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UK NETWORK**  
Whole week of  
traction variety

IN 7 DAYS

**LOCOS OF  
THE RTC** Part  
2a  
Unpowered  
vehicles



# RAIL **EXPRESS**

Essential reading for today's rail enthusiast

## HISTORIC CLASS 43 PRESERVED

**DOUBLE  
EXCLUSIVE!**

### 43081 comes home to Crewe



### MODELLING SECTION

- RED ALERT!**  
Class 86 'N' repaint
- CLEAN SWEEP IN 'OO'**  
Bachmann's new Brush Type 4s
- ROLL RIGHT**  
Scale wheels in 2mm

### BLETCHLEY FLYOVER PROGRESS

EWR scheme  
on track



# MIXED TRAFFIC **GALA**

WORTH VALLEY

10 -12 SEPTEMBER



**Steam and Diesel Extravaganza**

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**ALL GOING ON A SUMMER HOLIDAY:** Brush 'Type 2' No. 31130 is a popular performer with young and old alike at the Avon Valley Railway. It is seen here under less than summery skies, in large BR double arrow grey livery, working a passenger service on July 10, while adults, children and pets run alongside. Dean Parsons

## FEATURES

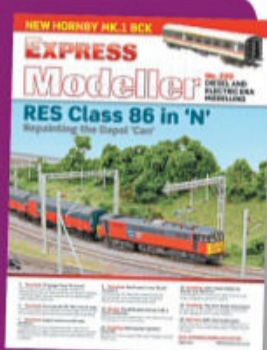
- 76 LOCOS OF THE RTC (PART 2A)**  
The next instalment of an in-depth survey of the wide variety of traction types given new leases of life (some short, some leading to preservation) by Derby's Railway Technical Centre. In this issue, we look at some of the locos used in a non-self-propelled capacity.
- 82 MY ROVER: ALL LINE SEVEN DAY**  
The first in an occasional series, in which readers share the fruits of their photographic labours while sampling the delights of the UK rail network using one of a vast range of Rover tickets.

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## 43 MODELLING

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HST power car No. 43081, the 8000th loco to be outshopped at Crewe Works, will be preserved at Crewe Heritage Centre. Shortly after receiving specially-applied vinyls and the day after it worked a railtour to mark the end of the EMT franchise, No. 43081 passes Wellingborough with 1C43 Leeds-London St. Pancras on August 11, 2019. Colin Pottle



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## Editor's Comment



**Mark Simmons**

*Rail Express*  
Editor

# Recreation time

SUMMER is traditionally a time for rest and recreation. But an altogether different kind of recreation is taking place in the modern traction world. The project to recreate pioneer main line diesel loco LMS No. 10000 is well under way (see Letters on page 88 for a query about this loco's original bogies). It has enjoyed much support and, similarly, a new 'Baby Deltic' is well advanced. Now there are murmurs that other diesel or electric trains, lost long ago to the cutter's torch, might be rebuilt to ride the rails again. If just the mention of legendary names like *Lion* and *Kestrel* makes you weak at the knees, you may be in favour of a new-build renaissance, the like of which is already well-established in the steam community. But not all rail fans are in favour. Where, they ask, do you draw the line? Is it a good use of scarce funding to build new versions of obscure types? Proposals to reconstitute a BR Class 210 DEMU have raised more than the odd eyebrow. There are valid questions about who will maintain these recreations in the future, where they will be located, and where the money to run them will come from.

*Rail Express* is interested in **your** opinion. Let us and your fellow readers know what you think.

### RE INTERACTIVE

Talking of interaction, there are now more opportunities than ever for you personally to become involved with *Rail Express*. You are invited to share your experiences of roving the current network in My Rover (go to page 82) and every month we are curious to know what 'our' loco (No. 57002 *Rail Express*) is up to, so if you capture a shot of this loco – the more interesting the working the better – please send it in. And don't forget, if you've taken an amazing image with your smartphone camera, we'd love to see it. It could end up on these pages.

Mark Simmons

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# RAIL EXPRESS

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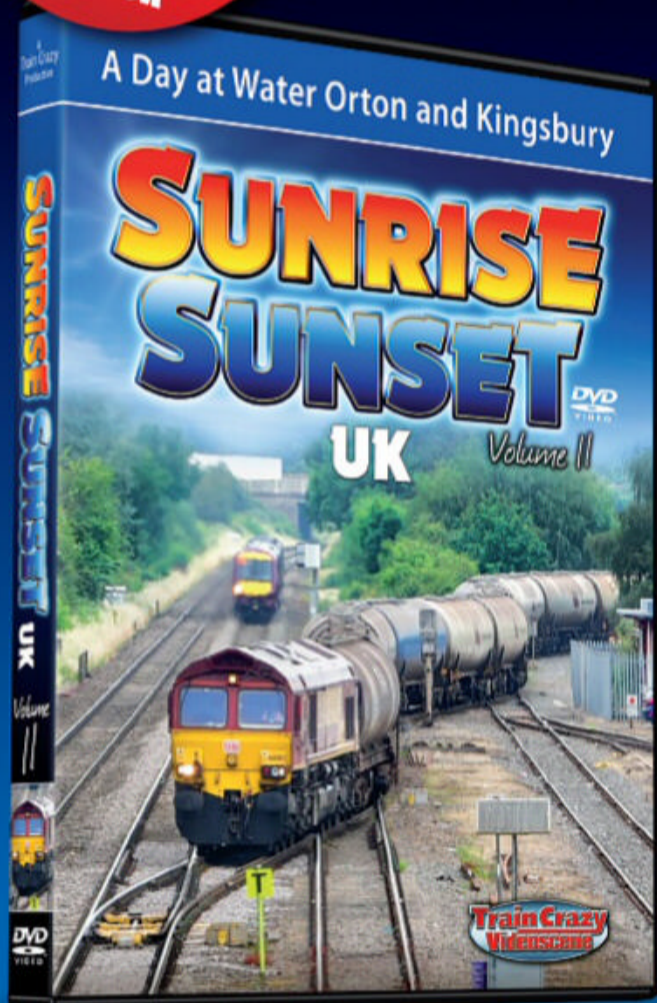
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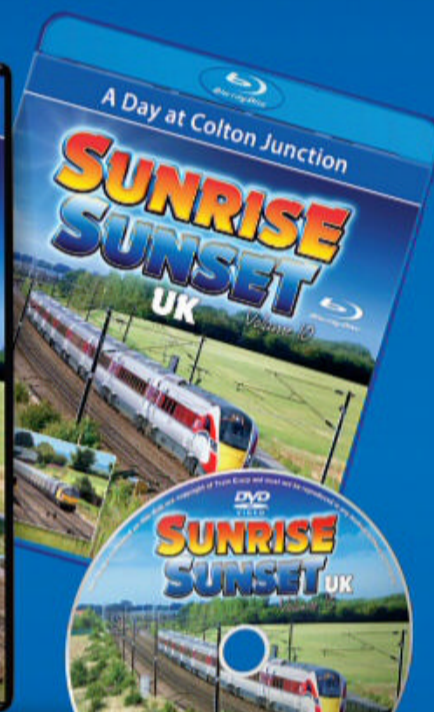
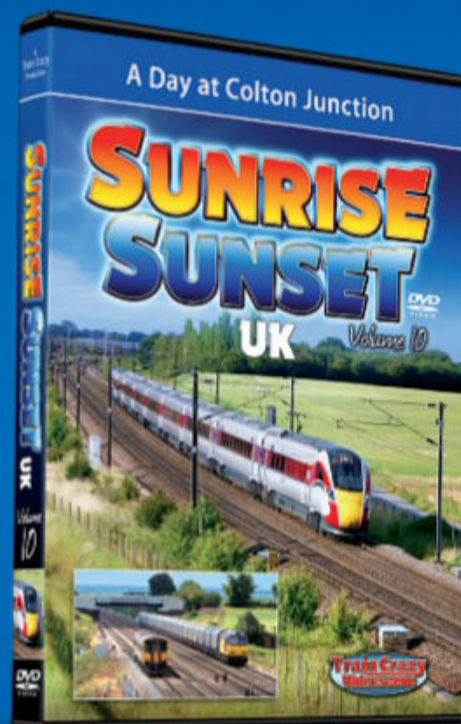
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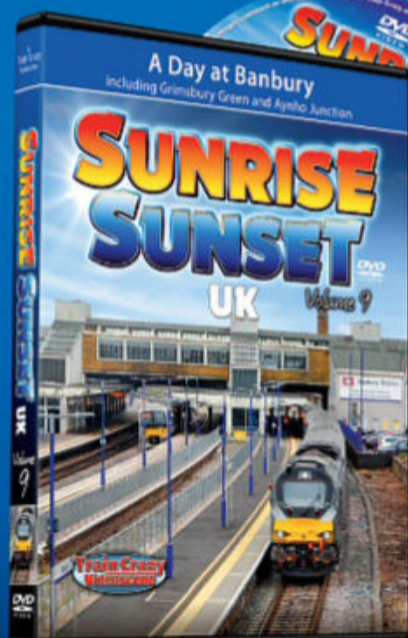
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# HS2 meets EW Rail

At Claydon in Buckinghamshire, two major rail infrastructure schemes – HS2 and East West Rail – cross routes. With significant works now underway, the scene at this location is rapidly changing as these images reveal. All text/photos by Phil Marsh.



