, on February 23; and No. 387127 on February 27, behind No. 66957. Testing of the new units continues on the WCML, with unit Nos. 387123+387123 observed at Leighton

Buzzard on February 18; Nos. 387124+387125 seen at Tring on February 20; and Nos. 387126+387124+387125 working between Wembley Yard and Crewe and back on February 27. The units have entered traffic as follows: No. 387116, February 3; 387119, February 10; 387120, February 16; 387121, February 5; 387122, February 20; 387123, February 23.

CLASS 321 No. 321403 and Class 365 No. 365525 returned to Hornsey from Ilford on February 6 following C4 overhauls. On the same day, Class 317 No. 317346 went in the opposite direction, also for a C4, returning on February 16, along with Class 365 No. 365522. A move on February 23 had Class 317 No. 317338 take Class 365 No. 365521 from Hornsey to Ilford for a C6 overhaul, returning with No. 365532.

### EAST MIDLANDS TRAINS

A FATALITY at Market Harborough on February 9 caused disruption to EMT London services. The 1C40 11.29 Sheffield-London St



London Midland EMU No. 323203 rolls into Sutton Coldfield on February 27 with the 11.16 Four Oaks-Redditch service. (Just over 60 years ago, on January 23, 1955, 17 people died and 25 were injured here when a York-Bristol express took the curve at twice the permitted speed limit.) STEVE BURDETT



Grand Central HST No. 43468 heads south at Claypole approaching Barnby Lane level crossing on March 2. ROBIN STEWART-SMITH



# Operations Track Record

Pancras was terminated at Leicester; 1D29 11.29 London St Pancras- Nottingham and 1C42 11.49 Sheffield-London St Pancras were diverted via Corby; 1B41 12.05 Nottingham-London St Pancras, 1D39 13.29 London St Pancras-Nottingham, and 1F35 12.58 London St Pancras-Sheffield were cancelled; and 1B43 12.32 Nottingham-London St Pancras was 30 minutes late.

'MERIDIAN' units have made several appearances on services between Derby and Crewe, with unit No. 222102 observed on the 11.07 Crewe-Derby on February 14, and No. 222101 on the 12.42 Derby-Crewe on February 21.

NETWORK Rail overran its possession at Heckington on February 15 leading to the cancellation of the EMT service due to arrive at Skegness at 14.00. Accordingly, use was made of a rake of WCR stock top-and-tailed by Class 47 No. 47760 and Class 57 No. 57314, which had been used the previous day on a Skegness-Carlisle-Skegness charter, to form the 14.10 departure to Nottingham. Passengers had the comfort of the LHCS as far as Sleaford, where they were transferred to an EMT unit for the remainder of the journey to Nottingham. According to our correspondent on the train the WCR staff received many compliments for their help on this journey.

## southeastern.

CLASS 465 No. 465901 was returned south from Doncaster Wabtec by GBRF Class 66 No. 66737 as far as Tonbridge on February 13. It went through to Slade Green the following day.



Bearing Europorte 2 logos, Class 92 No. 92043 heads south through Long Buckby with 4Z92, the Daventry to Dollands Moor international liner train on February 17. TOBY MILLER



With Freightliner taking advantage of a freight path to move locos, No. 66593 hauls 66955 and 70008 through Spalding on March 7 with a Felixstowe-Leeds intermodal service. PHIL BEVAN



Making a change to intermodal or ballast trains, a working from Derby RTC to Toton North Yard was the order of the day on February 27 for pioneer DRS Class 68 No. 68001 *Evolution*, pictured passing the Etches Park area. STEVE DONALD



CHANGES in the Class 456 units saw No. 456017 returned to Wimbledon from Wolverton on February 9, and returning to traffic on February 26. Also returned from Wolverton was unit No. 456018 on February 25. Unit No. 456002 entered traffic on February 12. Moving to Wolverton by road have been No. 456004 on February 9, followed by No. 456019 on February 24.

OBSERVATIONS of the Class 458 units saw No. 458505 returned to Wimbledon from Doncaster Wabtec on February 11. Two further units have entered traffic: No. 458503 on February 9 and No. 458530 on February 23.

NOTED passing through Egham station on March 6 were Class 458 Nos. 458504+458505 on a test run.

### Charter Trains

A RUGBY special from Carmarthen to Edinburgh for the Six Nations match between Scotland and Wales was worked out on February 13 by Class 68 No. 68005 as far as Carlisle, where it was exchanged for No. 68002. The return on February 16 saw No. 68002 back to Carlisle and then No. 68005 for the remainder of the journey back to South Wales.

THE Belmond British Pullmans operated an evening Valentine's trip on the Surrey Hills circuit hauled by Class 67 No. 67007 with Class 66 No. 66058 on the rear.

CLASS 68 No. 68003 hauled the 'Winter Cumbrian Mountain Express' on February 28 from Euston to Carnforth, where Pacific No. 46233 took over to Carlisle via WCML, returning to Farrington Junction via the Settle & Carlisle. The Class 68 then took the charter back to Euston.

A CHARTER from Carnforth to Stratford-upon-Avon and return on March 2 was worked by Class 47 Nos. 47746 and 47245. On the return, in an extended stop at Tamworth, No. 47746 was named *Chris Fudge 29.7.70-22.6.10*.



CARDIFF Tidal is the destination for the majority of scrap metal trains. With all worked by Class 66 the following have been reported: No. 66187 on a Tidal-

Exeter-Tidal on February 5. Two days later, No. 66135 was on a Cardiff Tidal-Handsworth-Cardiff Tidal diagram, while No. 66204 worked a Tidal-Lincoln-Tidal train.

A variation on February 10 saw No. 66207 work empties from Liverpool Alexandra Dock to Swindon, then loaded to Cardiff Tidal. February 12 had No. 66154 on the Tidal-Exeter-Tidal circuit, followed the next day by No. 66065 on a Tidal-Swindon-Tidal diagram. Handsworth was again the destination on February 14 when No. 66155 worked from Cardiff Tidal and back.

The next reported move was on February 20 with No. 66076 on the regular Tidal-Swindon-Tidal. The following day a variation saw No. 66056 on a Liverpool Alexandra Dock-Attercliffe-Warrington train. A further change on February 23 had No. 66024 work from Cardiff Tidal to Swindon, returning to Port Talbot.

The Cardiff Tidal-Exeter-Cardiff Tidal diagram on February 26 was hauled by No. 66107, followed the next day with No. 66061 on the Tidal-Swindon-Tidal.

CLASS 66 No. 66104 derailed on points leading into the sidings at Georgemas Jct on the morning of February 6 after bringing in the pipe train. The locomotive was not attached to the train, but appears to have been running round part of the train which, because of its length, has to be split. A further pipe train worked north from Hartlepool on February 17 with Class 66 No. 66111.



Red stripe Class 20s Nos. 20118 and 20132, with BR blue 20096 and 20107 on the rear, haul 'S' class Tube stock on 7X23 Derby Adtranz to Old Dalby past Moira West Junction on February 27. STUART HILLIS



DBS Type 5 No. 66101 sits at Westbury on February 25 awaiting a signal to clear before departing with the 19.25 Westbury to West Ruislip auto-ballasters on February 25. On the rear was No. 66037. TIM SQUIRES

AN Acton-Griffin Wharf-Watford sand train on February 9 was worked by Class 66 No. 66057. A further run on February 23 was powered by No. 66160.

THREE EWS-liveried Class 66s – Nos. 66207+66128+66078 – were noted running light from the Middlesbrough line onto the down ECML at Darlington South Junction on the afternoon of February 14. CLASS 66 No. 66050 *EWS Energy* was an unusual sight hauling the loaded gypsum containers from



Doncaster to Mountfield on February 16 at 12.45 through Shortlands. This traffic is normally a GBRf turn.

A PEAK Forest to Norwich stone train on February 19 was worked as far as Toton by Class 60 No. 60079, where it was replaced by No. 60074.

OBSERVED on February 27, Class 60 No. 60059 made a fine sight and sound powering through Burton Salmon with the 15.33 6N75 conditional service, conveying steel rods and coiled wire from Aldwarke steel works to Tees Dock for export. This train is normally worked by a Class 66.

## Freightliner

SCRAP trains reported include Class 66 No. 66413 on a Whitemoor to Aldwarke on February 2. A further trip on February 16 had Class 66 No. 66564 work from Crewe to Aldwarke. A rake of empties was taken from Aldwarke to Whitemoor by Class 66 No. 66419 on February 20.

THE Ditton to Felixstowe intermodal produced Class 86 Nos. 86632+86607 on February 5, followed by Nos. 86614+86638 on February 10 and Nos. 86614+86638 on February 12. Observed on February 13 were Nos. 86609+86627 on a Felixstowe to Trafford Park. The Ditton to Felixstowe on February 23 was powered by Nos. 86622+86612.

THE line from Euxton Junction through Chorley and on to Manchester was closed on Saturday, February 7 due to engineering works. A number of engineering trains were noted north of Chorley with Class 66 Nos. 66549, 66561, 66596, 66617 and 66956 on assorted trains.

OBSERVED at mid-day on February 12 was Class 70 No. 70002 entering Brush Loughborough, having arrived light engine from Crewe Basford Hall. No. 70001 left the Works for Basford Hall on the same day.

ON hire to Freightliner, Class 56 No. 56081 was out on test from Crewe Basford Hall to Carnforth and back on February 24. By early March the loco was sidelined at Crewe following complaints by drivers that fumes were accumulating in the cab.



THE numerous flask trains reported include Class 37 Nos. 37604+37218 on a Crewe-Bridgwater-Crewe on February 4. The following day, Class 57 Nos. 57008+57002 worked a Crewe-Berkeley-Crewe diagram. Berkeley was visited again on February 9 and 10 with Class 37 Nos. 37218+37609.

A less frequent diagram saw Class 37 Nos. 37259+37607 on a Kingmoor to Georgemas Junction working on February 11. Two workings off Crewe on February

12 saw Class 57 Nos. 57002+57008 on a Berkeley train and Class 37 Nos. 37609+37218 going to Dungeness. The same pair of 57s worked from Crewe to the Valley and back on February 13.

A further Berkeley run on February 16 used Class 37 Nos. 37610+37611. On the same day, Class 37 No. 37608 and Class 57 No. 57010 moved three wagons – Nos. 95771+92777+92798 – from Eastleigh Works to Willesden and through to Crewe. Class 20 No. 20308+Class 37 No. 37611 worked a Valley diagram on February 17.

A Crewe-Bridgwater-Crewe circuit on February 18 had Class 37 Nos. 37409+37402. On the same day, Class 68 No. 68012 headed Nos. 37611+20308 from Crewe to Willesden, where the Class 68 came off leaving the Class 37 and 20 to continue to Sizewell and back. Class 37 Nos. 37602+37611 worked to Dungeness from Crewe on February 19, while Class 37 Nos. 37259+37607 had charge of a Crewe to Torness.

Berkeley was visited again on February 23 by Class 37 Nos. 37609+37402. A Kingmoor to Hunterston on February 25 was hauled by Class 37 Nos. 37608+37612. On the same day, Class 57 Nos. 57002+57009 was on the Bridgwater turn, and Class 57 Nos. 57008+57301 worked a Crewe Valley to Crewe diagram.

A Kingmoor to Torness on February 26 was worked by Class 37 Nos. 37259+37606, while Nos. 37607+37608 was on a Kingmoor to Georgemas Junction.

ON February 11, the Mossend to Inverness Tesco train, hauled by Class 66 No. 66422, was delayed at Aviemore to allow service trains to pass during the morning, including Class 37 No. 37602 with three DRS Mk 2 coaches, which went northbound at 10.55.

CLASS 68s have been used on Daventry to Mossend Tesco trains. Observations included Nos. 68006+68007 double heading the northbound service through Warrington Bank Quay on the morning of February 6.

It was again double headed on February 7 and 9, with Nos. 68007+68004 reported to be in use on February 10. It was single No. 68008 in charge on the morning of February 13, the train being observed passing Leyland two minutes late. Single No. 68003 went north on the train on February 16 and on the next day the train worked north with No. 68003 with No. 68002 being added to the front at Kingmoor. A change occurred on February 20 when Nos. 68002+68003 failed at Daventry and were replaced by Class 66 No. 66301, which took the train north. When observed at Euxton on March 7, Nos. 68002 and 68003 were back on the train.

OBSERVED going south through Euxton on February 27 was Class 68 No. 68005 and Class 57 No. 57312 in Northern Belle livery on an engineers' train.



It is becoming rarer to see Class 47s used singly on long main line freights. On February 22, No. 47815 Great Western leaves the loop at Goole and enters the branch to the Guardian glassworks. ANDY MASON



An unusual combination of Type 5 No. 57010 and Type 3 No. 37218 passes Oxcliffe Road, on the Heysham branch, on February 26 with a working from the nearby nuclear power station to Sellafeld. PHIL METCALFE

CLASS 68 No. 68004 worked a Motherwell to Mossend training run on March 3 in preparation for DRS taking over the Fife Circle loco-hauled services later in the year.

## GBRf

OBSERVED passing Melton Mowbray on the afternoon of February 2 was Class 20 Nos. 20118+20132 and 20096+20107, top-and-tailing barrier wagons.

CLASS 86 No. 86101 – on hire to GBRf – moved No. 86401 from Willesden to Peterborough on February 5, No. 86101 then continuing to Brush Loughborough. It was returned to Doncaster by Class 66 No. 66736 on February 19.

A CONVOY of Class 66s – Nos. 66731+66750+66701+66758+86401 – ran through to Leicester on February 8, where the Class 86 was deposited at UK

Rail for repairs. Class 66 No. 66731 continued to Bescot, while the other three went on to Barrow Hill.

CLASS 66 No. 66750 worked a Cardiff to Port Clarence tank train on February 11.

AN exercise on February 13 involved Class 66 No. 66765 hauling two scrap wagons from Doncaster Hexthorpe Yard to Liverpool Alexandra Dock, where they were loaded and unloaded in a timed exercise. The loco then took the wagons to Tuebrook Yard before returning to Doncaster overnight.

NEW Class 66 No. 66769 entered traffic on February 16 running from Roberts Road to Whitmoor from where, the following day, it worked an empty ballast train to Mountsorrel.

SEEN awaiting a path through Lincoln station on February 17 was Class 66 No. 66725 hauling a loaded intermodal south over the GN/GE.

CLASS 47 No. 47815 sent from Doncaster Roberts Road to Hatfield and Stainforth station on February 18 to assist Class 66 No. 66703, which had failed while working the 12.00 Immingham Mineral Quay-Doncaster Roberts Road.

CLASS 66 No. 66736 took Class 92 No. 92010+Class 87 No. 87002 from Doncaster to Brush Loughborough on February 19.

NOTED passing through Hatfield on February 20 were two separate convoys of GBRf locos in just over an hour. First were Nos. 66764+66768+66733 south, on a Peterborough to Ferme Park, followed north by Nos. 66760+66763+66726 on a Hoo Junction to Whitmoor with a rake of auto ballast wagons.

CLASS 66 No. 66762 was observed on the Mountfield to Doncaster empties on February 25.