1



2



3



4

**1:** Looking north along the HS2 trace across the EWR bridge foundations at Calvert on June 23. EWR will run left-to-right in this view.

**2:** On HS2 territory, looking past the east end of Claydon loop towards the EWR worksite, with white piling rig visible in the distance at Claydon on May 9. The trees on the right were the scene of an HS2 protest camp.

**3:** Looking towards Bridge 28 westwards towards Bicester on January 22, 2020.

**4:** The same location, peering through Bridge 28 and into EWR territory at Bridge 29 from the HS2 Calvert construction site on June 23. Bridge 28 will be demolished and the road will pass under the railway.



5



6



7



8



9



10

**5:** Looking southwest along Claydon curve on January 22, 2020. On the left, the haul road is already under construction.

**6:** The same location on June 23, with No. 66085 on an aggregate train being unloaded on the Claydon curve discharge site.

**7:** Claydon curve looking north on January 22, 2020.

**8:** The signal in the previous shot is now gone in this view of Claydon curve on June 23.

**9:** Looking east on EWR track past Claydon LNER signalbox on January 20, 2020.

**10:** The same view, now HS2 territory and with signal and telecoms mast removed, on June 23.



## ELEVATION FEELING

At Bletchley, reconstruction of the flyover that will carry East West Rail over the West Coast Main Line is proceeding apace. All photos taken by Phil Marsh.

**A:** Beams ready for lifting to form span 18 of Bletchley Flyover, as 'Pendolino' No. 390039 rushes underneath towards Euston on July 17.

**C:** EWR trackbed being prepared on July 17 just west of the flyover, looking west.

**B:** New steel-reinforced concrete beams in place along and over Buckingham Road on July 17 looking southwest.

**D:** Latest progress on the flyover, with beams now concreted over, looking southwest on July 31, as Southern dual-voltage unit No. 377206 passes by, bound for Milton Keynes.



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16C £280	84F £180	THE ENGLISH ELECTRIC CO. VOLCAN WORKS NEWTON & WILLOW, ENGLAND. NO. 8077/10446, 1943 £850	Pride of Eastleigh £3000	WALTHAMSTOW £1000	NEWTON ABBOT £1100
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16F £120	73B £320	BRUSH TRACTION 1965 £1200	The Kingsman £800	WATFORD JUNCTION £2300	BROXBORNE £1000
10E £130	★ £400	BRUSH TRACTION 1965 £1200	REDNAL & WEST FELTON SIGNAL BOX £2000	PENRITH £1200	HERTFORD EAST £1000
26B £150	★ £750	BRUSH TRACTION 1965 £1200	CHELTENHAM SPA STATION SIGNAL BOX £850	OXENHOLME £1200	ROYDON £1000
26D £150	★ £1500	BRUSH TRACTION 1965 £1200	PANTEC & COEDYGRIG JS SIGNAL BOX £300	PRESTON £1400	BARROW £800
26E £160	★ £750	BRUSH TRACTION 1965 £1200	ST. MARGARETS £300	LEYLAND £1200	GREAT BRIDGE SOUTH £1050
26F £150	★ £750	BRUSH TRACTION 1965 £1200	CRAVEN ARMS £320	WIGAN £1200	GREENFIELD £700
71B £220	★ £750	BRUSH TRACTION 1965 £1200	POLSLÖE BRIDGE £700	LICHFIELD TRENT VALLEY £1000	HOOTON £350
820 £1300	20 224 £250	BRUSH TRACTION 1965 £900	ORPINGTON £350	NUNEATON £550	LONGNIDDRY £550
			HORSTED KEYNES £700	BUSHEY & OXHEY £700	TAUNTON £1050
			WOOLSTON £1000	WALLASEY VILLAGE £1200	UPTON-BY-CHESTER £850
			MOORGATE £300	HATCH END £900	WEST KILBRIDE £1000

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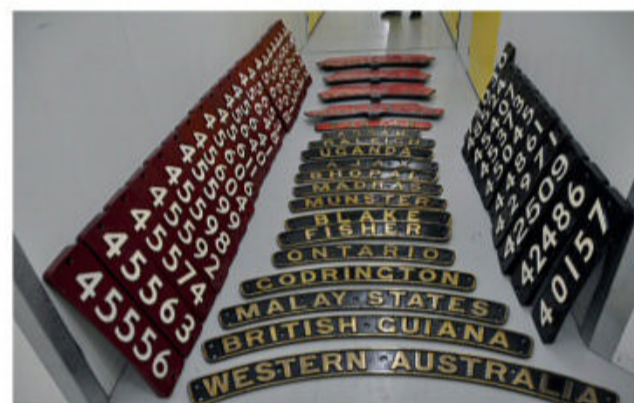
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A COLLECTION OF L.M.S 'JUBILEE' CLASS NAMEPLATES, SMOKEBOX  
NUMBERPLATES, EXPRESS HEADBOARDS, SHEDCODE PLATES, ETC.**

## FOR SALE BY AUCTION

**VIEWING DAY – 4th September 2021** to be held at Crewe  
Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB.  
Doors open 10am and close at 5pm. Courtesy Shuttle Bus  
runs between Crewe main line station and the Heritage  
Centre 9am to 6pm. Adults £5 Admission on the gate.

Proceeds to Crewe Heritage Centre.

'Jubilee' plate collectors are invited to bring their own  
nameplates and numberplates to add to a wonderful display.  
Please confirm details in advance.





# Major rail projects postponed

Planning pause on HS2 Phase 2b (East) comes amid dampened passenger demand.

By 'Industry Witness'

WORK has been halted on planning for the eastern extension of HS2 (Phase 2b) and it appears that a new appraisal of the business case will be undertaken. The publication of the Integrated Rail Plan (IRP) for investment in the Midlands and north of England, including the Northern Powerhouse Rail and Midlands Rail Hub, has also been postponed.

As *Rail Express* went to press, union TSSA was awaiting a response from Government following a demand for formal confirmation that HS2's eastern leg has been "scrapped, paused, or mothballed". The South Yorkshire elected mayor, Dan Jarvis, commented that there had already been a nine-month delay in revealing the IRP and that it is vital for the region to know what investment is to take place, particularly given the recent decision to withdraw through services to Manchester Airport as part of proposed timetable reductions.

He concluded that the continuing delay can only be interpreted as meaning that what is being planned is going to fall short of the promises made to improve rail services between many towns and cities in the region.

The original £10 billion Network Rail budget for capacity enhancement projects during the five-year period between 2019 and 2024 is also under pressure, having seen two separate reductions of £1b and £500 million. This is interpreted as a contribution towards the continuing bill for revenue support to maintain rail services.



The Midlands Rail Hub is one of three major rail projects whose delivery timetable is currently uncertain. Class 158 No. 158852 is about to leave Leicester with the 2L77/16.43 to Lincoln on August 3. BC Collection

## DEMAND 50% DOWN

At the end of July, the Rail Delivery Group, representing the franchised train operators, revealed that demand was 50% below the passenger numbers recorded before the pandemic. The decision has already been taken that the May 2022 timetable will reduce services by 20% and that where overcrowding occurs, train operators will be expected to strengthen

services, although keeping spare rolling stock to do this must be questionable.

If the reduced timetable continues for any length of time due to changes to travel patterns caused by high levels of working remotely, it is likely that a number of capacity enhancement projects will be curtailed, with a switch of emphasis to route improvements for freight operations, where volume has returned to pre-Covid levels.

There is also the question of electrification where authorised projects were cutback in the face of escalating costs for the Great Western Main Line, which cost close to £3m per single track kilometre (stk).