OUT on test on February 25, Class 92 No. 92033 ran light from



# Operations Track Record

Crewe ETD to Stafford and back. The move was repeated again the following day before it ran light to Garston. From here it worked with Class 66 No. 66709 on a Garston to Dagenham intermodal, but came off at Crewe. It was then hauled to Brush Loughborough by Class 66 No. 66747 on March 1.

CLASS 20 Nos. 20118+20132 and 20096+20107 top-and-tailed a rake of tube stock from Derby to Old Dalby on February 27.

ED Nos. 73961 and 73962 were out on test from Brush Loughborough to Leicester and back on February 9. They were next reported top-and-tailing a snow and ice treatment train off Tonbridge on February 16.

OBSERVED passing through Gerrards Cross on March 2 was Class 66 No. 66764 on the 09.08 Willesden-Calvert spoil train, running 24 minutes late.



THE first working by Colas of the Lindsey-Colnbrook-Lindsey oil train took place on February 4, hauled by Class 60 No. 60021.

CLASS 60 No. 60085 worked the Tilbury to Llanwern empty steel on February 4. The same loco was reported on a Margam to Tilbury steel train on February 24, returning to Llanwern the following day. It was back to Tilbury from Llanwern again on March 4.

THE Washwood Heath to Boston steel trains continue to attract attention due to the variety of motive power employed. On February 5, Class 56 No. 56087 was in charge. The same loco was reported again on February 11, being replaced the following day by No. 56105 and again on February 14. A pair of Class 56s – Nos. 56105+56087 – was together on February 16, while No. 56078 worked solo for the next three days. When reported on February 23, Nos. 56087+56078 were on the train, while on February 25 and 27, No. 56087



Crossing the River Usk at Newport on February 17 is British American Railway's No. 56103 with empty scrap wagons from Cardiff Tidal sidings to Stockton. MARTIN TURNER



Type 5 No. 56301 arrives at Acton yard with 6256 10.16 Calvert - Willesden Euroterminal spoil empties on February 23. DR IAIN C SCOTCHMAN



Test car Mentor is sandwiched between Network Rail Class 37 Nos. 97304 and 97303 as they work a Crewe to Derby OLE inspection train through Manchester Oxford Road on February 23. TOM McATEE

ran solo. The same Class 56 was observed again on March 2 and 3. CLASS 60 No. 60021 was noted on the Preston to Lindsey tanks on February 11, with No. 60076 working on February 20.

OBSERVATIONS of the log trains saw Class 56 No. 56078 work a Chirk-Exeter-Teigngrace empty on February 11, returning the following day.

On the next day, February 13, it went from Chirk to Baglan Bay. Fellow class member No. 56087 had charge of the Chirk to Teigngrace on February 18, but failed at Woofferton, south of Ludlow.

The train was rescued by Freightliner Class 66 No. 66957 which arrived from Stoke Gifford. Colas Class 70 No. 70806 then took the train to Baglan Bay, making what is the first sighting of the class at the log loading location.

A pair of Class 56s – Nos. 56105+56078 – took a loaded rake of wagons from Baglan Bay to Chirk on February 26, returning with empties the next day.

THE Sinfin to Grangemouth empty oil tanks were worked north on February 12 by Class 56 No. 56113.



OBSERVED at Southall on February 11 was Class 47 Nos. 47580 and 47746 top-and-tailing a rake of WCR coaches – Nos. 5337+9104+5216+5209.

A MIXED convoy consisting of Nos. 57313+47746+57001+33029 ran light from Southall to Carnforth on February 25.



As noted last month, the oil trains to Rectory Junction, east of Nottingham, are now being hauled by Colas Rail locomotives. On February 17, the driver of No. 60087 looks back as he eases the Type 5 out of the yard with returning empties to Lindsey oil refinery. MICK TINDALL

## UK Rail Leasing

CLASS 56 No. 56104 was returned to Leicester on February 25 by DCR fellow class member No. 56303, following attention at Brush Loughborough.

## BARS

CLASS 56 No. 56103 was employed on the Stockton to Cardiff Tidal scrap diagram throughout much of February, being observed heading north from Chaddesden to Stockton on February 4 with empty wagons. It returned south to Cardiff the following day. It was observed going north again on February 9, returning south the next day. It was northbound again on February 12, returning the following day. It went to Stockton again on February 17 and back to Cardiff two days later.

The Class 56 failed at Cardiff Tidal on February 24 and No. 56312 arrived light engine from Washwood Heath to work the train north. Class 31 No. 31601 took the errant 56103 back to Washwood Heath for repairs.

Meanwhile, No. 56312 remained on the diagram, being observed working north again on March 2, returning the following day.

## Derby RTC & Network Rail

NOTED at Tywyn on February 13 was Class 97 No. 97303 and tamper No. DR73931 in the engineers' siding.

THE HST NMT formed with power cars Nos. 43013 and 43014 was observed heading north at Darlington on February 14. In the opposite direction, Class 37s Nos. 37602+37667 worked a test train south.

FOUR Network Rail track machines – tampers Nos. DR73114 Ron Henderson and DR73116 and ballast regulators Nos. DR77903 Frank Jones and DR77906 – were stabled at Market Harborough on February 21 awaiting duty on weekend engineering work. The next day, Volker Rail tamper No. DR75404 and two TXM Plant road-rail vehicles were employed on track work at Great Bowden, about 1½ miles north of the station.

LORAM C21 Rail Grinding Train No. DR79251+DR79257 Martin Ellwood formed a 02.03 Harwich-Derby RTC move via the GE and MML on February 28.

## Knorr-Bremse Rail Services Glasgow

ARRIVING during February were Class 318267 (C4), 320311 (C4). Departing during February was: 318267, 320311. Present on site at the end of the month were Nos. 156448, 10596/98, 10217, and 12142.

## Our thanks

THE Railway Magazine's thanks for information go to: Henry Allum, John Atkinson, Paul Atkinson, David Birkby, Richard Buckingham, Geoff Bushell, Steven Carvell, Gordon Casely, Gene Collins, David Cressey, Alan Deans, Kevin Driscoll, Kevin Duggan, Den Flavell, Steve Frost, Fran Heydock, Paul Hills, Tom Jackson, Bill Johnson, Mike Jones, Barry Knock, Roger Phillips, John Podgorski, Rodney Pollock, Dorian Porter, R D Richardson, Robert Riddell, Darren Rogers, David S, Richard Scott, Carolyn Sharp, Sam Taylor, David Tozer, Roger Tozer, Nicholas Walker, Craig Wellum, Nigel Wild, Bill Wilson, and Guy Woolven.



OFFICIAL HORNBY  
COLLECTORS CENTRE

Est 1975

FOR MORE SPECIAL OFFERS AND UP TO THE  
MINUTE RELEASES VISIT OUR WEBSITE

TELEPHONE/ORDER  
HOTLINE

(0114) 2551436

Open 9:00 am - 5:00 pm  
24 Hr Answerphone service for orders



RAILS OF SHEFFIELD

SHOP OPENING HOURS:

9:30 am - 5:00 pm

Monday - Saturday

Free parking outside the door!

# WANTED

## CASH OR PART EXCHANGE

We urgently require collections of any size featuring products from the following manufacturers:



We are always on the lookout for all types of kit built models including Pro-Scale, Nu-Cast, Golden Age Models, Silver Fox Models, Comet Models, David Andrews and Japanese/Korean Brass in addition to all manufacturers above.

Please do contact us if you are at all unsure as to whether we would be interested in your collection.

We value your used models very highly and will pay top prices for all items offered.

We provide a fast, professional and friendly service from our family run business.

Distance is no object and anything is considered.

Please telephone us on 01142 551436, email [secondhand@railsosheffield.com](mailto:secondhand@railsosheffield.com), fax us on 01142 555982 or post your lists to the address at the bottom of the page, all enquiries answered.



**GREAT CENTRAL AUCTIONS**

# Railwayana Wanted

*for entry in our popular auctions at Stoneleigh Park, Warwickshire*

**Auction Dates in 2015:**  
6<sup>th</sup> June, 5<sup>th</sup> September  
& 5<sup>th</sup> December



Highest railwayana auction catalogue circulation.  
Professional staff with over 25 years experience.  
Full insurance cover.

**GORDON HIGHLANDER**

*Sold for £27,000*

**MORTEHOE & WOOLACOMBE**

*Sold for £6,100*

**Nameplates**  
**Loco Plates**  
**Station Signs**  
**Signalling Equipment**  
**Posters**  
**Tickets**  
**General Railwayana**



*Sold for £7,300*

**32636**

*Sold for £3,200*

*Sold for £660*

Phone: **01327 263633**

Email: **enquiries@gcrauctions.co.uk**

**Great Central Railwayana Limited**

14 School Street, Woodford Halse,  
Daventry, Northants. NN11 3RL

Office Hours: 10:00 - 17:00, Monday - Friday

Website: **www.gcrauctions.com**

*All the above items were sold at Stoneleigh on 7<sup>th</sup> February 2015*



# 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

### WEDNESDAY, APRIL 1

**Bradford Railway Circle.** Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford. West Yorkshire BD6 1DJ. 19.30. '1990s - Part 3': Peter Holden.  
**Burton Railway Society.** Marston's Social Club, Shobnall Road, Burton-upon-Trent DE14 2BG. 19.30. 'A Fourth Colour-Rail Journey': Paul Chancellor.  
**Cheshire Lines.** The Blossoms Hotel, Stockport. 19.30. 'Locomotive Aesthetics - Part 1': Ken Grainger.  
**Pennine Railway Society.** Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. 'Something Old Something New - Digital 5': Graeme Wade & Graham Lightfoot.  
**Warwickshire Railway Society.** Lamp Tavern, Barford Street, Highgate, Birmingham, B5 6AH. 19.30. 'More Historic Black and White Imagery from Around the Midlands': D J Norton collection.

### THURSDAY, APRIL 2

**Great Central Railway Society (Sheffield branch).** The Harlequin, 108 Nursery Street, Sheffield S3 8GG. 19.30.  
'2014 Through the Viewfinder': Chris Jones.  
**Lutterworth Railway Society.** United Reformed Church, George St, Lutterworth, Leics LE17 4EF. 19.30. 'The Hope Valley Line': Stephen Gay.  
**Nuneaton Railway Circle.** Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD. 20.00. 'Going Digital': Colin Baker.  
**Railway Correspondence and Travel Society (RCTS).** The Crown, Market Square, Stony Stratford, Milton Keynes. 19.30. 'Half a Century of Signal Engineering': Charles Weightman.

### MONDAY, APRIL 6

**North Yorkshire Moors Railway (Northallerton area group).** Northallerton Town Cricket Club, Farnedale Avenue, Northallerton DL7 8SN. 19.30. 'The Last Breath of the Dragon': Ted Parker.  
**RCTS.** Elwick Club, Church Road, Ashford. 19.30. 'The London Bridge Station Redevelopment': Martyn Back.

### TUESDAY, APRIL 7

**RCTS.** Beechen Grove Baptist Church, Clarendon Road, Watford. 19.30. 'Crossrail - Moving London Forward': Simon Bennett.  
**Rugby Railway Circle.** Rugby United Railwaymen's Club, Railway Terrace. 20.00. 'The Tom Lawrence Photographic Collection: BR in Black and White from 1956-1960': Graham Walker.  
**Southern Electric Group and the Light Rail Transit Association (South Hampshire branch).** Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. 'The Railway Environment': Steve Bigley.

### WEDNESDAY, APRIL 8

**Basingstoke & District Railway Society.** Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. 'American Steam': Chris Ardy.  
**Bromsgrove Railway Club.** St Godwald's Church Hall, Bromsgrove. 19.15.  
'Selection of 16mm Films': Chris Pratt.  
**Mid Hants Railway (Woking and Guildford regional group).** St Nicholas Church Hall, Bury Street, Guildford GU2 4AW. 20.00. 'Railways, Weather and Climate Change': John Dora.  
**Oxfordshire Railway Society.** Seacourt Day Centre, Seacourt Road, Botley, Oxford OX2 9LD. 19.30. 'A History of the SNCF': Michael Bunn, SNCF Society.  
**RCTS.** Old Church Rooms, Park Road, Radyr, Cardiff. 19.30. 'My Travels in 2014': John Davies.  
**RCTS.** Hitchin Christian Centre, Bedford Road, Hitchin. 19.30. '5 & 9 The Brighton Line': Ron Hart.  
**Stephenson Locomotive Society (SLS).** The Scout and Guide Headquarters, Godalming. 14.30. 'Narrow Gauge Worldwide': Mike Brookes.

### THURSDAY, APRIL 9

**Bath Railway Society.** St Mary's Church Hall, Bathwick. 19.30. 'Steaming West in the Sixties Along Rural Lines': Amyas Crump.  
**Locomotive Club of Great Britain (St Albans branch).** Chiswell Green United Reformed Church Hall, Watford Road, St Albans AL2 3HG. 19.30. 'Rails Through Lakeland: the Cockermouth, Keswick and Penrith Railway': Mike Peascod.  
**RCTS.** The Arts Centre, 67 Westgate Road, Newcastle. 19.00. 'The Roy Crombie Collection': Hamish Stevenson.  
**Severn Valley Railway (Cheshire branch).** Queens Hotel, Sunderland Street, Macclesfield SK11 6JW. 19.45. 'The Robert Whitfield Collection: Photographs of the North West - 1948-1958': Pete Berry.  
**SLS.** St John Ambulance Centre, Sandes Avenue, Kendal LA9 4LL. 19.15. 'Railways of Barrow - 50s and 60s Photos from the Andrews Collection': Geoff Holme.



The Welsh Highland Railway is the subject of a talk at Eastleigh on April 15. In this almost timeless scene from May 2, 2013, two of the Ffestiniog Railway's George England engines, Nos. 4 *Palmerston* and 2 *Prince*, approach Rhydd Ddu with a vintage train.

ROBIN STEWART-SMITH

### FRIDAY, APRIL 10

**Altrincham Electric Railway Preservation Society.** Altrincham Methodist Church Hall, Barrington Road, Altrincham, Cheshire WA14 1HF. 19.30. 'A Selection of British Transport Films from the Steam Era': Alvin Barker.  
**Great Western Society (GWS).** Lawn Community Centre, Guildford Ave, off Windsor Rd, Lawn, Swindon SN3 1JE. 19.15. 'GWR Scenes Over the Years & The Broadway Bridges': Bernard Pearce & John Sreeway.  
**Purbeck Railway Circle.** Harmans Cross Village Hall, Haycrafts Lane, Harman Cross, Dorset. 19.30. 'Integrating with the National Network': Frank Roberts.  
**RCTS.** St Peter's Church Hall, Church Road, Filton, Bristol. 19.30. 'Strictly Freight Only': Brian Ringer.  
**RCTS.** County Hotel, Lancaster Road, Carnforth. 19.30. 'The LNWR Coal Tanks': Peter Skellon.  
**RCTS.** Quaker Meeting House, 7 Victoria Terrace, Edinburgh. 19.30. 'My Virgin Years, Before and Since': Allan McLean.  
**SLS.** The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle-upon-Tyne. 19.00. Members and friends' evening.

### SATURDAY, APRIL 11

**Bournemouth Railway Club Meetings.** Avon Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 14.30. 'From Dream to Steam, the Tornado Story': Mike Curtis.  
**Cornwall Railway Society.** The Community Centre, Foundry Row, Redruth. 18.30. 'A Millennium Miscellany': Arthur Turner.  
**Ffestiniog Railway Society (Hants & Sussex area group).** Physic Garden, 16 High Street, Petersfield, Hants GU32 3JJ. 19.00. 'Southern Mainline Steam, Mainly Since Privatisation': Neil Kearns.  
**Midland Railway Society.** The Roundhouse, Derby DE24 8JE. 11.00, annual meeting; 13.30, Presidential Address: 'The Wymington Diversion'.  
**RCTS.** Great Western Hotel, Exeter St David's Station. 19.00. 'A Talk on Railway Interests': Colin Boocock.  
**SLS.** Kidderminster Railway Museum, adjoining SVR station, DY10 1QX. 14.00. 'The Crossrail Project': Richard Storer.

### MONDAY, APRIL 13

**Mirfield Railway Enthusiasts' Society.** Navigation Tavern, Station Road, Mirfield. 19.30. 'L&Y in its Heyday': Noel Coates.  
**Lincoln Railway Society.** St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. 'The Graham Booth Memorial Presentation: 'St Pancras - History, Neglect & Regeneration': Nigel Lowey.  
**Matlock Railway Club.** The Duke William, 91 Church Street, Matlock, Derbyshire. 19.30. 'The South Yorkshire Joint Railway': Bob Gellatly.  
**RCTS.** Christ Church Community Hall,

Burney Lane, Ward End, Birmingham. 14.00.

'Steam Memories': Alan Stewart.  
**RCTS.** The Bridge Ward Club, 68 Austin Street, Ipswich. 19.30. 'India's Railways Today': Tony Skinner.  
**RCTS.** Weston Favell Parish Hall, Booth Lane South, Weston Favell, Northampton. 14.00. 'Engine Sheds - Part 7': Chris Banks.  
**RCTS.** Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield. 19.15.  
**RCTS.** 'Ten Plus Years on Platform 5': Robert Prichard.  
**Southern Electric Group (Sussex branch).** Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'A Look at the Princess Royal Class: 1933-1962': Jim Connor.  
**Stafford Railway Society.** Amasol Sports & Social Club, St Albans Road Industrial Estate, Stafford ST16 3DR. 19.30. Annual meeting.  
**SLS.** Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. Ayrshire Centre annual meeting and members' night.  
**York Railway Circle.** Library, Archbishop Holgate's School, Hull Road, York YO10 5ZA. 19.30. 'Middleton Railway': a Representative of the Railway.

### TUESDAY, APRIL 14

**Enfield Transport Circle.** First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex. EN2 6PJ. 20.00. 'The Diamond Jubilee of the Routemaster Bus: 1954-2014': Andrew Morgan, Routemaster Association.  
**GWS BAWA.** 589 Southmead Road, Filton, Bristol BS34 7RG. 19.45. 'Trains in B&W': Peter Skellon.  
**LCGB (North London branch).** Wood Green Social Club, 3 Stuart Crescent, London N22 5NJ (near Wood Green Tube station). 14.00. 'The Last Four Years of Steam': George Howe.  
**Monmouth Railway Society.** The Theatre A10, University of South Wales, City Campus, Usk Way, Newport, South Wales. 19.00. 'South Wales Colliery Lines': Brian Davies.  
**Pewsey Vale Railway Society.** Woodborough Social Club, Smithy Lane, Woodborough, Pewsey, Wilts SN9 5PL. 19.45. 'Talk on Rhythms of Steam': Simon Foote.  
**RCTS.** Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 19.30. 'The Restoration of Riddles Class 3 2-6-2T 82045': Chris Proudfoot.  
**SLS.** The Old White Lion Hotel, 6 Bolton Street, Bury BL9 0LQ. 19.30. TBA.  
**Wells Railway Fraternity.** Wells Town Hall. 19.30. '45 Years of Railways at Work and Play': David Hartland.

### WEDNESDAY, APRIL 15

**Bradford Railway Circle.** Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ. 19.30. 'The Route of The Master Cutler': Ken Granger.  
**Continental Railway Circle.** St Paul's Church Centre, Rossmore Road, Marylebone, London

NW1 6NJ. 19.15.

'Eastern European Steam in the 60s': Mike Lane.  
**Pennine Railway Society.** Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. Glenn Williamson.  
**RCTS/Mid Hants Railway.** Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. 'Restoration of the Welsh Highland Railway': Charles Clark.  
**Thorncombe Rail Activities Club.** Thorncombe Village Hall, Thorncombe, Chard TA20 4NE. 19.30. 'Railways of Cornwall - Tamar to Newquay': Alan Wild.

### THURSDAY, APRIL 16

**Aln Valley Railway.** Old Waiting Room, Alnwick station. 19.15. 'The G5 Project - Re-creating a North Eastern Legend': Dr Mike Wood.  
**Grantham Railway Society.** St Johns Church, Station Road East, Grantham NG31 6BX. 19.30. 'Doncaster in the 1930s': Brian Longbone.  
**Irish Railway Record Society (London area).** The Exmouth Arms, 1 Starcross Street, London NW1 2HR. 19.00. 'Ulster Steam in the 1960s: Some Untold Stories': Joe Cassells.  
**LCGB (NW branch).** The Pied Bull Hotel, High Street, Newton-le-Willows. 19.30. 'A Tribute to Doug Darby' (Photos from the MLS files): Paul Shackcloth.  
**Lutterworth Railway Society.** United Reformed Church, George Street, Lutterworth, Leics LE17 4EF. 19.30. 'Whose Line is it Anyway?': Ted Cook.  
**North Yorkshire Moors Railway (Northallerton area group).** Northallerton Town Cricket Club, Farnedale Avenue, Northallerton DL7 8SN. 14.00. 'Images from the Raymond Rourke Collection - Part 2': Ian McInnes.  
**Nuneaton Railway Circle.** Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD. 20.00. '1960s Steam on Cine': Michael Clemens.  
**Marlow & District Railway Society.** Bourne End Community Centre, Bourne End, Bucks SL8 5SX. 19.45. '60s Trains Around London': David Cross.  
**RCTS.** The Coachman Hotel, Victoria Road, Darlington. 19.00. 'New Zealand - a Railway Travelogue': Bob Ellison.  
**RCTS.** St Luke's Church, Mayors Walk, Peterborough. 19.00. 'The LMS Patriot Project': John Hastings-Thomas.  
**RCTS.** Saitaire Methodist Chapel, Saitaire Road, Shipley. 19.30. 'Living North Eastern': David Thomson.  
**SLS.** St John's United Reformed Church Hall, Mowbray Road, New Barnet, Herts EN5 1RH. 19.30. 'Baker Street to Brill': Ron White.

### FRIDAY, APRIL 17

**Gosport Railway Society.** Methodist Church, Stoke Road, Gosport. 20.00. Annual meeting followed by 'Railways at War': Peter Keat.



# Meetings

**GWS.** Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'Steam in Action in Wales': Alan Saintry.

**SATURDAY, APRIL 18** .....

**GWS.** Parish Centre, Church End Road, Kingskerswell, Torbay TQ12 5LD. 18.30. 'Steam in Action in Wales': Alan Saintry.

**MONDAY, APRIL 20** .....

**Great Central Railway Society (Killamarsh branch).** The Travellers Rest, Mansfield Road, High Moor, Killamarsh, Sheffield S21 2BW. 19.30. 'BR Standards at Work Around the Country - Part 5': Ashley Shimwell.  
**RCTS.** The Town Crier, City Road/Station Road, Chester (opposite station entrance). 19.30.  
 '21st Century Steam in China': Geoff Coward.  
**RCTS.** Maudslay Hotel, 190 Allesley Old Road, Coventry. 19.30.  
 'All Aboard The Master Cutler - Part 4': Chris Youett.  
**RCTS.** West Oxford Democrats Club, 1 North Street, Osney, Oxford. 19.30. 'Scene in South Africa (a Tour of South Africa)': David Walker.  
**RCTS.** Shenfield Parish Hall, 60 Hutton Road, Shenfield. 19.30.  
 'The Spirit of Sandringham B17 Project': Brian Hall.  
**Stafford Railway Society.** Amasal Sports & Social Club, St Albans Road Industrial Estate, Stafford ST16 3DR. 19.30.  
 'Cornish Railways - 1980s & 90s': Alan Turner.  
**Wensleydale Railway (Northallerton branch).** Northallerton Cricket Club, Farnedale Avenue DL7 8SN. 19.30. 'Scotland by Rail: Part 1 - LNER Lines': Richard Barber.

**TUESDAY, APRIL 21** .....

**Permanent Way Institution,** West Yorkshire Section. The Pullman Room, Cosmopolitan Hotel, 2 Lower Briggate, Leeds, LS1 4AE. 18.30.  
 'Plain Line Pattern Recognition Technology': Representative of Network Rail.  
**RCTS.** Abbey Meadows Community Wing, Primary School, Galfrid Road, Cambridge. 19.30.  
 'Eastern Area from the 1960s to the 1980s': Phillip Wood.  
**RCTS.** The Victory Club, Burlington House, Lypiatt Road, Cheltenham. 19.30. Branch annual meeting followed by members entertaining.  
**RCTS.** The Ashby Star Inn, Rochdale Road, Scunthorpe. 19.30. 'Hydraulic Locomotives of British Railway': Adrian Curtis.  
**SLS.** Fox Covert Inn, High Leven, Yarm, Teesside TS15 9JW. 19.30. 'Baie de Somme Railway - French

Narrow Gauge Coastal Railway': Michael Bunn.

**WEDNESDAY, APRIL 22** .....

**Basingstoke & District Railway Society.** Wote St Club, New Road, Basingstoke RG21 7NG. 19.45. 'Railways with Shipping Connections - Southampton': Paul Gosling.  
**RCTS.** West Sussex County Hall, Chichester. 19.30. 'Comparisons Between Railway Operations in Britain and Those Elsewhere': Stuart Baker.

**THURSDAY, APRIL 23** .....

**Ffestiniog Railway Society Bristol Group.** BAWA Club, Southmead Road, Bristol. 19.45. 'The Society, The Railway and You': Howard Wilson, FRs, plus the group annual meeting.

**FRIDAY APRIL 24** .....

**GWS.** St Hilda's Clubroom, Slater St, Latchford, Warrington WA4 1DN. 19.30. 'Standard Gauge Railways of France & Germany': Barry Rushton.  
**GWS.** Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS. 19.30. 'The Medway Queen': Mark Bathurst.  
**Railway Club of the New Forest.** McLellan Hall, Lymington Community Centre, Cannon Street, Lymington. 19.30.  
 'Cambrian Coast Express': Mike Pym.  
**S&DRT Dorchester.** Colliton Club, County Hall, Dorchester. 19.30.  
 'East Coast Main Line in Diesel Days': David Peel.  
**SLS.** The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle-upon-Tyne. 19.00. 'Scottish Railway Renaissance': Bill Reeve.

**SATURDAY, APRIL 25** .....

**Bournemouth Railway Club.** Avon Room, Winton Methodist Community Centre, junction of Alma Road and Heron Court Road, Bournemouth. 19.30. Members' evening.

**MONDAY, APRIL 27** .....

**Matlock Railway Club.** The Duke William, 91 Church Street, Matlock, Derbyshire. 19.30. 'Railways in Ireland'.  
**Railway and Canal Historical Society (London Group).** The Rugby Tavern, Rugby Street (off Lamb's Conduit Street), London WC1N 3ES. 18.30. 'Life as a Boat Builder': Mark Edwards.  
**RCTS.** Brighton Railway Model Club, London Road Station, Shaftsbury Place, Brighton. 19.30.  
 'The Narrow Gauge Railways of the Woolwich Arsenal': Ian Bull.

**RCTS.** Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead. 19.30.  
 'A Fourth Colour-Rail Journey': Paul Chancellor.  
**RCTS.** St Crispin Social Club, Berrywood Road, Duston, Northampton. 19.30. Branch members' evening.  
**RCTS.** Sheffield Scout Headquarters, 60-68 Trippett Lane, Sheffield. 19.15.  
 'The Welshpool and Llanfair Light Railway': Dave Billmore.

**TUESDAY, APRIL 28** .....

**RCTS.** Nottingham Mechanics, 3 North Sherwood Street, Nottingham. 19.30. 'The Great Central Railway Bridge Progress and Ongoing Future Projects': Tom Ingall/GCR/BBC North.  
**RCTS.** The Methodist Church, junction of Ludwick Way and Colegreen Lane, Welwyn Garden City. 14.00. 'The GN Main Line and Hertford Loop': Dave Cockle.  
**RCTS.** Woking United Reformed Church, White Rose Lane, Woking. 19.15. 'A Career in Railways from 1950 to the Present Day': Gordon Pettitt.

**WEDNESDAY, APRIL 29** .....

**Bradford Railway Circle.** Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ. 19.30. 'Lost Lines to Nottingham': Simon Swain.

**THURSDAY, APRIL 30** .....

**LCCB (Croydon branch).** United Reformed Church Hall (Primary Room), Addiscombe Grove, Croydon CR0 5LP. 19.30. 'Crossrail': Patrick Griffin.  
**Nuneaton Railway Circle.** Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD. 20.00. Annual meeting and photo competition.  
**Stevenage Locomotive Society.** Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'The Pater Bland Collection - Part 4': Bryan Cross.

**FRIDAY, MAY 1** .....

**RCTS.** St Peter's Church Hall, Church Road, Filton, Bristol. 19.30. 'Go Great Western - Just the Ticket from Paddington': Michael Wyatt.  
**SLS.** The Settlement Centre, Union Street, Middlesbrough TS1 5NQ. 19.00. 'Art Deco on the Railways': John Wigston and Steve Frost.

**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, Farnedale Avenue, Northallerton DL7 8SN. 19.30. Members' evening and end-of-season social.

**TUESDAY, MAY 5** .....

**Southern Electric Group and the 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.  
**RCTS.** Beechen Grove Baptist Church, Clarendon Road, Watford. 19.30. 'My Life with the Railway - 1945-1975': Adrian Vaughan.  
**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.  
**Pennine Railway Society.** Salutation Inn, South Parade, Doncaster DN1 2DR. 20.00. 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.

## FILMS

**SATURDAY, APRIL 18** .....

**Railways Remembered.** Kidderminster Railway Museum, Kidderminster SVR Station, Station Approach, Comberton Hill, Kidderminster, Worcs DY10 1QX. 19.30. 'Loco-Spotting Days' (BR 1950/60s): Rob Foxon. Details: 01562 825316.

## EXHIBITIONS

**SATURDAY-SUNDAY, APRIL 25-26** .....

**Spalding Model Engineering and Hobby Show.** Springfield's Exhibition Centre, Spalding. Full details: [www.spaldingshow.com](http://www.spaldingshow.com); email [spaldingshow@gmail.com](mailto:spaldingshow@gmail.com) or call 07443524260.