Since then, rail contractors have been working to improve the catenary design and clearance requirements so that a more competitive figure of £1m per stk can be delivered.



**POMPEY DIVIDE:** Class 444 No. 444008 derailed at low speed at Fratton depot outside Portsmouth in the early hours of August 5. The DC EMU, coupled to classmate No. 444010, blocked the depot's only currently available entrance/exit, causing significant disruption for SWR and GWR services radiating from the Hampshire coast. Rob Angus

## TfW report promises rail expansion

IN contrast to the Westminster Government belief that a slow recovery in passenger demand justifies a 20% reduction in timetabled services, Transport for Wales (TfW) has set out plans for rail expansion.

The annual report for the year ended March 31 reflected the takeover of the Wales and Borders franchise in February, bringing rail operations in Wales under the direct control of TfW. This followed the ownership transfer of the Core Valley Lines infrastructure from Network Rail to Welsh Ministers in March 2020.

Train service enhancement has taken place on the Rhymney line as a result of the introduction of Class 769 bi-mode units, which are conversions of displaced Class 319

former Thameslink units owned by Porterbrook. TfW has upped the original order for five units to nine to increase capacity. In diesel mode the power is provided by 2 MAN power packs, producing a combined rating of 1046hp for each unit.

The rolling stock highlight is the current and future use of Mk.4 passenger vehicles displaced from East Coast Main Line working, where 37 have been acquired, together with eight Mk.4 DVTs. The intention is to form seven sets of four/five vehicles, with some spares. Haulage is currently provided by six Class 67 locomotives modified to haul Mk.4 coaches between Holyhead and Cardiff. TfW also intends to use locomotive-hauled sets between Swansea and Manchester.



**ELECTRIC DRAGON:** In the early hours of July 24, a trio of GWR Class 387s ran through from Swindon to Cardiff Central on electric (AC) power, the first 'Electrostar' to run between England and the Welsh capital. Totalling 12 cars, units Nos. 387163+387161+387159 arrived without incident and are a precursor to electric-only services along the Cardiff-London corridor in future at times of high demand. GWR



Days after the franchise change from East Midlands Trains to East Midlands Railway, No. 43081 passes Cossington with the 1B51 13.49 Nottingham to St Pancras International EMR service, on August 25, 2019. No. 43050 is on the rear. Steve Donald

## Porterbrook donates historic HST power car

Recipient Crewe Heritage Centre, which now owns two Class 43s, is applying for museum status.

By Mark Simmons

AS this issue of *Rail Express* went to press, Crewe Heritage Centre was expecting to take delivery of Class 43 power car No. 43081, after it was kindly donated by Porterbrook.

The '125' power car is historic as it is the 8000th locomotive outshopped by the erstwhile Crewe Works (by then BREL Crewe). It was due to be delivered by road from Long Marston, where it had been stored for a short while after storage at Nemesis Rail, Burton, since withdrawal from service with EMR in 2020.

The vehicle, complete with a VP185 prime mover, is understood to be potentially operational and joins classmate No. 43018 (donated by Angel Trains in 2020) at the Cheshire-based heritage centre, which is

currently closed to the public due to the pandemic.

The latest addition to Crewe's collection could eventually be repainted in its as-delivered blue/yellow livery, with No. 43018, which has only just been repainted in these colours (see page 36), receiving BR InterCity Executive livery.

*Rail Express* can also reveal that Crewe HC is formally engaged in the application process for museum status, which would help future development of the centre. Although physical expansion is constrained, not least by two rail lines (the West Coast Main Line and the Crewe-Chester link), pedestrian access could be improved by a new overbridge linking the site with land to the south, giving an easier walking route from Crewe station. The latter is about to undergo a huge transformation as result of HS2 Phase 2a, which will provide significant funding opportunities for local beneficiaries, including Crewe Heritage Centre. Separately, Cheshire East Council is actively pursuing opportunities to improve links with

Crewe town centre, which could also be beneficial for the centre.

Visitors are expected to be welcomed back over the August bank holiday – the first time since March 2020. Despite the closure, a small but dedicated team of volunteers has attended to rolling

stock, including Class 47 D1842 (see page 36) and record-breaking high speed train APT-P, which has recently undergone a thorough external cosmetic refreshment.

If museum status is obtained, the centre plans to create a whole series of new interactive visitor displays.

### CREWE'S 8000TH LOCO: NO. 43081 - A BRIEF HISTORY

December 1977  
February 1978  
March 1978

Frame and bodyshell laid out at BREL Crewe  
Delivered from BREL Crewe to BR Eastern Region  
Initially allocated to Heaton depot; subsequent postings included Neville Hill, Edinburgh Craigentinny and Bounds Green.

April 1996  
November 2007  
July 2008  
August 2019

Transferred to Midland Mainline  
Transferred to East Midlands Trains  
Temporarily named *Midland Valenta* at Derby Etches Park  
Special vinyls applied for EMT farewell railtour (worked with No. 43050)

August 2019  
2020

Transferred to East Midlands Railway  
Off lease, moved to Nemesis Rail, Burton;  
subsequently moved to Long Marston

July 2021

Donated by Porterbrook to Crewe Heritage Centre

## Diesel-free passenger and freight rail by 2040 to reduce operational emissions?

A SERIES of commitments have been published by the Department for Transport with the aim of decarbonising all forms of transport by 2050.

For rail, it is the intention to see the removal of all diesel-only trains in respect of both passenger and freight operations by 2040. There is confirmation of an ambitious and cost-effective programme of electrification in line with Network Rail's traction decarbonisation strategy published in July 2020.

This revealed that 38% of the network is currently electrified, and

it was judged that 13,000 additional single track kilometres (stks) would need to be installed by 2040, leaving 1300 stks where it was expected hydrogen powered trains would be used and 800 stks where battery operation was considered more suitable. A choice was not defined for a residual 300 stks.

### REDUCED EMISSIONS

The result of this plan would reduce rail operational emissions to 3% of the current level, this residual element being made of terminal shunting which

would be offset by actions such as tree planting and traction regeneration.

It emerged in drawing up NR's strategy that 30% of diesel train emissions take place as a result of not utilising electric infrastructure that is available, but it is anticipated that the increasing use of bi-mode rolling stock will reduce this statistic. In 2018/19, 469 million litres of diesel fuel was used for traction purposes, with freight accounting for 153 million litres.

A map of proposed future train operations show that wiring would

extend to all trunk and more important secondary routes. Examples of the use of hydrogen power are the Cambrian lines, Heart of Wales and Exmouth-Barnstaple routes, with battery power chosen for shorter branch lines such as those serving Ebbw Vale, Whitby and Windermere.

In Scotland, the network would be fully electrified apart from the Far North and West Highland Lines to Kyle of Lochalsh, Mallaig, and Oban, with Stranraer being served by as yet undefined alternative traction.



# Modal shift for Solent-Midlands freight

Ground-breaking industry report considers rail and road markets in parallel.

By 'Industry Witness'

NETWORK Rail and Highways England have published an initial plan for a multi-modal strategy for freight movements between the Solent area and Midlands, where a high volume of container traffic originating from Southampton dominates current rail traffic.

This is a first in that infrastructure planning and investment covering rail and road are considered as a whole, as the A34 trunk road and rail infrastructure are effectively parallel routes. At this stage the plan is focused on understanding the current state of the market and predicting future demand.

It assesses how modal shift from road to rail can free up road capacity in the corridor for local road journeys by transferring bulk loads with transits exceeding 50 miles, and 100 miles for consumer goods conveyed by intermodal services.

The rail route is not electrified throughout, which reduces its competitive advantage in terms of

the potential for cutting train haulage costs and lower carbon emissions.

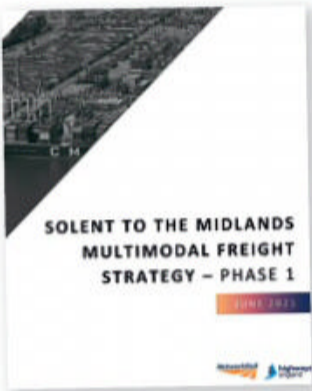
There was a proposal to create an electrified spine that would provide wiring between Basingstoke and Nuneaton via Reading, Oxford, Coventry and Nuneaton to allow throughout electric operation to destinations reached by the West Coast Main Line.

It was also originally anticipated that the rebuilt East-West Railway would be electrified, allowing access to the Midland Main Line at Bedford to reach conurbations in the East Midlands.

The electric spine proposed the conversion of third rail current collection to 25kV overhead wiring between Southampton and Basingstoke, but the idea was not well received by either the passenger or freight operators, as in both cases the rolling stock in use was incompatible with the proposed change. This situation continues to apply.

It is hard to see how a business case can be made for conversion of the present third rail, as in terms of power collection the efficiency benefit of the overhead system is recognised to be not more than a gain of 15%.

This margin disappears when passenger rolling stock conversion



Colas Rail Class 70 No. 70816 stands at the Oxwellmains cement plant. The innovative catenary system to be installed here will allow electric traction direct access to the sidings from the East Coast Main Line. Furrer+Frey

costs are factored in. And for freight, available well-established traction technology demonstrates the capability to use both current collection systems.

As an aside, it has emerged that in-fill electrification of the remaining un-electrified former Southern Region routes is being considered as part of future plans, with third rail current collection being seen as a much cheaper option than providing overhead wiring.

■ A new initiative aimed at benefitting freight operations is an experiment being carried out at Dunbar, where the sidings serving the Oxwellmains cement works are being equipped with a system of movable overhead catenary which can be retracted after a train arrival using electric power to enable safe loading and unloading. Developed by Furrer+Frey, who are experienced providers of overhead line equipment, the project is being funded by Innovate UK and the DfT.



Class 60 No. 60098 Charles Francis Brush, the 1000th locomotive built by Brush, seen here on July 23, 2013, is one of 14 of the class offered for sale by DB Cargo. Train Photos/Creative Commons (CC BY-SA 2.0)

## Class 60 locos are on the market

DB CARGO has offered up 14 stored Class 60 locomotives currently at Toton for sale by tender, with offers due to be received by August 20. The condition of many of the Brush 'Type 5s' is questionable, as some have been in the scrap line for more than 15 years! Locos for sale "as seen" include Nos. 60098 Charles Francis Brush, the 1000th machine built by the Leicestershire manufacturer, and 60008/013, a duo previously offered for sale and at one time believed to have been bought by GB Railfreight.

Loco no.	Date stored
60008	June 2007
60009	November 2010
60013	May 2011
60022	December 2009
60038	December 2008
60057	May 2006
60061	August 2009
60064	January 2006
60070	August 2004
60075	November 2008
60080	June 2006
60090	April 2008
60098	May 2004
60099	December 2015



No. 220016 at Central Rivers with special vinyls. BC Collection (both images)

## 'Voyagers' celebrate 20-year milestone

A SPECIAL event at Alstom's Central Rivers depot on July 27 was held to mark 20 years in service for the Class 220 'Voyager' and Class 221 'Supervoyager' InterCity DEMUs. Originally built by Bombardier (now part of Alstom) and introduced into passenger service by Virgin Trains from 2001, the four and five-car units are held in mixed regard by passengers. For current operators CrossCountry and Avanti West Coast, however, the high reliability figures notched up by the units make them something of a success story. At the Central Rivers event, No. 220016 was presented wearing a commemorative bodyside



vinyl. All 78 units are currently owned by Beacon Rail and maintained at Central Rivers, with heavy component overhaul taking place at Alstom's Crewe and Ilford facilities.

→ **'GRONK' NUDGES 'PENDO' TO REFURB:** Avanti West Coast has embarked on a major upgrade to its 'Pendolino' fleet. The £117 million project will see all 56 units rebuilt to 'as new' condition by early 2024. First to enter Alstom's new facility at Widnes was No. 390125, which is now known as the 'pre-series' set. It was guided in by shunter No. 08454. When released in late 2021 all upgrade features will have been thoroughly tested, allowing a seamless rollout on the 55 remaining units. Avanti West Coast



## GBRf closes in on 100 'Sheds'

The arrival of No. 66799 leaves the freight operator just one loco short of a century.

By Gareth Bayer

THE 99th member of the GBRf Class 66/7 fleet has arrived in the UK courtesy of the now customary North Sea crossing from Cuxhaven to Immingham Docks.

Unloaded on July 30, it was transferred to Doncaster Down Decoy that same day under a 0P66 headcode by No. 66738.

Unlike many of the other European 'Class 66s' from the Beacon Rail stable to join the GBRf fleet, this particular example has had a fairly unremarkable service history. Delivered in November 2003 as EC1 for Deutsche Leasing AG, it was hired to Rail4Chem in Belgium

from the middle of 2004, gaining its attractive grey/yellow/black livery and the number 66020 at the same time.

Despite R4C being swallowed up by Veolia and then Captrain over the next few years, it retained the same livery right through to the decision to export it to the UK, the only change being the slightly modified number 6602 and the new 12-digit EVN identity 92 80 1266 030-6. Unlike Nos. 66796 and 66798, the Euro specification light clusters have not been removed, although the new No. 66799 was stripped down to its plain grey base colour before making the trip from Germany.

This just leaves the 'new' No. 66734 to arrive, this locomotive replacing the

original locomotive with this number that was reluctantly scrapped in 2013 after derailling at Tulloch following a landslide in a location inaccessible to cranes.

In other ex-Euro-spec Class 66 news, No. 66795 made its revenue-earning debut on July 20 in charge of a 6C80 Peak Forest-to-Luton stone train, working the 4H86 return back from the Limbury Road terminal that same day. Meanwhile, No. 66796, which arrived from Europe on June 17, moved from Doncaster Roberts Road to Longport in the second week of July, eventually arriving at its destination via Peterborough and Hams Hall on the 12th. Finally, Nos. 66794, 66795, 66797 and 66798 have all been reallocated to the GBEB pool (for ex-Euro locos with large fuel tanks).

### IN BRIEF

#### PRESERVED LINE REBRANDS

AT the end of July, the former Great Central Railway (Nottingham) (GCR(N)) announced it is now known as the Nottinghamshire Heritage Railway (NHR). The existing legal and regulatory name remains unchanged. The website address ([www.gcrn.co.uk](http://www.gcrn.co.uk)) had not changed when this issue went to press.

#### BRISTOL TRAMS REPORT

CAMPAIGN group TramForward has welcomed a new report showing how trams could return to Bristol. The study by the Moving Bristol Forward Campaign states that Bristol needs a new mass-transit system to ease gridlock and clean the air. Detailed appraisal of three essential tram routes shows they are economically viable and there are no engineering or traffic management barriers to installation. The report suggests that the routes are suitable for 'new generation' trams that would cost up to 50% less per kilometre than conventional tram systems.

### YOUR CHANCE TO OWN A UNIQUE PIECE OF RAILWAY HISTORY!



ANGEL Trains, Gemini Rail Services at Wolverton Works, and South Western Railway are offering readers the chance to obtain a one-off piece of modern traction railwayana in the form of a Class 442 EMU driver's seat through a sealed bid auction. All you have to do is submit your bid by post or email by the deadline of 17.00 on Friday September 17, 2021, and the highest bidder wins.

When bidding, please also include your name and contact details. The highest bidder will then be asked to make payment, and be given contact details for Gemini at Wolverton Works to arrange collecting the seat.

Postal bids can be sent to: Class 442 Seat Auction, c/o Customer Services, Mortons Media, Morton Way, Horncastle, LN9 6JR.

Email bids can be sent to: [class442auction@mortons.co.uk](mailto:class442auction@mortons.co.uk) with the subject line 'Seat bid'.

The winner will acquire a unique piece of railway history in the knowledge that the money raised will go to an excellent cause – the Railway Benefit Fund, which was set up to help railway families through tough times. Good luck!

## Latest Namings



Class 37 No. 37057 was named *Barbara Arbon* at a special ceremony at Derby RTC on July 4. Barbara, who sadly passed away last year, was a popular member of the Colas Rail team. Steve Donald/Arbon Family



Young sporting charity fundraisers Lincoln Callaghan (right) and Henry Cleary (left) named Class 800 IET No. 800030 after themselves at London Paddington on July 5 as part of the BBC's Make a Difference campaign. GWR



Rail club Rail Riders had a second loco named after them on July 7, when Class 66 No. 66302 was named *Rail Riders 2020* at York station. After the naming, the loco is seen in Platform 1 with the cast nameplates on the non-platform facing side still covered. BC Collection



CrossCountry upgraded 'Turbostar' No. 170622 was named *Pride of Leicester* by Leicester mayor Sir Peter Soulsby at UKRL's Leicester depot. One plate was temporarily fixed to a driving car for the ceremony on August 3, and subsequently removed. Both plates will be fixed onto the centre car when it becomes due for a regular exam in mid-August. Six 'Turbostars', including '622' have been boosted from two to three cars. BC Collection



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Class 56 No. 56104 sits at UKRL's Leicester depot on August 3. This loco, previously operational for main line use, was included in a batch of 16 Class 56s sold to GB Railfreight in 2018.  
BC Collection



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# Powerscene

Our authoritative class-by-class review of newsworthy locomotive workings.