# REID FREIGHT SERVICES LTD.

Do you need to move a locomotive, coach or any type of railway machinery?  
 We can move it all - all types of traction & rolling stock!



## REID FREIGHT SERVICES LTD.

UNITS 8-10, CINDERHILL INDUSTRIAL ESTATE,  
 WESTON COYNEY ROAD, LONGTON,  
 STOKE-ON-TRENT, STAFFORDSHIRE ST3 5LB

A pain-free service from the specialists in heavy road haulage.  
**GIVE US A CALL NOW!**

TELEPHONE: 01782 599581 OR

E-MAIL: [TRANSPORT@REIDFREIGHT.CO.UK](mailto:TRANSPORT@REIDFREIGHT.CO.UK) FOR A COMPETITIVE QUOTATION



# Where to go for steam & classic traction in April & May

**ABBEY PUMPING STATION**

**April 12, May 2, 26**  
Corporation Road, Leicester LE4 5PX  
(0116 299 5110). [www.leicestersteam.org/museums](http://www.leicestersteam.org/museums)  
Museum open February-October (13.00-16.30).  
Events: April 12 Hobbies and pastimes steam day,  
May 2 Emergency services railway day.

**ALDERNEY RAILWAY**

**April 5, May 3, 10, 17, 24-25, 31**  
Braye Road station, Alderney, Channel Islands  
GY9 3DA. [www.alderneyrailway.com](http://www.alderneyrailway.com)

**ALFORD VALLEY RAILWAY**

**See website for April and May running dates**  
Alford station, Alford, Aberdeenshire. 01975 564332.  
[www.alfordvalleyrailway.org.uk/timetable.asp](http://www.alfordvalleyrailway.org.uk/timetable.asp)

**ALN VALLEY RAILWAY**

**April 4-6, 9, 11-12, 19, 26, May 3-4, 9-10, 17, 23-25, 26, 28, 31**  
Lionheart Station, Alnwick, Northumberland  
NE66 2EZ. [www.alnvalleyrailway.co.uk](http://www.alnvalleyrailway.co.uk)  
Information line 0300 030 3311. Events: April 9  
Wickham Day, May 23-25 Steam Weekend.

**AMBERLEY MUSEUM & HERITAGE CENTRE**

**April 1-12 (then Wednesday-Sunday until November 1)**  
Houghton Bridge, Arundel, West Sussex BN18 9LT  
(01798 831370). Open 10.00-17.30.  
[www.amberleyrailway.co.uk](http://www.amberleyrailway.co.uk)

**AMERTON RAILWAY**

**April 3-15, 18-19, 25-26, May 2-4, 9-10, 16-17, 23-31**  
Stowe-by-Chartley, Weston, Staffs ST18 0LA  
(01785 850965). [www.amertonrailway.co.uk](http://www.amertonrailway.co.uk)

**APEDALE VALLEY LIGHT RAILWAY**

**(home of the Moseley Railway Trust)**  
**April 4-6, 11-12, 18, 25, May 2-4, 9, 16-17, 23-25, 30-31**  
Apedale Country Park, Newcastle-under-Lyme,  
Staffordshire S15 7LB (0845 0941953).  
[www.avlr.org.uk](http://www.avlr.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.ashmanhaughlight railway.co.uk](http://www.ashmanhaughlight railway.co.uk)

**AUDLEY END MINIATURE RAILWAY**

**April 1-12, 18-19, 25-26, May 2-4, 9-10, 16-17, 23-31**  
Saffron Walden, Essex CB11 4JL (01799 542134).  
[www.audley-end-railway.co.uk/](http://www.audley-end-railway.co.uk/)

**AVON VALLEY RAILWAY**

**April 1-10, 18-19, 25-26, May 2-4, 17, 23-31**  
Bitton station, Bath Road, Bitton BS30 6HD  
(0117 932 5538/7296). [www.avonvalleyrailway.org](http://www.avonvalleyrailway.org)  
Events: See website for dining trains.

**BALA LAKE RAILWAY**

**April 1-19, 21-23, 25-26, 28-30**  
**May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31**  
Llanuwchllyn station, Gwynedd.  
[www.bala-lake-railway.co.uk](http://www.bala-lake-railway.co.uk) Events: April 13  
Winifred returns, May 23-25 Alice Days.

**BARROW HILL ROUNDHOUSE RAILWAY CENTRE**

**April 4-5, 11-12, 18-19, 25-26**  
**May 2-3, 9-10, 14-17, 23-24, 30-31**  
Campbell Drive, Barrow Hill, Chesterfield  
(01246 472450). Open: 10.00-16.00.  
[www.barrowhill.org.uk](http://www.barrowhill.org.uk)  
Events: May 14-16 Rail Ale 2015.

**BARRY TOURIST RAILWAY**

**See website for April and May running dates**  
The Station Buildings, Barry Island, South Wales  
CF62 5TH (01446 748816).  
[www.barrytourist railway.co.uk](http://www.barrytourist railway.co.uk)

**BARTON HOUSE RAILWAY**

**April 6, 19, May 17, 23**  
Barton House, Hartwell Road, Wroxham, Norfolk  
NR12 8TL (01603 782470/722858).  
[www.bartonhouse railway.org.uk](http://www.bartonhouse railway.org.uk)  
Events: May 23 Strumpshaw Steam Rally.

**BATTLEFIELD LINE**

**April 3-8, 11-12, 18-19, 25-26, May 2-4, 9-10, 16-17, 23-27, 30-31**  
Shackerstone station, Shackerstone, Leics CV13 6NW  
(01827 880754). [www.battlefieldline.co.uk](http://www.battlefieldline.co.uk)  
Station open most Saturdays and Sundays (11.45-17.00) and bank holidays. Event: April 25-26  
Miniature Traction Engine Weekend.

**BLUEBELL RAILWAY**

**Daily (until October 4)**  
Sheffield Park station, East Sussex (01825 720800).  
[www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk) Events: See website for  
dining trains. April 18-19 Diesel Gala, May 2 Toy &  
Rail Collectors Fair, 9-10 Southern at War, 24  
Track Trek, June 27-28 Model Railway Weekend.

**BODMIN & WENFORD RAILWAY**

**April 1-9, 11-12, 14-16, 18-19, 21-23, 25-26, 28-30, May 2-October 4**  
Bodmin General station, Cornwall (01208 73666).  
[www.bodminrailway.co.uk](http://www.bodminrailway.co.uk)  
Events: May 2-4 Steam Gala.

**BO'NESS & KINNEIL RAILWAY**

**April 3-9, 11-12, 14-16, 18-19, 25-26, 28**  
**May 2-4, 9-10, 12, 16-17, 19, 23-24, 30-31**  
Bo'ness station, Bo'ness, West Lothian EH51 9AQ  
(01506 822298). [www.srps.org.uk/railway](http://www.srps.org.uk/railway)  
Events: April 3-6 Easter Egg Specials, May 16-17 Days  
Out With Thomas, 30-31 Mixed Traffic Gala.

**BOWES RAILWAY**

**April 4-5, May 2-3, June 6-7**  
Springwell Village, Gateshead, Tyne & Wear NE9 7QJ  
(0191 4161847). [www.bowesrailway.co.uk](http://www.bowesrailway.co.uk)  
Site open all year Monday-Saturday, trains operate on  
selected Sundays and special days.  
Events: Open days on dates above.

**BRECON MOUNTAIN RAILWAY**

**April 1-12, 14-16, 18-19, 21-23, 25-26, 28-30**  
**May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31**  
Pant station, Merthyr Tydfil CF48 2UP  
(01685 722988). [www.breconmountainrailway.co.uk](http://www.breconmountainrailway.co.uk)

**BRESSINGHAM STEAM & GARDENS**

**Daily (11.00-16.00)**  
Bressingham Steam Experience, Diss  
(01379 686906). [www.bressingham.co.uk](http://www.bressingham.co.uk)  
Steam Days Wednesday-Sunday, Bank Holiday  
Mondays and every day in school holidays.

**BRISTOL HARBOUR RAILWAY**

**April 4-6**  
M Shed, Princes Wharf, Wapping Road, Bristol  
BS1 4RN (0117 3526600). [www.mshed.org](http://www.mshed.org)  
Museum open Tuesday-Friday (10.00-17.00),  
weekends (10.00-18.00).

**BUCKINGHAMSHIRE RAILWAY CENTRE**

**March 31-April 9, 12, 14-16, 19, 21-23, 26, 28-30, May 3-4, 10, 17, 24-25, 27, 30-31**  
Quainton Road, Quainton, Aylesbury, Bucks HP22 4BY  
(01296 655720). [www.bucksrailcentre.org](http://www.bucksrailcentre.org)  
Events: May 3-4 Steam Gala & Model Railway  
Exhibition, 25 Bus Rally.

**BURE VALLEY RAILWAY**

**Daily (until November 1)**  
Aylsham station, Norwich Road, Aylsham, Norfolk  
(01263 733858). [www.bvrv.co.uk](http://www.bvrv.co.uk)  
Events: April 3-6 Easter Eggpress, 25-26 Macmillan  
Charity Sponsored Walk, 23-25 Everything Goes.

**BURSDEN LIGHT RAILWAY (HNGR)**

**April 12 (Big Spring Steam Up)**  
**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](http://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](http://www.eastlancsrailway.org) or  
email: [transport.museum@east-lancs-ry.co.uk](mailto:transport.museum@east-lancs-ry.co.uk)

**CALEDONIAN RAILWAY**

**April 5, May 31**  
The Station, Park Road, Brechin DD9 7AF  
(01356 622992). [www.caledonianrailway.com](http://www.caledonianrailway.com)  
Events: April 5 Easter Eggpress.

**CAMBRIAN HERITAGE RAILWAYS**

**See website for running dates**  
Llynchys South Station SY10 8BX and Suite 1,  
Cambrian Visitor Centre, Oswald Road, Oswestry,  
Shropshire SY11 1RE (01691 688763).  
[www.cambrianrailways.com](http://www.cambrianrailways.com)

**CARNFORTH STATION VISITOR CENTRE**

**Daily (10.00-16.00)**  
Carnforth station, Lancashire LA5 9TR.  
[www.carnforthstation.co.uk](http://www.carnforthstation.co.uk)

**CHASEWATER RAILWAY**

**April 3-6, 9, 11-12, 18-19, 25-26**  
**May 2-4, 9-19, 16-7, 23-25, 28, 30-31**  
Chasewater Country Park, Pool Road, Brownhills,  
Staffs (01543 412121).  
[www.chasewater railway.co.uk](http://www.chasewater railway.co.uk)

**CHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS**

**April 19, May 17**

Blackberry Lane, off Bognor Road, East Chichester,  
West Sussex PO19 7FS. [www.cdsmc.co.uk](http://www.cdsmc.co.uk)

**CHINNOR & PRINCES RISBOROUGH RAILWAY**

**April 3-6, 11-12, 19, 26**  
**May 3-4, 9-10, 16-17, 24-25, 30-31**  
Chinnor station, Oxon OX39 4ER  
(timetable 01844 353535).  
[www.chinnorrailway.co.uk](http://www.chinnorrailway.co.uk)

**CHOLSEY & WALLINGFORD RAILWAY**

**April 4-6, May 2-4, 24-25**  
Wallingford station, Hithercroft Road, Wallingford  
(01491 835067).  
[www.cholsey-wallingford-railway.com](http://www.cholsey-wallingford-railway.com)  
Events: May 2-4 Double-headed steam,  
16 Fish and chip evening train.

**CHURNET VALLEY RAILWAY**

**April 4-6, 8, 11-12, 15, 19, 25-26**  
**May 2-4, 9-10, 16-17, 23-25, 27, 30-31**  
Station Road, Cheddleton ST13 7EE (01538 750755).  
[www.churnet-valley-railway.co.uk](http://www.churnet-valley-railway.co.uk)  
Events: April 11-12 Daleks v Super Heroes,  
25-26 Paddington Bear, May 23-25 Barney Buffers.

**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](http://www.colefordgwr.150m.com/aboutus.html)

**COLNE VALLEY RAILWAY**

**March 31-April 1, 3-6, 8-9, 11-12, 18-19, 26**  
**May 2-4, 10, 17, 23-25, 27-28, 31**  
Castle Hedingham, Essex CO9 3DZ (01787 461174).  
[www.colnevalleyrailway.co.uk](http://www.colnevalleyrailway.co.uk)  
Events: April 18-19 Vintage Vehicle Rally.

**CORRIS RAILWAY**

**April 3-6, May 2-4, 10, 17, 23-25, 31**  
Station Yard, Corris, Machynlleth SY20 9SH.  
[www.corris.co.uk](http://www.corris.co.uk)

**CREWE HERITAGE CENTRE**

**See website for opening dates**  
Vernon Way, Crewe CW1 2DB (01270 212130).  
[www.creweheritagecentre.co.uk](http://www.creweheritagecentre.co.uk)

**CRICH TRAMWAY VILLAGE**

**Daily**  
Matlock, Derbyshire DE4 5DP (01773 854321).  
[www.tramway.co.uk](http://www.tramway.co.uk)

**DARLINGTON RAILWAY MUSEUM**

**HEAD OF STEAM**  
**Open Wednesday-Sunday (11.00-15.30)**  
North Road Station, Darlington DL3 6ST.  
(01325 460532).  
[www.darlington.org.uk/culture/headofsteam](http://www.darlington.org.uk/culture/headofsteam)

**DARTMOUTH STEAM RAILWAY**

**Daily (until November 1)**  
Queens Park station, Torbay Road, Paignton TQ4 6AF  
(01803 555872). [www.dartmouthsteamrailway.co.uk](http://www.dartmouthsteamrailway.co.uk)

**DEAN FOREST RAILWAY**

**April 1, 3-6, 8, 11-12, 15, 19, 22, 26, 29**  
**May 2-4, 6, 10, 13, 17, 20, 23-25, 27, 30-31**  
Northard, Forest Road, Lydney (01594 845840).  
[www.deanforest railway.co.uk](http://www.deanforest railway.co.uk)  
Events: May 30 Peppa Pig.

**DERWENT VALLEY LIGHT RAILWAY**

**Museum reopens on April 4**  
Yorkshire Museum of Farming, Murton Park,  
Murton Lane, Murton, York YO19 5UF  
(telephone enquiries via Murton Park 01904 489966).  
[www.dvtr.org.uk](http://www.dvtr.org.uk)

**DEVON RAILWAY CENTRE**

**April 1-12, 18-19, 25-26**  
**May 2-4, 6-10, 13-17, 20-31**  
The Station, Bickleigh, Thiverton, Devon EX16 8RG  
(01884 855671). [www.devonrailwaycentre.co.uk](http://www.devonrailwaycentre.co.uk)  
Events: May 23-25 Railway Rummage.

**DIDCOT RAILWAY CENTRE**

**April 1-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
Didcot, Oxon OX11 7NJ (01235 817200).  
[www.didcotrailwaycentre.org.uk](http://www.didcotrailwaycentre.org.uk)  
Events: April 18-19 GWR Diesel Railcar 22's birthday.  
Events: May 23-25 Railway Rummage.