## CLASS 20

HEADING south through Lincoln on July 1, EE 'Type 1s' Nos. 20901+20118 were on their way from Worksop to Willesden ready to undertake local shunting work. A different pair, Nos. 20227+20205 were turned out six days later to haul New Measurement Train power car No. 43014 as the 0Z43/09.10 Derby RTC-Neville Hill where the Class 43 was to receive attention. The '20s' retraced their steps to Derby (Loram). Nos. 20901+20118+50008 and 'Rail Adventure' barrier vehicles formed the 6Z50/12.00 Willesden-Leicester on July 28 which traversed the Bletchley to Bedford line, while Nos. 20189+47773 ran light from Butterley (Midland

Railway Centre) to Tyseley that same day, before covering a private charter from Birmingham Moor Street the next day.

## CLASS 33

AWAY from the main line since being part of a Victoria to Folkestone charter in December 2019, No. 33025 returned to use on July 24 when on empty stock duty between Southall and London Paddington for a Paddington to Minehead steam-hauled special. Next day the 'Crompton' departed from London Marylebone with a 5Z22/14.23 filming trip bound for Banbury (see below) and 'tailed' by No. 47772, before accompanying LNER B1 4-6-0

No. 61306 on the Victoria to Windsor and Chertsey 'steam jaunts' on July 27.

## CLASS 37

'GROWLER' No. 37422 was noted at the head of a train of long welded rail forming the 6Z22/18.20 Scunthorpe Trent Yard-Doncaster Up Decoy on July 2, before teaming up with DRS classmate No. 37423 on the BLS 'Sinfon Syphon' tour next day. Starting from York, the pair took the special to East Midlands Gateway, Stanton Gate and back to York via Mansfield Woodhouse and Maltby, prior to leaving York for Rose Hill next day via Barnsley and Penistone, later heading for Crewe (also see Class 70). On

July 18, Nos. 37884, 'top and tailing' with Nos. 57312+37608, handled the 1Z89/10.35 Lichfield City-Buxton tour which took in Great Rocks and Topley Pike on its return journey.

The weekly Scarborough jaunts operated by West Coast Railways have their share of EE 'Type 3' haulage and on July 8 Nos. 37685+37668 were seen at Copy Pit summit with the 1Z24/06.00 Carnforth-Scarborough which the pair took as far as Holgate Sidings, York as they did once more on July 15. No. 37706 accompanied No. 47237 on the 1Z62/08.25 York-Carlisle (July 22) as far as Hellifield, where Bulleid Pacific No. 35018 took over. Two days later both diesels set

A 'Crompton' on Great Western metals is unusual these days. On Sunday, July 25, No. 33025 hauled a private charter from Marylebone to Banbury, seen pulling into Platform 4 at the Oxfordshire town. No. 47772 was at the other end of the rake of five West Coast Railway Co Mk.2 coaches, which were used for filming in connection with a forthcoming Danny Boyle drama series on legendary punk group The Sex Pistols. BC Collection





Rail Charter Services' 'Staycation Express' has arguably been the most photographed train of 2021. In this unique shot, Class 43s Nos. 43058 and 43059 are seen from above at Dent Head with the very first working carrying fare paying passengers, the 09.40 ex-Appleby, on July 19. Tom Pickles

off from Derby with the 1Z64/05.50 to Carlisle with the 'Type 3' coming off at Doncaster in favour of Gresley A3 No. 60103 *Flying Scotsman*. No. 37706 was then paired with No. 37668 on the return 1Z54/15.24 Carlisle-Lancaster from Hellifield on July 27 as the steam locomotive was required to run forward to York. Both 'Type 3s' also powered the 'Scarborough Spa Express' on July 29 and then ran light to the Wensleydale Railway to collect a Mk.1 coach.

With so many test train and stock workings involving Class 37, the occasional freight jobs might go unnoticed. Nos. 37402 and 37425 covered an overnight engineer's duty between Whitemoor and Eccles Road late on July 3 heading back next morning with the 6P02/09.00 Brandon-Whitemoor, while Nos. 37069+37424 did the 6G06/19.39 Basford Hall-Bescot on July 16. No. 37716 was in sole charge of the 6G94/12.22 Basford Hall-Bescot and 6D95/14.41 Bescot-Toton on July 23. Network Rail examples Nos. 97303 and 97304 reached Skegness during the early afternoon of July 8 with a test train from Derby RTC while late that same night Nos. 37175 and 37254 reached Fishguard Harbour with the 3Q35/21.35 from Landore later going on to visit Pembroke Dock. Rail Operations Group locomotives Nos. 37608 and

37611 moved new West Midlands CAF Civity DMU No. 196103 from Tyseley to Donnington RFD on July 12.

### CLASS 40

GREEN-LIVERIED No. 40013 (D213) made a fine sight on the morning of July 1 when heading along the North Wales coastal route in charge of the 1Z40/07.40 Bangor-Bristol Temple Meads. At Crewe the venerable English Electric 'Type 4' (it was new as far back as the summer of 1959 and withdrawn from regular service by British Rail in January 1985) handed over to a pair of steam locomotives for the trip to Bristol and back. D213 then handled the return journey to Bangor prior to taking the empty coaches back to Crewe.

### CLASS 43

HST power cars are rapidly becoming the most newsworthy traction at present (see page 11). Now sporting the attractive Rail Charter Services livery of green and silver, Nos. 43058 and 43059 (with five trailer cars) left Eastleigh Arlington bound for Crewe on July 12 (for more details, see *Power by the Hour*, pages 28/29).

Stock transfers involved Nos. 43045/60/73/5 hauled from Burton Wetmore to Long Marston behind No. 57312 on July 2, followed four

days later by Nos. 43043/64/81/2 in the care of 'Type 3' No. 37611, while Nos. 43061/71/79 all arrived at Long Marston on July 13 behind No. 37608.

### CLASS 47

BOTH Nos. 47270 and 47828 made a welcome return to main line work during July, though the former only briefly. Having last worked a charter on April 22, 2017, and following a test run with No. 57601 on July 6, No. 47270 'tailed' No. 47237 on the 1Z54/15.20 Carlisle-Chester on July 13, taking over from a steam locomotive at Carnforth, before returning to home base later for cosmetic attention.

InterCity-liveried No. 47828 moved from Carnforth to Crewe last year and on July 10 accompanied No. 47853 on a Statesman tour from St Albans to Scarborough. Subsequently the pair worked from Potters Bar to Scarborough (July 17) via Cambridge and March, prior to covering the 1Z45/06.00 Chester-Weymouth on July 31. In between No. 47828 was partnered by No. 47805 on a Carnforth-Kidderminster trip (July 21) the former coming off at Crewe in favour of Stanier 'Black 5' No. 45231, while the two 47s 'top and tailed' a Hereford to Ravenglass Statesman duty on July 28.

Having spent most of the year on stand-by in Scotland, No. 47854

returned south with No. 47813 on the 1Z63/07.58 Linlithgow-York on July 20, before collecting No. 57316 and heading to Carnforth. Ten days later No. 47854 'tailed' the 'Northern Belle' from Coventry to Carlisle with No. 57601 'up front' to Carnforth and Pacific No. 60163 *Tornado* forward.

The former Rail Operations Group 'Type 4' No. 47813 has proved a reliable performer this summer and retains plain blue livery thus far. On July 11 it handled the 1Z31/08.46 Slough-Par as far as Taunton and then set off for Cornwall to haul the 17.38 return which No. 60163 powered between Plymouth and Taunton.

Another of the former ROG 47s at Carnforth, No. 47815, has been repainted into two-tone green livery. Among several other duties, No. 47245 was part of the 'Bournemouth Express' from London Victoria to Weymouth on July 3, the tour hauled by former SR 'Merchant Navy' Pacific No. 35018 *British India Line*. It should not be forgotten, however, that No. 47245 in its original guise as D1922 was allocated to Eastleigh (70D) between 1966 and 1968 for use on the 'Bournemouth Belle' during the 'Wessex' changeover from steam to electric traction. For example, on July 7, 1967, D1922 covered three journeys on the Bournemouth-Waterloo line.



Class 47s Nos. 47614+47828 in Scarborough's Platform 1 prepare to head the return leg of the 'Yorkshire Coast Statesman' out of the North Yorkshire seaside terminus as the 1Z47/15.20 to St Albans, while TPE Class 68s await their next westbound turns, on July 10. No. 68029 is in Platform 3 with 1T72/15.34 to York, while No. 68019 sits nearby in Platform 2 with the 1T78/18.34 York service. Andy Mason

## ◀ CLASS 50

WITH the Belmond British Pullman coaches in tow Nos. 50007+50049 left London on July 3 with the 1Z95/09.04 Victoria-Worcester Shrub Hill. Celebrating 30 years of Class 50 preservation the train was routed via Oxford on the outward journey and back via Kemble, with No. 50007 running in the guise of No. 50034 *Furious*.

On July 9, No. 50049 left Kidderminster to head for the Dean Forest Railway where it collected the immaculate EWS-liveried Brush 'Type 2' No. 31466 before taking it to the Severn Valley Railway as the 0Z51/13.30 from Lydney passing Gloucester at 12.55. On July 20 the two GBRf-liveried 50s took Aventura EMU No. 701504 on a turning move from Derby Litchurch Lane via Spondon, Toton, Chesterfield (reverse) and back to Derby by way of Ambergate Junction. The next morning found the duo in charge of EMU No. 701017 on the 5Q13/10.50 Litchurch Lane-Worksop returning with sets Nos. 701508/9.

There was an occasional outing for No. 50050 (COFS) on July 19 when used to collect Nos. 56051+56113 from Barnetby Sidings for transfer to Nottingham Eastcroft. On July 26 Nos. 50050+37219 left the depot bound for Toton, the Class 50 returning with another 'Type 3' in the form of No. 37099. Following its move from Eastleigh to Leicester, No. 50008 *Thunderer* (HVAC pool) was expected to power the 'Thanet Thunderer' tour on July 31 but was unable to do so. Instead, Nos. 50007+50049 stepped in

to cover the 1Z32/06.05 East Midlands Parkway-Margate running via Woburn Sands, Sevenoaks and Minster.

## CLASS 56

LOOKING forward to another lease of active life No. 56051 was paired with Colas Railfreight classmate No. 56049 on the 6M32/03.13 Lindsey OR-CR Ribble (Preston) tanks and the 10.05 return on July 5. Following two further trips on July 7 and 12, No. 56051 was allowed out on its own from July 26 when it worked four trains on the Basford Hall-Longport circuit, the second of which, the 6K38/10.18 from Longport was routed via Yarnfield Junction to Stafford instead of heading via Alsager. Standing in for the usual Class 66, No. 56081 'topped' a pair of Electro-Diesels and a Class 442 EMU on the 5Q85/12.24 Wolverton-Bournemouth T&RSMD on July 5.

## CLASS 57

WEST Coast Railways' Class 57s generally cover 'Northern Belle' workings and Nos. 57313 and 57314 took charge of the 1Z86/06.33 Nottingham-Carlisle on July 3, although the former was replaced by ex-LMS Pacific No. 6201 *Princess Elizabeth* at Carnforth. A trip from Birmingham International to Crewe and back to Northampton followed next day for the two 57s before No. 57313 left London at the rear of the 1Z63/08.45 Victoria-Bournemouth hauled by Pacific No. 60163 *Tornado* on July 5, celebrating the 90th anniversary of the 'Bournemouth Belle'. No. 57601 had

No. 47802 for company on several trips from July 10 when the duo worked from Cardiff to Weymouth, returning to the Dorset resort next day from Coventry. Further 'Belle' work saw the same locomotives handle the 1Z55/06.42 Darlington-Dundee and 17.09 return on July 14 and the 1Z42/11.31 Glasgow Central-Perth next day. By July 17, however, No. 57601 was paired with No. 57316 on the 1Z60/07.33 Hull-Winchester before the latter was found to have suffered a damaged fuel tank on the return journey. The following morning No. 57601 set off from York bound for Llandudno Junction stopping at Chester to attach No. 47813. The 'Northern Belle' passengers enjoyed steam haulage on July 24 when A1 Pacific No. 60163 replaced No. 57601 at Carnforth on the 1Z86/07.39 Telford Central-Carlisle, after the diesel, along with No. 57313, had brought the train north via Chester and Warrington.

## CLASS 60

FOLLOWING several weeks on various light engine runs, DC Rail's No. 60046 left Chaddesden on July 7 for Crewe where it collected Railvac No. 3 to form the 6X60/13.00 Basford Hall-Leeds Midland Road via Lichfield, Derby and Mexborough. Two days later the same locomotive worked 6Z17/10.44 Chaddesden-King's Lynn prior to heading to Middleton Towers on July 10 to form the 6Z18/08.33 to Ravenhead Junction (St Helens). Later that day, DB Cargo example No. 60040 passed Beighton Junction hauling seven Class 66 locomotives including Nos. 66032,

66073 and 66205, the three most recently repatriated examples that had travelled from Dollands Moor to Scunthorpe the previous day. Its repaint into GBRf livery complete, No. 60087 returned to traffic on July 18 hauling the 6M51/12.03 Doncaster Down Decoy-Liverpool Terminal biomass hoppers and later took charge of the 6E34/21.43 Liverpool-Drax.

## CLASS 66

DB Cargo locos Nos. 66053 and 66044 reached Carlisle on July 2 with the first leg of the ambitious Branch Line Society weekend tour running as the 1Z36/08.59 from Edinburgh via Shotts and the G&SWR main line. The tour went forward with Nos. 37419+37423 at the head of No. 66053 (No. 66044

Descending from Corroun on Rannoch Moor, as the sun sets behind it on July 20, No. 66738 heads Caledonian sleeper train 1B01/19.50 Fort William to London Euston, with No. 73970 tucked inside providing electrical supply and translating the Dellner train coupler of the set of six Mk.5 coaches to the train engine. This is a common combination on these Highland sleeper trains owing to poor availability of the rebuilt class 73s when running on diesel power. Duncan McEvoy



at the rear of the train) although No. 37419 had to be removed after failing at Culgaith. On July 4 Nos. 66066 and 66041 'top and tailed' the tour running as the 1Z44/08.57 York-Hartlepool via Harrogate and later the 1Z45/14.14 Hartlepool-Falkirk Grahamston via Norton Junction, Durham and the Tyne Valley to Carlisle, where No. 66066 was removed in favour of No. 66137 for the final leg via Glasgow Central and Cumbernauld. DB Cargo's No. 66004 has undergone a repaint at Toton, as has GBRf example No. 66769 at Eastleigh. Sporting light green 'Climate Hero' livery, No. 66004 emerged on July 30 to haul the 4L38/10.57 East Midlands Gateway-Felixstowe containers.

Following a break from 'Royal Scotsman' duties, both Nos. 66743

and 66746 have been noted on the Caledonian sleepers and freight traffic. Nos. 66746+73966 handled the 1M16/20.45 Inverness-Euston sleepers to Edinburgh Waverley on July 20, while three nights later No. 66743 accompanied the same 'ED' on 1M16.

The 6X01/10.18 Scunthorpe Trent Yard-Eastleigh had No. 66746 as motive power on July 26, while later that day No. 66743 passed Rochdale with loaded JNAs forming the 6Z61/22.05 Collyhurst Street-Doncaster. A regular on the Inverness sleepers during July has been GBRf/Beacon Rail blue No. 66791. Colas example No. 66847 had charge of the 6K39/13.33 Basford Hall-Longport ballast on July 23 passing Alsager shortly before 15.00. With no Class 56 readily available, this was probably the first time

a Class 66 has been used on this traffic. It returned to Crewe with the 6K40/18.06 from Longport (Pinnox Branch).

## CLASS 67

WITH the Burton-based blue/grey Mk.2 coaching set, 'Royal' Class 67s Nos. 67005 and 67006 powered 'The Dorset Maiden' railtour (1Z92/07.09 Peterborough-Weymouth) on July 24. The Belmont British Pullman stock arrived in London Victoria behind the blue-liveried No. 67001 on July 28 and left for Gillingham (Kent) behind No. 67021, whose regular mate No. 67024 was bound for Crewe IEMD that night. Having covered the Transport for Wales Holyhead-Cardiff diagram early in the month, No. 67010 was reported taking a single hopper on the

6K32/12.22 Warrington Arpley-Stoke Marcroft on July 21 and moved two FIAs on the 6F47/12.03 Wigan TMD-Warrington Arpley two days later.