**EAST ANGLIAN RAILWAY MUSEUM**

**Daily (10.00-16.30) for static viewing**  
Chappel station, Wakes Colne, Colchester CO6 2DS  
(01206 242524). [www.earmc.co.uk](http://www.earmc.co.uk)  
Events: April 3-6 Days Out With Thomas, May 3-4  
Swinging Sixties, 24-25 Transport Day.

**EAST KENT RAILWAY**

**April 4-6, 11-12, 19, 26**  
**May 3-4, 10, 17, 23-24, 31**  
White Cliffs Colliery Line, Station Road,  
Shepherdswell, Dover CT15 7PD (01304 832042).  
[www.eastkentlightrailway.moonfruit.com](http://www.eastkentlightrailway.moonfruit.com)  
Events: April 11-12 Traction engines

**EAST LANCASHIRE RAILWAY**

**April 1-5, 7-12, 15-19, 22-26, 29-May 10**  
**May 1-10, 13-17, 20-31**  
Bolton Street station, Bury, Lancs BL9 0EY  
(0161 764 7790). [www.east-lancs-ry.co.uk](http://www.east-lancs-ry.co.uk)  
Events: April 5 Classic Bike Rally, 18-19 Small Engines  
Weekend, May 2-4 Days Out With Thomas,  
23-25 1940s Weekend.

**EASTLEIGH LAKESIDE STEAM RAILWAY**

**March 28-April 12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
Lakeside Country Park, Wide Lane, Eastleigh,  
Hampshire SO50 5PE (02380 612020).  
[www.steamtrain.co.uk](http://www.steamtrain.co.uk) Events: April 5 Easter Egg  
Hunt, May 24-25 Days Out With Thomas.

**EAST SOMERSET RAILWAY**

**April 3-6, 11-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-25, 27, 30-31**  
Cranmore station, Cranmore, Shepton Mallet,  
Somerset BA4 4QP (01749 880417).  
[www.eastsomerset railway.com](http://www.eastsomerset railway.com)

**ECCLESBOURNE VALLEY RAILWAY**

**March 31-April 9, 11-12, 14, 16, 18-19, 21, 23, 25-26, 28, 30, May 2-5, 7, 9-10, 12, 14, 16-17, 19, 21, 23-28, 30-31**  
Wirksworth station, off Coldwell Street, Wirksworth  
DE4 4FB (01629 823076). [www.e-v-r.co.uk](http://www.e-v-r.co.uk)  
Events: May 2-4 Rocks and Rails Weekend.

**ELECTRIC RAILWAY MUSEUM**

**See website for open days**  
Rowley Road, Baginton, Coventry CV3 4LE.  
[www.electrict railwaymuseum.co.uk/](http://www.electrict railwaymuseum.co.uk/)

**ELSECAR HERITAGE RAILWAY**

**April 4-6, 12, 19, 26**  
**May 1-4, 10, 17, 24-25, 31**  
Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley  
S74 8HJ (01226 746746). Open daily for static  
viewing. [www.elsecar railway.co.uk](http://www.elsecar railway.co.uk)  
Events: May 1-4 Barnsley CAMERA Beer Festival.

**EMBSAY & BOLTON ABBEY STEAM RAILWAY**

**April 3-7, 11-12, 14, 18-19, 21, 25-26, 28**  
**May 2-5, 9-10, 12, 16-17, 19, 23-26, 30-31**  
Bolton Abbey station, Skipton, North Yorkshire  
BD23 6AF (01756 710614).  
[www.embsayboltonabbey railway.org.uk](http://www.embsayboltonabbey railway.org.uk)  
Events: May 2-4 Branchline Weekend.

**EPHINGONGAR RAILWAY**

**April 3-6, 8, 11-12, 18-19, 24-26**  
**May 2-4, 9-10, 16-17, 23-25, 27, 30-31**  
Ongar station, Station Approach, Ongar, Essex  
CM5 9BN (01277 365200). [www.eorailway.co.uk/](http://www.eorailway.co.uk/)  
Events: April 3-6 Easter Egg Hunt, 18-19 Diesel Gala,  
24-26 150th Anniversary, May 2-3 Paddington Visits.

**EVESHAM VALE LIGHT RAILWAY**

**March 28-April 12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
Evesham Country Park, Twyford, Evesham, Wors  
WR11 4TP (01386 422282). [www.evtr.co.uk](http://www.evtr.co.uk)  
Events: April 26 Diesel Day.

**EXBURY GARDENS RAILWAY**

**Daily (10.00-17.00)**  
Exbury Gardens, Southampton SO45 1AZ  
(023 8089 1203). [www.exbury.co.uk](http://www.exbury.co.uk)

**FAIRBOURNE RAILWAY**

**March 28-April 16, 18-19, 21-23, 25-26, 28-30**  
**May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31**  
Beach Road, Fairbourne, Gwynedd LL38 2EX  
(01341 250362). [www.fairbourn railway.com](http://www.fairbourn railway.com)

**FESTINIOG RAILWAY**

**Daily (until November 1)**  
Harbour station, Porthmadog LL49 9NF  
(01766 516073). [www.festrail.co.uk/](http://www.festrail.co.uk/)

**FOXFIELD RAILWAY**

**April 3-6, 8**



## KIRKLEES LIGHT RAILWAY

**March 28-April 19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
 Clayton West station, Huddersfield (01484 865727).  
 www.kirkleeslightrailway.com  
 Events: May 16-17 Days Out With Thomas.

## LAKESIDE & HAVERTHWAITE RAILWAY

**Daily (until November 1)**  
 Haverthwaite station, Ulverston, Cumbria LA12 8AL  
 (01539 531594). www.lakesiderailway.co.uk

## LARTIGUE MONORAIL

**April 4-5, 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

**March 29-April 3, 5-10**  
**May 17-22, 24-29, 31-June 2**  
 St Thomas Road, Launceston, Cornwall PL15 8DA  
 (01825 750515). www.launcestonrsc.co.uk

## LAVENDER LINE

**April 3, 5-6, 12, 19, 26**  
**May 3-4, 10, 17, 24-25, 31**  
 Isfield station, Uckfield, East Sussex TN22 5XB  
 (01825 750515). www.lavender-line.co.uk

## LEADHILLS & WANLOCKHEAD RAILWAY

**April 4-5, 11-12, 18-19, 25-26**  
**May 2-3, 9-10, 16-17, 23-24, 30-31**  
 Lowthers Railway Society, The Station, Leadhills,  
 Lanarkshire ML12 6XS. www.leadhillsrailway.co.uk/

## LEIGHTON BUZZARD RAILWAY

**April 1, 3-6, 8, 12, 19, 26**  
**May 2-4, 10, 16-17, 23-25, 27, 31**  
 Page's Park station, Billington Road, Leighton Buzzard  
 LU7 4TN (01525 373888). www.buzzrail.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

**April 4-6, 19, May 3-4, 24-25**  
 Ludborough station, Gimsby DN35 5QS  
 (01507 363881). www.lincolnshirewoldsrailway.co.uk  
 Events: April 4 and 6 Easter Steam Gala, May 24-25  
 Teddy Bears' Weekend.

## LLANBERIS LAKE RAILWAY

**March 29-April 17, 19-24, 26-30**  
**May 1-8, 10-15, 17-August 1**  
 Gilfach 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: April 18-19 Days Out With Thomas, May 9-10  
 Teddy Bears' Picnic, 30-31 150th Anniversary  
 Weekend.

## 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.tlmuseum.co.uk

## LONDON TRANSPORT MUSEUM DEPOT

**See website for guided tours**  
 2 Museum Way, 118-120 Gunnersbury Lane, London  
 W3. Check the website for more open weekends and  
 guided tours - www.tlmuseum.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

**March 31-April 12, 14-16, 18-19, 21-23,**  
**25-26, 28-30, 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

**April 3-6, 11-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-25, 30-31**  
 Southminster Road, Burnham-on-Crouch, Essex  
 (01621 784898). www.mangapps.co.uk  
 Events: April 3-6 Mangapps Spring Gala.

## MANX ELECTRIC RAILWAY

**Daily (until November 8)**  
 Douglas, Isle of Man.  
 www.manxelectricrailway.co.uk

## MAUD RAILWAY MUSEUM

**Open noon-16.00 (ring to confirm)**

Station Road, Maud, Aberdeenshire AB42 5LY  
 (01717 622906). Enquiries to bdpc@cotmail.net

## MIDDLETON RAILWAY

**April 4-6, 11-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-25, 27, 30-31**  
 The Middleton Railway Trust Ltd, The Station,  
 Moor Road, Hunslet, Leeds LS10 2JQ  
 (0113 271 0320). www.middletonrailway.org.uk

## MID-HANTS RAILWAY

**April 3-19, 25-26**  
**May 2-7, 9-10, 12-14, 16-17, 19-21, 23-31**  
 The Station, Allesford, Hants SO24 9JG  
 (01962 733810). www.watercressline.co.uk  
 Events: April 3-12 Days Out With Thomas,  
 May 17 Watercress Festival, 26-29 Peppa Pig.

## MIDLAND RAILWAY-BUTTERLEY

**April 1-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
 Butterley Station, Ripley, Derbyshire (01773 747674).  
 www.midlandrailway-butterley.co.uk  
 Events: May 2-4 Vintage Trains, 23-26 Friendly Engines.

## MID-NORFOLK RAILWAY

**March 31-April 9, 11-12, 15, 18-19, 22,**  
**25-26, 29, May 2-4, 6, 9-10, 13, 16-17, 20,**  
**23-25, 27-28, 30-31**  
 Station Road, Dereham, Norfolk (01362 690633).  
 www.mnr.org.uk Events: April 3-6 Easter Egg  
 Specials, May 23-25 1980s Weekend.

## MID-SUFFOLK LIGHT RAILWAY

**April 5-6, May 3-4, 24-25, 31**  
 Brockford station, Wetheringsett, Stowmarket  
 IP14 5PW (01449 766899). www.msrl.org.uk  
 Events: April 5-6 Easter Steam-up, 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.twmuseums.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)**  
 Caphouse Colliery, New Road, Overton, Wakefield  
 WF4 4RH (01924 848806). 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

**April 1, 3-9, 11-12, 18-19, 25-26**  
**May 2-4, 6, 9-10, 13, 16-17, 20, 23-28,**  
**30-31**  
 Wansford station, Stibbington, Peterborough  
 (01780 784444). www.nvr.org.uk  
 Events: April 4-6 Children's TPO event, 11-12 Diesel  
 Gala, 25 Industrials.

## NORTHAMPTON & LAMPORT RAILWAY

**April 5-6, 12, 19, 26**  
**May 2-4, 10, 17, 23-25, 31**  
 Brampton station, Chapel Brampton, Northants  
 NN6 8BA (01604 820327). www.nlr.org.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.

## NORTH YORKSHIRE MOORS RAILWAY

**Daily (until November 1)**  
 Pickering station Y018 7AJ (01751 472508).  
 www.nymr.co.uk Events: April 17-19, 24-26 Steam  
 Gala, May 23-31 Wizard of Oz Tracker Jack Trail.

## OLD KILN LIGHT RAILWAY

**See website for running dates**  
 Rural Life Centre, Reeds Road, Tilford, Farnham,  
 Surrey GU10 2DL. www.oldkilnlightrailway.com

## PEAK RAIL

**April 4-8, 11-12, 14-15, 18-19, 21-22,**  
**25-26, 28-29, May 2-6, 9-10, 12-13, 16-17,**  
**19-20, 23-27, 30-31**  
 Matlock station, Derbyshire DE4 3NA  
 (01629 580381). www.peakrail.co.uk

## PERRYGROVE RAILWAY

**March 28-31, April 1-12, 14, 18-19, 21,**  
**25-26, 28, May 2-5, 9-10, 12, 16-17, 19,**  
**23-31**  
 Perrygrove Road, Coleford, Gloucs GL16 8QB  
 (01594 834991). www.perrygrove.co.uk

## PONTYPOOL & BLAENAVON RAILWAY

**April 3-6, May 2-4, 23-25**  
 Off B4248 between Blaenavon and Brynmawr  
 www.pontypool-and-blaenavon.co.uk  
 Events: May 2-4 1960s Mixed Traction Weekend,  
 23-25 Teddy Bears' Picnic

## RAVENGLASS & ESKDALE RAILWAY

**Daily (until November 1)**  
 Ravenglass, Cumbria (01229 717171).  
 www.ravenglass-railway.co.uk

## RHIW VALLEY LIGHT RAILWAY

**May 23-24**  
 Manafon, Berriew, Powys. www.rvlr.co.uk

## RHYL MINIATURE RAILWAY

**April 3-6, 11-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
 Central Station, Marine Lake, Wellington Road, Rhyll  
 LL18 1LN (01352 759109).  
 www.rhylminiaturerailway.co.uk/  
 Events: May 23-25 Wizard Weekend.

## RIBBLE STEAM RAILWAY

**April 3-6, 12, 19, 26**  
**May 2-4, 9-10, 16-17, 23-25, 30-31**  
 Albert Edward Dock, Riversway Docklands, Preston.  
 www.ribblesteam.org.uk  
 Events: April 19 LNWR Ramsbottom 150th,  
 May 2-4 Friendly Engines, 16-17 Anything Goes -  
 Delta's 60th Birthday, 23-25 Teddy Bears' Party.

## ROMNEY, HYTHE & DYMCURCH RAILWAY

**Daily (until November 1)**  
 New Romney station, Kent (01797 362353/6).  
 www.rhdr.org.uk

## RUDYARD LAKE RAILWAY

**April 3-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-31**  
 Rudyard station, Rudyard Road, Rudyard, Leek, Staffs  
 ST13 8PF (01538 306704). www.rfsr.org.uk

## RUSHDEN, HIGHAM AND WELLINGBOROUGH RAILWAY

**Open most Fridays (14.00-16.00),**  
**Saturday (14.00-16.00),**  
**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

**April 19, May 17**  
 Ashwell Road, Cottesmore, Oakham LE15 7BX  
 (01572 813203 or 01760 784118 after 16.00).  
 www.rocks-by-rail.org/  
 General opening hours on Tuesdays, Thursdays and  
 Sundays: 10.00-17.00 (last admission 16.00).

## SCOTTISH INDUSTRIAL RAILWAY CENTRE

**(operated by the Ayrshire Railway Preservation Group)**  
**April 5-6, May 24-25**  
 Dunaskin Heritage Centre, Dalmeallington Road,  
 Waterside, Patna, Ayrshire, KA6 7JF (01292 313579,  
 evenings and weekends). www.arpg.org.uk

## SEVERN VALLEY RAILWAY

**April 1-12, 18-19, 25-26**  
**May 1-October 4**  
 Bewdley, Worcs DY12 1BG (01299 403816).  
 www.svr.co.uk Events: April 11-12 Members and  
 Shareholders' Weekend, May 9-10 Peppa Pig.  
 Check website for details of dining opportunities.