No. 67013 also covered several turns on TFW passenger trains in the middle of July, being noted in charge of the 17.12 Cardiff-Holyhead on July 19 and 21, for example. No. 67013 began the month with a trip on the 6G51/07.44 Warrington Arpley-Donnington RFT (July 1), before hauling EMU No. 325014 from Crewe IEMD to Toton TMD on July 6. The same Royal Mail unit returned to Crewe on July 16 behind No. 67020, while that locomotive handled the Donnington trips on July 29. Passing Stevenage on the morning of July 20 Nos. 67007+91101 and a set of Mk.4 coaches formed the 5G30/09.55 Ferme Park-Neville Hill stock move.



## SHED TALK

Correct to July 25, 2021

### Pool Codes

GBRG GBRf Class 69

### Allocations

43045 COTS-SBXL  
43060 COTS-SBXL  
43159 SBXL-ICHP  
43251 NL/EMPC-HQ/COTS  
43257 NL/EMPC-HQ/COTS  
43272 NL/EMPC-HQ/COTS  
43274 NL/EMPC-HQ/COTS  
43277 SBXL-COTS  
66794 MBDL-GBEB  
66795 MBDL-GBEB  
66797 MBDL-GBEB  
66798 GBBR-GBEB  
69001 GBGS-GBRG  
69002 GBGS-GBRG

### Liveries

**BR green:** 37198, 47596, 47815

**FL orange:** 90003/10

**Rail Charter Services green and silver:**  
43058/59

### Named

37057 *Barbara Arbon*  
43134 *Gordon Aikman BEM MND*  
*Campaigner 1985-2017*  
66303 *Rail Riders 2020*  
69002 *Bob Tiller CM&EE*

### Preserved

**125 Group, Ruddington:** 43044,  
43159

### Returned from France

66032/73, 66205

### Stored/stopped locations

**Brodies, Kilmarnock:** 43030

**Carnforth:** 47760

**Kidderminster:** 43251/57/72/74/77

**Long Marston:** 43043/45/60/61/64/  
71/73/75/79/81

**Nemesis Rail, Burton on Trent:** 31454

**Toton:** 66032/73, 66205

### Operational

69001/02





A colourful scene on July 19, as Class 50s Nos. 50007 (also numbered 50034 *Furious*) and 50049 thread their way through Toton with new EMU No. 701024 on 5Q14/15.01 Worksop-Derby Litchurch Lane. As the convoy passes, No. 66510 shunts a HOBC train in Sandiacre sidings. Paul Robertson



The BOS plant, which is currently being dismantled, dominates the Teesside skyline, and the landscape will be changed forever once it is gone. No. 60039, powering the 6D11 Lackenby-Scunthorpe, is dwarfed by the derelict buildings as it approaches South Bank on July 20. Alex Ayre

## CLASS 69

ON July 4 No. 69001 *Mayflower* was hauled from Tonbridge to Bescot by No. 66776, the pair continuing their journey to Longport next day whereupon No. 69002 was collected for transfer to Eastleigh. On July 10 the latter locomotive was moved from Eastleigh by another celebrity large logo blue locomotive No. 66789 and taken to

London Waterloo (passing Richmond at 09.30) for its naming ceremony (see page 28). Further moves on July 19 saw No. 66716 arrive at Longport from Bescot with No. 69002, prior to attaching No. 69001 to form the 0069/11.30 Longport-Tonbridge West Yard. Coupled to 'EDs' Nos. 73961+73965, No. 69001 undertook a test run from Tonbridge to Hastings, Rye,

Ashford, Paddock Wood and back to its Tonbridge base on July 20.

## CLASS 70

JULY'S obvious highlight was the use of a pair of Freightliner Class 70s Nos. 70011+70019 on part of the Branch Line Society's 'Primary Colours' tour on July 4. Running as the 1Z42/12.40 Rose Hill to Crewe IEMD the train was 'top and tailed' by English Electric 'Type 3s' Nos. 37422 and 37423, with the two Class 70s on front of No. 37422 between Stockport and Crewe Basford Hall. While both Colas Railfreight and Freightliner '70s' have handled passenger trains in the past on a very few occasions, this was the first time a pair has worked. Incidentally, a pairing on the 4031/17.50 Leeds FLT-Southampton Maritime on July 23 was also relatively unusual, Nos. 70020+70015 being the traction in question.

Colas Railfreight No. 70808 was reported at the head of the 6E32/10.05 CR Ribble (Preston)-Lindsey OR on June 30 and three days later worked the 6K10/23.46 Millerhill-Corkerhill engineer's duty. In the process No. 70808 had occasion to enter Paisley Canal station the next day, thus becoming the first of its type to be seen there. When No. 70802 failed at Blea Moor with the Chirk timber train on July 17, it was rescued the following day by classmate No. 70803, while following a lengthy spell at work in Scotland No. 70807 was recorded working the 6C50/12.44 Sharnbrook-Toton Yard with No. 56094 on July 18.

No. 66126 is seen on the outskirts of Dalwhinnie, working the 4D47 intermodal from Mossend to Inverness in beautiful morning sunlight on July 15. Howard Lewsey





Stored and withdrawn AC electrics, dominated by a long line of Class 86s, await their fate in Freightliner's Basford Hall yard on July 24. Stuart J Hood

## CLASS 73

THE transfer of Class 442 electric units between Bournemouth and Wolverton for stripping was due to cease at the end of July. 'EDs' Nos. 73141 and 73201 were tucked in behind No. 56081 on the 5Q85/12.24 Wolverton-Bournemouth depot on July 5 with set No. 442420 (regularly used for brake force) at the rear. Two days later the same

Class 73s accompanied No. 66713 north on the 5Q81/05.29 Eastleigh-Wolverton with set No. 442413 for stripping, while Nos. 66722, 73128 and 73107 undertook the final three journeys during the last week of the month.

## CLASS 88

DOYEN of the class No. 88001 *Revolution* is reported as having made

its debut on the Sharpness branch when partnered by No. 68006 on the 6V73/04.33 Crewe CLS-Berkeley (British Energy) on July 15. Both locomotives reappeared on the same train on July 27. All 10 Class 88 bi-mode locomotives have now been recorded at Cheltenham Spa. No. 88004 was sent from Carlisle Kingmoor to rescue No. 37069 when the 'Type 3' came to a

stand at Beattock Summit on July 22. No. 37069 had been hauling four coaches on an out and back trip from Kingmoor, booked to run via Motherwell, Mossend East Junction and Wishaw. July 7 witnessed Nos. 88007+68016 on the 6V74/02.00 Crewe CLS-Bridgwater flask train, while further south Nos. 88009 and 68007 powered the 6M95/16.29 Dungeness-Crewe. No. 88010 had



TPE-liveried No. 68031 *Felix* propels its matching Mk.5 coaches across the River Ouse at York, while working the 1T29/11.00 York to Scarborough on July 17. Chris Gee




GB Railfreight sector-liveried locos Nos. 66793 and 66794 are seen at GBRf's Peterborough depot on July 19. This was the first time that the two locos had been together since being painted into these liveries, with 66794 only released into traffic the day before. Richard Gennis

No. 37423 'dead in tow' on a move from Gresty Bridge to Carlisle Kingmoor on July 15, while, at the end of July, No. 88002 was still at Gresty Bridge depot, having arrived there for attention on May 20 this year.

#### CLASS 90

SPORTING its eye-catching black 'Backbone' livery No. 90039 had a very brief interlude on passenger work when hauling the Branch Line Society tour from Crewe Electric Depot into Crewe station during the early evening of July 4. The AC electric then spent much of July at Wembley before returning to Crewe early on July 28, whereupon it was hauled to Toton TMD by No. 67020. The Mossend-Daventry containers

(4M25 and 4S47) were monopolised by Nos. 90024+90026 until July 13, when replaced by Nos. 90037+90020. Reaching Cheshire early on July 6, No. 90029 had charge of the 5K07/00.22 Willesden PRDC-Crewe IEMD towing Royal Mail EMUs Nos. 325006/12.

Freightliner No. 90041 breasted Copy Pit summit back on July 1, behind green No. 47830 on its way to Leeds Midland Road. Seven examples of the Freightliner fleet now carry the orange and black G&W livery: Nos. 90003, 90010/14/15, 90044/47/48. 