## SHIPLEY GLEN TRAMWAY

**April 5, 11-12, 18-19, 25-26**  
**May 2-3, 9-10, 16-17, 23-24, 30-31**  
 Prod Lane, Baildon, West Yorkshire, BD17 5BN  
 (07773 001250). www.shipleyglentramway.co.uk/

## SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

**April 3-6, 12, 19, 26**  
**May 3-4, 10, 17, 24-25, 31**  
 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.tombusandrail.info/events

## SNOWDON MOUNTAIN RAILWAY

**Daily (until November 1)**  
 Llanberis, Gwynedd LL54 4TY (0844 493 8120).  
 www.snowdonmountainrailway.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.sdrco.uk

## SOUTH DEVON RAILWAY

**Daily (until November 1)**  
 The Station, Buckfastleigh, Devon (0845 345 1420).  
 www.southdevonrailway.org  
 Events: April 3-6 Heritage Gala, May 2-4 Days Out  
 With Thomas, 22-25 1960s Mixed Traction Weekend,  
 29 Teddy Bears' Picnic

## SOUTH TYNEDALE RAILWAY

**See website for running days**  
 The Station, Alston, Cumbria CA9 3JB  
 (01434 381696; talking timetable 01434 382828).  
 www.south-tynedale-railway.org.uk/

## SPA VALLEY RAILWAY

**April 3-6, 11-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-25, 30-31**  
 West Station, Royal Tunbridge Wells, Kent TN2 5QY  
 (01892 537715). www.spavalleyrailway.co.uk/  
 Events: April 18-19, 25-26 Days Out With Thomas,  
 May 17 Peppa Pig.  
 See website for details of dining trains.

## ST ALBANS SOUTH SIGNALBOX

**April 12, 26**  
 Ridgmont Road, St Albans AL1 3AJ.  
 www.sigbox.co.uk Opening times: 14.00-17.00.

## STATFOLD BARN RAILWAY

**June 6, September 12**  
 The private railway at Tamworth, Staffordshire, is not  
 open to the public, but an enthusiasts' day is listed  
 above and interested readers may apply for an  
 invitation. Details: www.statfoldbamrailway.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

**April 4-6, 12, 19, 26**  
**May 2-4, 10, 17, 23-25, 31**  
 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

**April 5, 12, 19, 26, May 3, 10, 17, 24, 31**  
 North Tyneside Steam Railway Association,  
 Middle Engine Lane, West Chirton, North Shields  
 NE29 8DX (0191 2007146). www.nrsra.org.uk

## STRATHSPEY RAILWAY

**April 1-2, 4-6, 8-9, 11-12, 15-16, 18-19,**  
**22-23, 25-26, 29-30, May 2-4, 6-7, 9-10,**  
**13-14, 16-17, 20-21, 23-24, 27-28, 30-31**  
 Aviemore station, Dalfarbar Road, Aviemore,  
 Inverness-shire (01479 810725).  
 www.strathspeyrailway.co.uk

## SUTTON HALL RAILWAY

**Ring railway for running days**  
 Tabors Farm, Sutton Hall, Shopland 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: April 17-19 Spring Steam Gala,  
 May 8-10 Diesel Gala.

## SWINDON & CRICKLADE RAILWAY

**April 1, 3-6, 8, 11-12, 18-19, 25-26**  
**May 2-4, 9-10, 16-17, 23-25, 27**  
 Tadpole Lane, Blunsdon, Swindon SN25 2DA  
 (01793 771615).  
 www.swindon-cricklade-railway.org  
 Events: May 2-4 Kids Go (Free Steam Weekend).

## TALLYLLEN RAILWAY

**Daily (until November 1)**  
 Wharf station, Tallyllyn, Gwynedd LL36 9EY  
 (01654 710472). www.tallyllyn.co.uk  
 Museum open: 10.00-14.00.

## TANAT VALLEY LIGHT RAILWAY

**See website for opening times**  
 Nant Mawr Visitor Centre, Rednal, West Felton,  
 Osneystry, Shropshire SY10 9HW (01948 781079).  
 www.tvlvr.co.uk

## TANFIELD RAILWAY

**April 3-6, 12, 18-19, 26**  
**May 3-4, 10, 16-17, 24-25, 31**  
 Marley Hill Engine Shed, Old Marley Hill, Gateshead,  
 Tyne & Wear NE16 5ET (for sat navs)  
 (0845 463 49



## ACCOMMODATION

**Self-catering on the Settle - Carlisle Line**  
with the Settle & Carlisle Railway Trust



**The Station Master's House**  
at Ribbleshead - Sleeps up to 4

**Kirkby Stephen Station**  
Two holiday lets, each sleeping 4

**Late Booking?**  
Ask us about last minute discounts.

Platform Cottage Booking Office Cottage

Both locations have great views of the trains and the fells. Open all year, they are available for full weeks, long weekends and mid-week breaks.

For rates and availability call 01768 800 208 or visit [www.sandctrust.org.uk/stayatastation/](http://www.sandctrust.org.uk/stayatastation/)

**BAYLEAF Guest House\*\*\*\***  
*Licensed • Car Parking • All En-suite*

Two downstairs rooms  
Great location for all amenities  
Only 10 seconds from the steam railway station  
Telephone 01263 823779 • Sheringham  
email: [bayleafgh@aol.com](mailto:bayleafgh@aol.com) [www.bayleafbandb.co.uk](http://www.bayleafbandb.co.uk)

**NORFOLK GOODS SHED**

Spacious apartment in a railway goods shed. Sleeps 2. Short and long breaks.

Near Mid-Norfolk Railway  
01760 720617  
[www.thegoodshed.co.uk](http://www.thegoodshed.co.uk)

**SAUGHTREE RAILWAY STATION BED & BREAKFAST**

Saughtree, Newcastleton, Roxburgh TD9 0SP  
Tel: 013873 76213  
[saughtreestation.weebly.com](http://saughtreestation.weebly.com)

**Helmsdale Station**  
Self catering accommodation  
4 bedrooms in listed station building on the Far North Line.  
Non profit making community project.  
01743 588654  
[www.helmsdalestation.co.uk](http://www.helmsdalestation.co.uk)

## BOOKS

**NICK TOZER**  
RAILWAY BOOKS

**RAILWAY BOOKS BOUGHT AND SOLD**  
Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ  
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00  
Tel: 01484 518159 (answer machine)  
web: [www.railwaybook.com](http://www.railwaybook.com) email: [nick@railwaybook.com](mailto:nick@railwaybook.com)

**LINDA TINKER RAILWAY BOOKS**

**PRE-OWNED & HARD TO FIND RAILWAY BOOKS BOUGHT & SOLD**  
FREE UK Postage on ALL books  
Visit our website to see what we have on offer...  
[www.lindatinkerrailwaybooks.co.uk](http://www.lindatinkerrailwaybooks.co.uk)  
**JUST ARRIVED -**  
New & out of print Wild Swan  
By Cornish Riviera Ltd (W. G. Chapman) 1934  
Specializing in North American titles  
Now taking orders for new Morning Sun publications

For a personal and friendly service contact us on 01335 330965

## BOOKS

**Melrose Books**

**New Authors**  
**Melrose Books**  
Book publishers

We offer publishing packages to suit all authors  
Manuscripts invited in all genres  
For full details of our services please visit [www.melrosebooks.co.uk](http://www.melrosebooks.co.uk)  
Melrose Books, St Thomas' Place, Ely, CB7 4GG  
email: [info@melrosebooks.co.uk](mailto:info@melrosebooks.co.uk)  
Tel: 01353 646608 Please quote Ref: RM



**MP Middleton Press**  
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 23 MAY  
**BERWICK TO ST. BOSWELLS via KELSO**  
£18.95 P&P free (UK) MAIL ORDER  
Available 6 May  
**RAIL TIMES FOR GREAT BRITAIN**  
Summer Revision - Valid from 17 May 2015  
£20.95 FREE P&P (UK) Mail Order  
[www.middletonpress.co.uk](http://www.middletonpress.co.uk)  
Easebourne Lane, Midhurst, GU29 9AZ  
T: 01730 813169 E: [sales@middletonpress.co.uk](mailto:sales@middletonpress.co.uk)  
Please visit our website or telephone for a brochure

**TWELVEHEADS PRESS**

**Brunel's Royal Albert Bridge** John Binding  
118 illustrations, 152 pages, softback, £19.50  
**Inclined Planes in the South West**  
Martin Bodman. Gazetteer over 200 sites.  
142 illustrations, 128 pages, softback, £15  
**The Struggle for the Cornwall Railway: Fated Decisions** Hugh Howes.  
68 illustrations, 240 pages, softback, £16.50  
**Slate Quarry Railways of Gwynedd** Messenger  
123 illustrations, 96 pages, softback, £14

Post free in the UK  
2 Woodside Cottages, Chacewater, Truro, TR4 8LP  
[www.twelveheads.com](http://www.twelveheads.com)

**Bill Hudson Books**  
Railway, Tramway and Shipping books for the enthusiast... from the enthusiast.

[www.billhudsontransportbooks.co.uk](http://www.billhudsontransportbooks.co.uk)  
Tel/Fax: 01629 580797  
[bill@billhudsontransportbooks.co.uk](mailto:bill@billhudsontransportbooks.co.uk)  
Please visit: Matlock Station, Station Yard, Matlock DE4 3NA

**RAILWAY BOOKS**  
Rare and out of print  
4,000+ to view at  
[www.nigelbirdbooks.co.uk](http://www.nigelbirdbooks.co.uk)  
**01974 821281**

**DVDS**

"Railways on the Isle of Wight" 102 mins  
"The Swanage Railway" 120 mins.  
"Along First Great Western Lines" 90 mins  
"Along South West Trains Lines" 120 mins  
"The Mid-Hants Railway" 110 mins  
Plus bus & ship DVDs. £14.95 post free  
from Colin Hall, Top Floor, Charford Manor, Breamore, Fordingbridge, Hants, SP6 2DS  
[www.colin-hall-publishing.co.uk](http://www.colin-hall-publishing.co.uk)

## EVENTS

**BURTON RAILWAY COLLECTORS FAIR**  
Saturday 18th April 2015  
**BURTON-ON-TRENT TOWN HALL**  
Burton-on-Trent DE14 2EB  
10.30am-3.30pm  
5 minutes walk from Railway Station  
The Premier event for Railway Books, Ephemera, Relics, Postcards, Magazines, Maps, Models, Tickets etc.  
Many leading dealers and private traders in attendance. Lots on offer for every collector. Refreshments  
Organisers: Tony Hillman and Barry Jones  
Enquiries/Staff Bookings: Tony Hillman Tel: 020 8274 0811  
[www.tobaz.co.uk](http://www.tobaz.co.uk)

## ENGINEERING

Call 01454 324546

FREE Shipping 25 yrs Experience Online Discounts Massive Selection

**Any tap, any die**  
**Any where**  
**No jack of all trades, not us**

Visit us online: [www.avontapdie.co.uk](http://www.avontapdie.co.uk)  
It's what we do. It's all we do. Isn't it time you chose a specialist? Any tap, tap set, tapping drill, die, die nut - any where - and when you need it. We've been doing this for more than 25 years, supplying the world with vital taps, dies and cutting & threading tools of the highest quality. No job is ever too big nor too small, every order for us is just as important - it's our reputation at stake as well as your deadline.

**AVON**



## FOOTWEAR



**William Lennon & Co Ltd**  
Since 1899  
Stoney Middleton  
Derbyshire  
England

**RUFF-LANDER**

Manufacturers and stockists of all types of traditional men's boots including external toe caps, hob nailed & dealer styles

[www.thebootfactory.co.uk](http://www.thebootfactory.co.uk)  
Tel. 01433 630451 for a brochure Email. sales@williamlennon.co.uk

## FOR SALE

**Flangebracket MECCANO**  
**MECCANO PARTS**

We carry a wide range of Meccano parts, from all era's. Various grades, well used to Mint.

*PLEASE E-MAIL FOR A QUOTE FOR YOUR NEEDS*

Andrew Luckham, 50 Haymill Road, Burnham, Slough, Berkshire SL1 6NF  
Tel: 01628 666942. Flangebracket50@yahoo.co.uk

**REGRET NO LISTS**

**Colour-Rail**

Visit our redesigned website at  
[www.colour-rail.com](http://www.colour-rail.com)

To view 50,000 images - steam, modern traction, stations, buses and much more. Nearly every named BR engine featured.

Looking for a good home for your treasured negatives and slides?  
Then e-mail [colourrail@aol.com](mailto:colourrail@aol.com) or write to 558 Birmingham Road

**IVATT ATLANTIC 4-4-2 FOR SALE**

1 1/2" Scale  
5" Gauge



Length 5'2"  
2 cylinders  
1 1/2" bore x 2 1/4" stroke,  
D&C wheels 6 1/2" dia.

[info@steamdays.co.uk](mailto:info@steamdays.co.uk)  
07841113598 / 01515482419  
[www.steamdays.co.uk](http://www.steamdays.co.uk)

**L&Y LOCOMOTIVE FOR SALE**

7 1/4" Gauge



Professional steel boiler with copper tubes, super heaters, twin injectors.

[info@steamdays.co.uk](mailto:info@steamdays.co.uk)  
07841113598 / 01515482419  
[www.steamdays.co.uk](http://www.steamdays.co.uk)

**To advertise call Craig on 01507 529537 or email [cames@mortons.co.uk](mailto:cames@mortons.co.uk)**

## PHOTOGRAPHY

## DISCOUNT Film Prices

**PhotoUK**

Long established supplier of **discount** Fujifilm, Kodak and Ilford film

For **best UK prices** call us or visit our website

Order Hotline:  
**08445 532316**

(Mon - Fri, 9am - 3pm)

[www.photouk.co.uk](http://www.photouk.co.uk)

Pay by Credit/Debit Card or Cheque  
PO Box 3104, Eastbourne BN21 9HT



## RAIL TOURS

## STEAM TRAIN TOURS 2015

Coach Tours and Self Drive holidays for Railway Enthusiasts. Stay half board in local hotels; rail trips and admissions included.

Holidays to: Cumbria; The North East; North Wales; Kent and Sussex; Devon and Cornwall. [www.steamtraintours.co.uk](http://www.steamtraintours.co.uk)  
e-mail: [steam.train.tours@live.com](mailto:steam.train.tours@live.com) Tel. 07527 184420

## WANTED



Collections wanted  
UK & Abroad  
Slides | Negatives  
Ephemera

01494 446774  
[info@kezlanimages.com](mailto:info@kezlanimages.com)  
[www.kezlanimages.com](http://www.kezlanimages.com)

**Deadline for advertising in the next issue is Friday 24 April**

## WANTED

### RAILWAY TICKETS

*The older the better*

British & overseas, travel & platform  
Established collector purchases  
interesting collections

Ian Gardner, Little Tile House,  
Nightingales Lane, Chalfont St Giles,  
Bucks HP8 4SL Tel: 01494 762952

## WANTED

**BY ENTHUSIAST & HERITAGE RAILWAY VOLUNTEER  
BRITISH AND FOREIGN RAILWAY NEGATIVE & SLIDE  
COLLECTIONS FRIENDLY & PRIVATE SERVICE**

IMMEDIATE SETTLEMENT IN CASH IF REQUIRED  
CALL DAVID 07954 438 713 EMAIL: [davidhadams51@yahoo.co.uk](mailto:davidhadams51@yahoo.co.uk)  
\* DON'T LET THEM END UP THROWN AWAY \*

## PADDINGTON TICKET AUCTIONS

CHRIS DICKERSON & BRIAN MOAKES  
3 MALLARD CLOSE, PICKERING, NORTH YORKSHIRE YO18 8TF  
The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps.

OUR NEXT AUCTION IS ON  
**SATURDAY 25 APRIL 2015**

at The Royal National Hotel, Russell Square,  
London WC1H 0JX at 11:00 (viewing from 08:00)  
The sale will include provincial tram and bus tickets from the collection of the late Peter Mitchell whose collection was legendary in both quality and quantity.

A colour illustrated catalogue of at least 500 lots will be published at least two weeks before the auction. Please send your name and address to the address above for a free copy or go to our website at:  
[www.paddingtonticketauctions.co.uk](http://www.paddingtonticketauctions.co.uk)  
for details, or speak to us on 01751 474155

## WEB DIRECTORY

### Railway Lamps

Original Specifications  
Repairs & Bespoke Design

New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.

01484 456 456  
email: [456@metroheritage.com](mailto:456@metroheritage.com)  
[www.gaslamps.co.uk](http://www.gaslamps.co.uk)





## How to order a subscription

**Have your RM sent direct to you each month!**

Visit [www.railwaymagazine.co.uk](http://www.railwaymagazine.co.uk) or turn to p28 in this issue

Full subscription rates (but see p28 for offer \*): (12 months 12 issues, incl post & packing) – UK £51.60 (one year); £103.20 (two years); £154.80 (three years), Republic of Ireland £73.75 and overseas £62.75-£80. UK subscriptions are zero-rated for the purposes of Value Added Tax. \* Existing subscribers receive a monthly exclusive offer.

Send cheques/postal orders and correspondence to:

Freepost RTKU-YJBY-HJCR, The Railway Magazine Subscriptions, Mortons Media Group Ltd, Horncastle, Lincs LN9 6JR. Tel: 01507 529529. Fax: 01507 371066. email: [subscriptions@mortons.co.uk](mailto:subscriptions@mortons.co.uk)

Overseas subscription enquiries:

The Railway Magazine Subscriptions, PO Box 99, Morton Way, Horncastle, Lincs LN9 6LZ United Kingdom (please attach correct postage). Tel +44 (0)1507 529529. Fax: +44 (0)1507 371066.

Newsstand distribution by Worldwide Media Services Inc, 115 East 23rd Street, New York, NY 10010. USA Postmaster: Send address corrections to *The Railway Magazine's* US agent: Mercury International Ltd, 365 Blair Road, Avenel, NJ 07001, USA. Periodicals postage paid at Rahway, New Jersey.

## Back issues

Limited numbers are available at £4.95 incl p&p (£6.40 for Europe, £7.10 for rest of the world). Phone 01507 529529 to check availability.

## Binders

High-quality binders are just £11.50 including UK postage and packing (add £2.25 for Europe and £4.75 for rest of the world).

**TO ORDER:** Simply write to: The Railway Magazine Binder Offer, Mortons Media Group Ltd, Media Centre, Horncastle, Lincs LN9 6JR. Please state quantity required and enclose a cheque for the correct amount, made payable to Mortons Media Group Ltd. Readers overseas please note we can only accept either Sterling Bankers Draft or credit card payments.

## Bound volumes

£48 per vol incl p&p (12 issues approx) or £40 if collected. For more information see website: [www.walternewbury.co.uk](http://www.walternewbury.co.uk); email: [info@walternewbury.co.uk](mailto:info@walternewbury.co.uk); or call 020 8472 0526. Send copies with your name and address plus remittance to: Walter Newbury Ltd, Dagenham Business Centre, Unit 19, 123 Rainham Road North, Dagenham, Essex RM10 7FD

## Friends of The Railway Magazine

A link to *The RM* is included on the websites of several heritage railways and rail enthusiast organisations. Among the Friends of *The Railway Magazine* sites are:

- |  |  |
|--|--|
| 1. GREAT CENTRAL RAILWAY<br><a href="http://www.gcrailway.co.uk">www.gcrailway.co.uk</a>   | 24. MIDDLETON RAILWAY<br><a href="http://www.middletonrailway.org.uk">www.middletonrailway.org.uk</a>                                |
| 2. FFESTINIOG RAILWAY <a href="http://www.festrail.co.uk">www.festrail.co.uk</a>   | 25. EAST SOMERSET RAILWAY<br><a href="http://www.eastsomerset-railway.com">www.eastsomerset-railway.com</a>                          |
| 3. NORTH NORFOLK RAILWAY<br><a href="http://www.nnrailway.co.uk">www.nnrailway.co.uk</a>   | 26. DEAN FOREST RAILWAY<br><a href="http://www.deanforestrailway.co.uk">www.deanforestrailway.co.uk</a>                              |
| 4. RAILWAY PRESERVATION SOCIETY OF IRELAND <a href="http://www.steamtrainsireland.com">www.steamtrainsireland.com</a>                  | 27. PEAK RAIL <a href="http://www.peakrail.co.uk">www.peakrail.co.uk</a>   |
| 5. SOUTH DEVON RAILWAY<br><a href="http://www.southdevonrailway.org">www.southdevonrailway.org</a>                                     | 28. SCARBOROUGH RAILWAY SOCIETY<br><a href="http://www.scarboroughrailwaysociety.org.uk">www.scarboroughrailwaysociety.org.uk</a>    |
| 6. EMSBAY & BOLTON ABBEY STEAM RAILWAY<br><a href="http://www.emsbayboltonabbeyrailway.org.uk">www.emsbayboltonabbeyrailway.org.uk</a> | 29. LINCOLNSHIRE WOLDS RAILWAY<br><a href="http://www.lincolnshirewoldsrailway.co.uk">www.lincolnshirewoldsrailway.co.uk</a>         |
| 7. TALYLlyn RAILWAY <a href="http://www.talyllyn.co.uk">www.talyllyn.co.uk</a>   | 30. ROYAL DEESIDE RAILWAY<br><a href="http://www.deeside-railway.co.uk">www.deeside-railway.co.uk</a>                                |
| 8. MID-NORFOLK RAILWAY <a href="http://www.mnr.org.uk">www.mnr.org.uk</a>  | 31. PUBS NEAR THE STATION<br><a href="http://www.pubsnearthestation.com">www.pubsnearthestation.com</a>                              |
| 9. SOUTH TYNDALE RAILWAY<br><a href="http://www.strps.org.uk">www.strps.org.uk</a>   | 32. PUBS NEAR THE TUBE<br><a href="http://www.pubsnearthetube.com">www.pubsnearthetube.com</a>                                       |
| 10. SCOTTISH RAILWAY PRESERVATION SOCIETY<br><a href="http://www.srps.org.uk">www.srps.org.uk</a>                                      | 33. GREAT WESTERN (SVR) ASSOCIATION<br><a href="http://www.gw-svr-a.org.uk">www.gw-svr-a.org.uk</a>                                  |
| 11. SPA VALLEY RAILWAY<br><a href="http://www.spavalleyrailway.co.uk">www.spavalleyrailway.co.uk</a>                                   | 34. UK STEAM<br><a href="http://www.uksteam.info">www.uksteam.info</a>   |
| 12. BODMIN & WENFORD RAILWAY<br><a href="http://www.bodminandwenfordrailway.co.uk">www.bodminandwenfordrailway.co.uk</a>               | 35. STEPHENSON LOCOMOTIVE SOCIETY<br><a href="http://www.stephensonloco.org.uk">www.stephensonloco.org.uk</a>                        |
| 13. CHOLSEY & WALLINGFORD RAILWAY<br><a href="http://www.cholsey-wallingford-railway.com">www.cholsey-wallingford-railway.com</a>      | 36. MARLOW & DISTRICT RAILWAY SOCIETY<br><a href="http://www.mdrs.org.uk">www.mdrs.org.uk</a>  |
| 14. FAIRBOURNE RAILWAY<br><a href="http://www.fairbournrailway.com">www.fairbournrailway.com</a>                                       | 37. GAINSBOROUGH MODEL RAILWAY SOCIETY<br><a href="http://www.gainsboroughmodelrailway.co.uk">www.gainsboroughmodelrailway.co.uk</a> |
| 15. CALEDONIAN RAILWAY<br><a href="http://www.caledonianrailway.co.uk">www.caledonianrailway.co.uk</a>                                 | 38. WEST SOMERSET RAILWAY<br><a href="http://www.west-somerset-railway.co.uk">www.west-somerset-railway.co.uk</a>                    |
| 16. BURE VALLEY RAILWAY <a href="http://www.bvrr.co.uk">www.bvrr.co.uk</a>   | 39. CONTINENTAL RAILWAY CIRCLE<br><a href="http://www.continentalrailwaycircle.org.uk">www.continentalrailwaycircle.org.uk</a>       |
| 17. BRITISH TRAMS ON LINE<br><a href="http://www.britishtramsonline.co.uk">www.britishtramsonline.co.uk</a>                            | 40. RAILWAY PERFORMANCE SOCIETY<br><a href="http://www.railperf.org.uk">www.railperf.org.uk</a>                                      |
| 18. EAST ANGLIAN RAILWAY MUSEUM<br><a href="http://www.earm.co.uk">www.earm.co.uk</a>  | 41. LNER (SVR) COACH FUND<br><a href="http://www.lnersvrcoachfund.org.uk">www.lnersvrcoachfund.org.uk</a>                            |
| 19. CHASEWATER RAILWAY<br><a href="http://www.chasewater-railway.co.uk">www.chasewater-railway.co.uk</a>                               | 42. KEITH & DUFFTOWN RAILWAY<br><a href="http://www.keith-dufftown-railway.co.uk">www.keith-dufftown-railway.co.uk</a>               |
| 20. BOWES RAILWAY <a href="http://www.bowesrailway.co.uk">www.bowesrailway.co.uk</a>   | 43. ALN VALLEY RAILWAY<br><a href="http://www.alnvalleyrailway.co.uk">www.alnvalleyrailway.co.uk</a>                                 |
| 21. BARROW HILL ROUNDHOUSE<br><a href="http://www.barrowhill.org.uk">www.barrowhill.org.uk</a>   | 44. SWANAGE RAILWAY<br><a href="http://www.swanagerailway.co.uk">www.swanagerailway.co.uk</a>  |
| 22. ENGINE SHED SOCIETY<br><a href="http://www.engineshedsociety.co.uk">www.engineshedsociety.co.uk</a>                                |  |
| 23. ABRAIL <a href="http://www.abrail.co.uk">www.abrail.co.uk</a>  |  |

# The RAILWAY Magazine

A good way to ensure you receive every issue of *The Railway Magazine* is to place an order with your local newsagent. Once set up, your copy of *The Railway Magazine* will be held for you to collect, saving you the time and frustration of having to search the newsstands. Some newsagents may even offer a home delivery service, making it easier still for you to obtain your copy.

So simply complete the form below (you can photocopy it if you wish) and take it to your local newsagent today.

## NEWSAGENT ORDER FORM

■ Please reserve/deliver\* a copy of *The Railway Magazine* on a regular basis, starting with the ..... issue (\*delete as appropriate)

Initials.....Surname .....

Address.....

.....Postcode .....

Daytime tel No.....

email .....

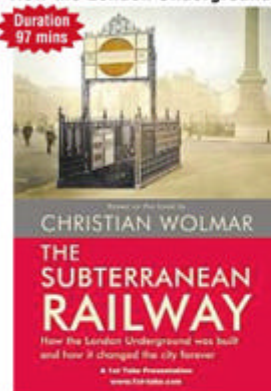


## How to submit digital photos

- For publication, take pictures at largest size, resolution and compression.
- Hi-res JPEGs or TIFFs should be resized to min 7x5in at 300dpi with no layers or sharpening (with TIFFs, select byte order as 'PC').
- Captions plus your name and contact details MUST be embedded in the 'File Info' section. A brief contents list must be written on CD sleeves and on the CD itself (but do not stick labels on CDs).
- Delete the camera's automatic file-naming codes and replace with ones incorporating your initials, train/loco number, location, date – e.g: NP\_91104Retford070410.jpg
- If posting CDs, send thumbnails and captions. We cannot return CDs.
- If e-mailing shots, send only 72dpi initially at max size of 8x6in to [rmPIX@mortons.co.uk](mailto:rmPIX@mortons.co.uk). Your co-operation is appreciated.

## EXCLUSIVE DVD READER OFFER... THE SUBTERRANEAN RAILWAY

How the London Underground was built and how it changed the city forever



The dramatic story of the men who made the world's first, and still the largest, underground railway. Since Victorian times, London's underground railway has played a vital role in the daily life of generations of Londoners. This intriguing documentary celebrates the vision and determination of those pioneers who conceived this revolutionary transport system and the men who tunnelled to make the tube.

Based on the best-selling book by Christian Wolmar, Britain's leading commentator on the railways, and enhanced by stunning archive material and evocative film, this DVD reveals London's hidden wonder and shows how the railway beneath the streets helped create the city we know today. The story continues through two world wars, when the Tube provided the best shelters of all, and up to the present day, with the onset of privatisation and the arrival of driverless trains.

The production benefits from access to rolling stock and rare archive material stored at London Transport Museum's sites in Covent Garden and Acton, including the only surviving locomotive from the world's first underground railway.

### \*\*\* SPECIAL OFFER \*\*\*

As a Railway Magazine Reader, you save £4.50 when you order this DVD, which is normally priced at £14.95 plus £2.50 p&p. For all orders out of UK please add £2 for airmail postage. Offer available until July 31st, 2015.

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB  
Order by phone: call 01454 321614, quoting 'SLR0415'

DVD TITLE	PRICE	QTY	£ TOTAL
The Subterranean Railway (Duration: 97 mins.)	£12.95		
Postage and Packing			FREE
<b>GRAND TOTAL</b>			

YOUR NAME: .....

DELIVERY ADDRESS: .....

Post Code: ..... Tel No: .....

Please accept payment by cheque made payable to '1st Take Ltd' to the value of .....

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

.....

Valid From Date: ..... Expiry Date: .....

SECURITY CODE ..... (Last 3 digits on back of card)



# Prize crossword

# £100 worth of Nostalgia Collection books to be won

Sponsored by

The NOSTALGIA Collection

Visit us at

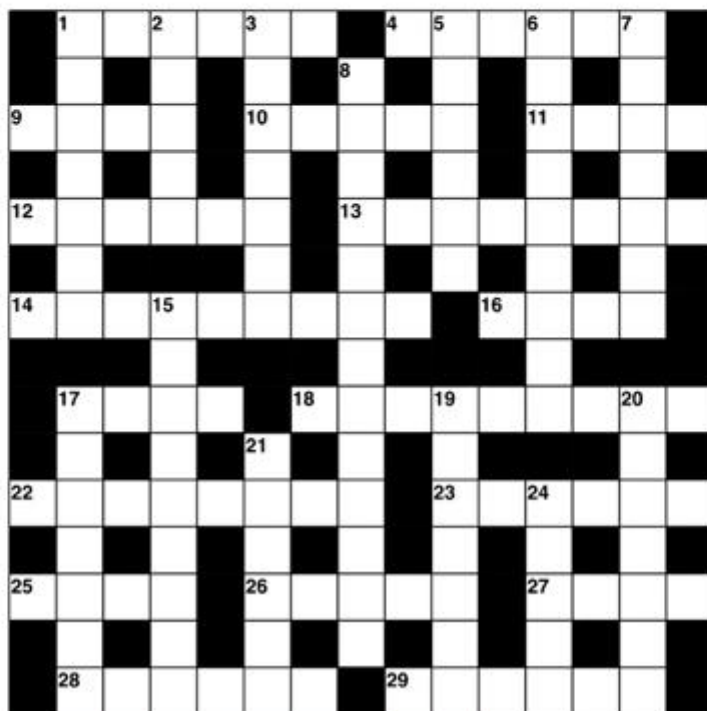
[www.nostalgiacollection.com](http://www.nostalgiacollection.com)

■ 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

- 1 and 14 across Preserved GCR 'Director' 4-4-0 (6-9)
- 4 Nova \_\_, 'Jubilee' No. 45556 (6)
- 9 Station between Norwich and Great Yarmouth (4)
- 10 ECML summit and tunnel south of Grantham (5)
- 11 \_\_ Park, station on the Hayes branch (4)
- 12 and 13 Location of Hitachi's new train-assembly plant in NE England (6,8)
- 14 See 1 across
- 16 'The \_\_', nickname of the concourse at Paddington (4)
- 17 Material the Leighton Buzzard Railway was built to carry (4)
- 18 Station between Brentford and Hounslow (9)
- 22 Location of a new chord linking the Oxford-Bletchley and Banbury-Marylebone routes... (8)
- 23 ...and \_\_ Junction, former station between there and Bletchley (6)
- 25 Liverpool \_\_ Street (4)
- 26 Surrey location near Epsom with East and West stations (5)
- 27 Loco whistle signal used to communicate between train engine and banker, for example (4)
- 28 \_\_ Oak, north London junction station (6)
- 29 Station between Selby and Hull (6)



## Down

- 1 Type of knuckle coupling invented in the USA (7)
- 2 \_\_ Valley Line, Rugby-Stafford (5)
- 3 \_\_ Castle, No. 7004 (7)
- 5 \_\_ Junction, GWR junction east of Taunton for the Chard line (6)
- 6 Gilbert & Sullivan operetta celebrating a 2-8-2 locomotive? (3,6)
- 7 Former GWR & Rhymney Joint station between Quakers Yard and Merthyr (7)
- 8 \_\_ Corps, 'Battle of Britain' No. 34050 (5,8)
- 15 Southern terminus of the Romney, Hythe & Dymchurch Railway (9)
- 17 \_\_ Tor, Class 60 No. 60083 (7)
- 19 \_\_ Hall, No. 4922 (7)
- 20 'West Country' No. 34096 (7)
- 21 \_\_ Road, 'Waverley Route' station (6)
- 24 Great \_\_, Junction and Tunnel near Peak Forest (5)

## April crossword entry form

Name .....

Address .....

.....Postcode .....

Tel .....

Email .....

Send completed form (photocopies are accepted) to: April 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 June 2015 issue. The winners will be the senders of the first all-correct solutions opened in our office.

On occasion, Mortons Media Group Ltd may decide to contact you by post/phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box.

On occasion, Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box.

On occasion, Mortons Media Group Ltd may permit third parties, that we deem to be reputable, to contact you by post/phone/fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box.

## Solution to the February issue

**Across:** 1 Ambergate 8 Curzon 9 Street 12 Lock 13 Shrub 14 Hill 17 Kingham 18 Newnham 19 Swansea 22 Ejector 24 Erth 25 Corfe 26 Bala 29 Newark 30 Exeter 31 New Radnor

**Down:** 2 Maze 3 Eynsham 4 Gisburn 5 Tern 6 Vulcan 7 Zenith 10 Blakesley 11 Glamorgan 15 Chase 16 Tweed 20 Astley 21 Aboukir 22 Enfield 23 Thames 27 Vale 28 Hero

**February winner:** Mr M R Hannam, Farnborough, Hants.  
**Runners-up:** Brian Wilkinson, Buckie, Banffshire; A J Swann, Llanharan, Pontyclun.

**The closing date for this month's crossword is May 8, 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



LAST month's mystery picture (right) by John Spencer-Gilks showed a Waggon und Maschinenbau railbus calling at Quy station on March 21, 1962, with the 4.21pm Cambridge-Mildenhall service. The line closed to passengers on June 18, 1962, and to goods in July 1964. Cambridge University Railway Club travelled on the last train from Mildenhall to Cambridge and possess the Quy station nameboard. The station building survives as a private dwelling and has been tastefully extended to match the original design.

Now, do you know where these glazed-tile platform direction signs can be found? Answer next month.



**Next month**

The May issue will be on sale on May 6. Thank you for choosing *The Railway Magazine*



## OO Gauge (1:76 Scale)

### Bachmann Branchline - Steam locos



31-136DC Class D11/2 4-4-0 62677 'Edie Ochiltree' in BR black late crest. DCC Fitted (list £139.95) **BARGAIN** ... £85



31-635 Class 64xx 0-6-0 pannier tank 6406 in GWR green **NEW** ... £72.21  
31-637 Class 64xx 0-6-0 pannier tank 6412 BR lined green late crest **NEW** ... £72.21



30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures ... £140.20



31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered **NEW** ... £76.46  
31-365 Class 03 0-6-0 diesel shunter D3170 in BR blue wasp stripes & air tanks - weathered **NEW** ... £83.71  
31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green **NEW** ... £79.51



32-480DS Class 04 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (list £244.95) **BARGAIN** ... £189  
32-781A Class 370 37034 BR Blue Split Head Code - weathered ... £97.71



32-616A Derby Lightweight 2 Car DMU in BR green speed whiskers ... £123.21



38-500 'Covhop' covered hopper in BR bauxite ... £18.28  
38-500 Pack of 4 (list £91.80) ... **BARGAIN** ... £86  
38-500 Megapack of 8 (list £183.60) ... **BARGAIN** ... £126



34003EFE AEC 2RT2 Bus 'London Transport' **NEW** ... £26.50

## Hattons - DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF ... £110  
DCR-21PIN-Direct Single ... £12  
DCR-21PIN-Direct Box of 5 ... £57  
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF ... £33  
DCR-8PIN-Direct Box of 5 ... £39  
DCR-8PIN-Direct Box of 10 ... £105

## Heljan - Steam locos



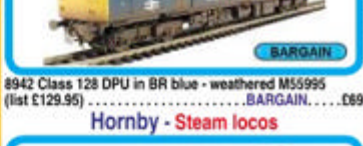
266200 Deyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers on tanks 1949-56. Heavily weathered ... £199



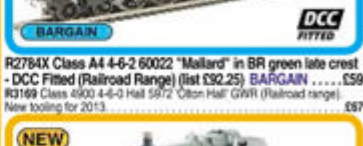
2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (list £129.95) **BARGAIN** ... £89



4005- Lion Diesel loco D0260 in white 5 gold stripes (list £129.95) ... **BARGAIN** ... £70  
4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawn in 1967) (list £129.95) **BARGAIN** ... £70



8801 Railcar W79975 in BR light green speed whiskers. Matt finish ... £94



8942 Class 128 DPU in BR blue - weathered M55995 (list £129.95) ... **BARGAIN** ... £69



R2784X Class A4 4-6-2 60022 'Mallard' in BR green late crest - DCC Fitted (Railroad Range) (list £92.25) **BARGAIN** ... £59  
R3169 Class 4900 4-6-0 Hall 5972 'Olton Hall' GWR (Railroad range). New tooling for 2013 ... £87



R3222 Class 42XX 2-8-0 4261 in Great Western green ... £111.20



R3243 Class K1 2-6-0 62024 in BR late crest ... £120.50



R3305 Class K1 2-6-0 62059 in BR black early crest - weathered **NEW** ... £120.36



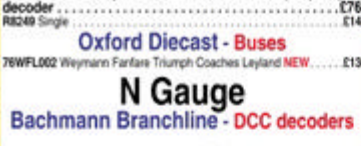
R1155 Pendine transit 390004 Virgin Trains 'Aston Pendine' branding ... £130



R4582 1960s Brighton Belle 3 car pack in umber and cream ... £119



R6678 LMS Horse Box '42513' **NEW** ... £18.51



R6679 BR Horse Box 'M42369' **NEW** ... £18.51



R6691 BR 21 Ton Hopper Wagon Triple Pack **NEW** ... £41.66  
R6707 BR Railhopper HAA Motor Wagon Triple Pack **NEW** ... £84.81



25-016-003 Class M7 0-4-4 in BR black late crest **NEW** ... £53  
25-017-002 Class TMT Britannia 4-6-2 70009 'Alfred the Great' BR green late crest **NEW** ... £101



25-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' in BR green late crest **NEW** ... £101  
25-017-005 Class 7MT Britannia 4-6-2 70025 'Western Star' in BR green late crest - weathered **NEW** ... £107  
ND095AD Britannia Pacific 4-6-2 70000 'Britannia' in BR green late crest and original smoke deflectors. DCC Fitted **NEW** ... £119



2D-007-001 Class 66 diesel in 'Malcolm' 6 Megafret wagons & 45' containers ... £140



2D-010-003 Class 67 diesel loco in Arriva Trains Wales blue 2x Mk3 coaches and Mk3 DVT to match ... £131



2D-018-003 Class 35 Hymek D7026 in BR green **NEW** ... £79



2D-019-001 Class 43 HST Book Set in BR blue & grey W43047, W43046 & two Mk3 coaches **NEW** ... £135  
2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk3 coaches **NEW** ... £135



2D-017-001 Mk1 DVT in Network Rail ... £36



2P-012-251 Maunsell Coach Set 469 Maunsell Lined Green ... £72



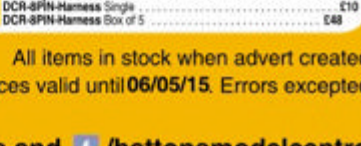
372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender **NEW** ... £93.46  
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender **NEW** ... £93.46  
372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender **NEW** ... £93.46  
372-138 Class 5 4-6-0 5190 in LMS plain black **NEW** ... £110.46



372-184 Class 8P Duchess 4-6-2 46245 'City of London' BR crimson late crest **NEW** ... £127.46



371-110 Class 31 diesel D5663 in BR green **NEW** ... £100.26



371-112 Class 31 diesel 31173 in BR blue **NEW** ... £100.26



371-454 Class 37 diesel D5827 in BR green centre headcode, weathered **NEW** ... £106.21



371-455 Class 37 diesel 37251 in BR blue, weathered **NEW** ... £106.21



370-880 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR blue, Midland brake van, 7-plank wagon & 5-plank wagon ... £140.21

## Any or Multiple Scales

### ESU - DCC controllers



50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV ... £509

## Hattons - DCC decoders

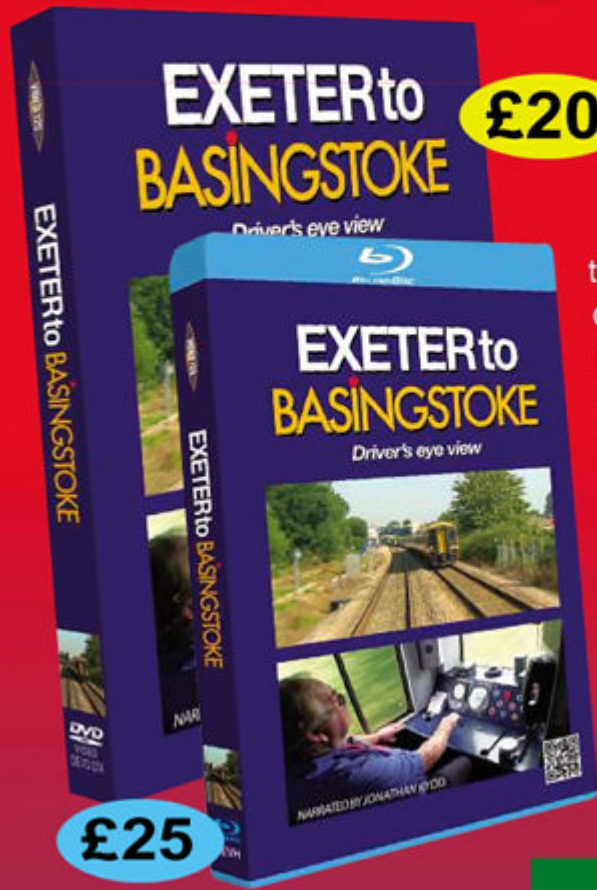


DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF ... £94  
DCR-8PIN-Harness Single ... £10  
DCR-8PIN-Harness Box of 5 ... £48



# NEW from VIDEO125

## Exeter to Basingstoke Driver's eye view.



£20

£25

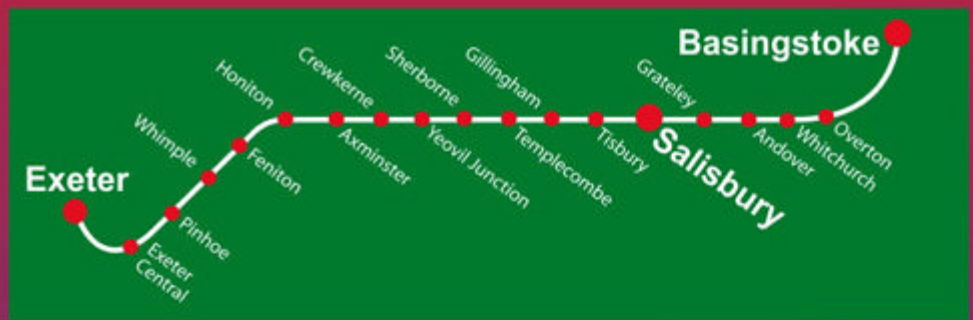
The West of England line was the Southern Railway's arterial route to the West Country and as such was at one time very busy with express trains to Salisbury, Exeter and Plymouth. It was also the route of the ACE, the Atlantic Coast Express which ran from Waterloo all the way to Padstow on the North Cornish coast.

Run down and rationalised in the 1960s, the West of England line became a mere shadow of its former self. Today, with privatisation, train services and passenger numbers are on the up and we can see the line from the cab of a class 159 DMU, in its recently resignalled form along with recent redoubled sections of line to improve capacity and flexibility. As well as the ride in the cab, we also see inside the signal boxes. Filmed in the summer of 2014 in association with the South West Trains, Network Rail alliance.

Available now to order online at [video125.co.uk](http://video125.co.uk) or downloadable at [video125.tv](http://video125.tv)

Narrated by Jonathan Kydd, running time 131 minutes.

Post Free  
(UK)



# 01344 628565



Video 125 Ltd, Glade House, Sunninghill SL5 9NP  
Continental Europe please add £2.50 postage per disc (£5.00 for 2 or more)  
Rest of World £5.00 per disc (£9.00 for 2 or more) Non EU customers can deduct 20% VAT

[www.video125.co.uk](http://www.video125.co.uk)