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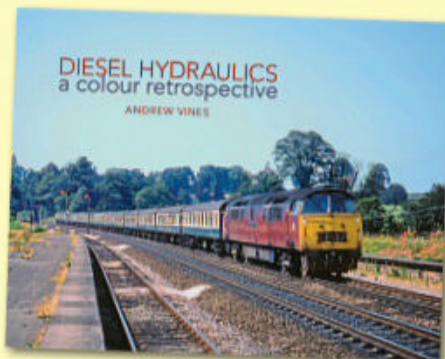
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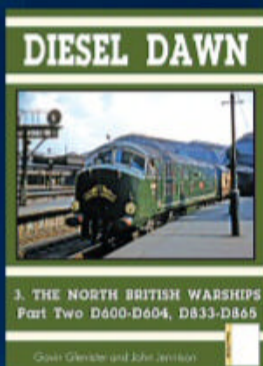
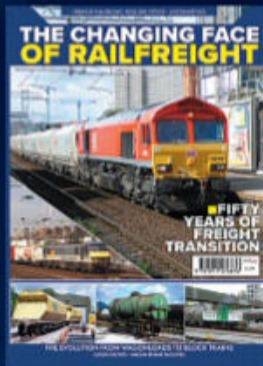
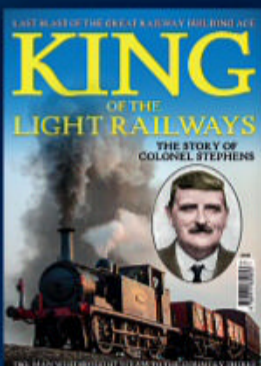
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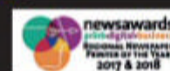
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# SUMMER 'SYPHONS' RAIL EXPRESS

**SUPERMARKET SWEEP:** Class 66 No. 66421 and Class 37 No. 37419 sweep south through Aviemore, working 4D47, the Inverness to Mossend 'Tescoliner', at 14.22 on July 20. Elliott Reeder



**PRETTY AS A PICTURE:** Preserved English Electric 'Type 3' No. D6732 ran every Saturday on the North Norfolk Railway during July. Here it is seen approaching Weybourne with the 12.00 Sheringham-Holt-Sheringham service on July 17. Peter Foster





# Colas Rail HST power cars gather at SVR

Having returned Nos. 43045 and 43060 to Porterbrook in June, Colas has taken on another five HST power cars and moved them to the Severn Valley Railway for commissioning work.

PREVIOUS stalwarts of the ECML since being made redundant from the Midland Main Line in the mid-2000s, and subsequently bumped from the MML again earlier this year, MTU repowered Nos. 43251, 43257, 43272, 43274 (ex-EMPC) and 43277 (ex-SXBL) have now joined the Colas Rail COTS pool for planned use on Network Rail infrastructure monitoring trains. They replace Paxman VP185-engined Nos. 43045 and 43060 which were handed back to lessor Porterbrook last month.

The first pair to be rounded up for the move to the Severn Valley Railway were Nos. 43272 and 43277 on July 17, the last two HST power cars stored at Nemesis Rail, Burton-upon-Trent, after Porterbrook removed 11 of its own Class 43s earlier in the month. Newly named No. 37057 *Barbara Arbon* (see page 13) did the honours, transferring them as 5Z10 to Derby RTC. The same Class 37 returned to the RTC site on the 23rd to complete the journey, moving the pair south as 5Z23



On July 22 No. 37057 *Barbara Arbon* hauled a quartet of HST power cars (Nos. 43251, 43257, 43044 and 43274) from Neville Hill to the Severn Valley Railway (see also page 35). The train is seen entering Derby station. Dave Smith

to Kidderminster. No. 37057 had also been tasked the previous day (22nd) with collecting the other three units, Nos. 43251 and 43257 and the sole East Midlands Railway purple No. 43274

from Neville Hill, which it took to the SVR under a 5Z21 headcode.

Notably the 125 Group's No. 43044 was also included in the consist, the stunning InterCity Executive-liveried

power car moving to Kidderminster for onward movement by road to Ruddington (NHR). The 'Colas five' were recorded just down the line parked at the sidings next to Arley station by the 24th.

## Porterbrook moves '43s' to Long Marston

UNSURPRISINGLY, with the leasing company having taken over the operation of Long Marston (see August issue), it has begun to move its SXBL pool HST power cars away from other rented locations to the Warwickshire storage facility. On July 2, No. 57312 moved Nos. 43045, 43060, 43073 and 43075 as 5Q94 from Burton upon Trent (Nemesis Rail), while a similar move took place four days later (6th) as No. 37611 had Nos. 43043, 43064, 43081 (see also page 11) and 43082 in tow. A final move from the former wagon repair depot at Burton took place on July 13, when No. 37608 transported Nos. 43061, 43071 and 43079 on another 5Q94 move.

## Former 'Grid' No. 69002 dedicated to GBRf director Bob Tiller

AFTER its main line tests in the second half of June (see August issue), No. 69001 *Mayflower* (ex-56031) was returned to Longport for further work on July 4, the loco being moved north from Tonbridge as 0M69 to Bescot on July 4 behind No. 66776.

The same pair completed their journey to Progress Rail the following day (5th). The Class 66/7 returned south with No. 69002, transferring the large logo former No. 56311 south as 0069 to Eastleigh Works.

On No. 69002's previous visit to the Hampshire facility in May it was little more than an empty shell with no power unit, cab control desks and other equipment, but this time the repurposed 'Type 5' was complete and ready for action. It made its maiden run under its own power just a few days later on July 10, working 0Z69 from Eastleigh to London Waterloo, rather appropriately with large logo-liveried cousin No. 66789.

The reason for the trip to Platform 19 at Waterloo was to dedicate the locomotive to Bob Tiller CM&EE, the engineering director at GB Railfreight, who is planning to retire at the end of 2021. In his 45-year railway career that began on the Western Region in 1976 he has overseen many major



Proudly displaying its new cast nameplates No. 69002 *Bob Tiller* CM&EE is coupled behind No. 66789 for the move from its naming at London Waterloo to Tonbridge on July 10. Train Photos/Creative Commons (CC BY-SA 2.0)

engineering projects, including the reworking of Classes 47, 73, HSTs and, most recently the Class 69s themselves.

After the naming, Nos. 66789 and 69002 made the 0Z70 trip down to Tonbridge West Yard, although surprisingly there were no test runs for the latter, which returned to Longport behind Nos. 66716 (0M69) on July 18 and 19 via a layover at Bescot. On

arrival at Progress Rail, the two '69s' again made a swap, No. 69001 behind hauled south back to Tonbridge by No. 66716 (0069) on the same day. The following day (20th) *Mayflower* was back on test, working an 0Y70 circular run with Nos. 73962 and 73965. Earlier that month, both active Class 69s had been reallocated to the new GBRG pool (GBRf Class 69) from GBGS (GBRf stored Class 56).



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## NEWS UPDATE

## DB CARGO

FOLLOWING the arrival of Nos. 66010, 66028 and 66190, three further Euro Cargo Rail Class 66s have returned to the UK from the continent. Nos. 66032, 66073 and 66205 all made the trip through the Channel Tunnel in the first week of July before moving north to Toton, via Scunthorpe and Doncaster on the 9th. The final stage of the journey (6M67 from Belmont Yard) was undertaken behind No. 60040, leading a mega convoy of seven EMD 'Type 5s' with Nos. 66060, 66061, 66075 and 66154!

Meanwhile, Nos. 66055 and 66088 have both been stored WQAA at Toton, while Nos. 66017, 66037, 66057, 66100 and 66207, all stopped in April, have all been demoted from WQAA to WQAB suggesting they won't be returning to traffic any time soon.

At the end of July DBC released No. 66004 in a leafy green 'I am a climate hero' livery, celebrating the latest Class 66 to be converted to 100% HVO operation.

## FREIGHTLINER

STORED DHLT in May, Nos. 66955 and 66957 were reactivated in July – despite remaining in the storage pool – and dispatched south to Westbury, via Crewe Basford Hall, along with No. 66594 on the 25th.

A fourth member of the ex-Greater Anglia Class 90 fleet has emerged in the G&W orange/black/yellow scheme, No. 90003 departing Wolverton after the attention of the paintshop on July 23.

## LNER

TWO further Class 91s returned to traffic during the period under review bringing the active fleet of 'Electra' locomotives up to 10. No. 91107 – still named *Skyfall* – was the first to be resurrected from Neville Hill, being recorded working a 1A01 Leeds to King's Cross on June 30. This was followed just a week later on July 7 by No. 91109 – famously the final Class 91 to leave Bounds Green earlier this year – which was placed on a similar diagram. This leaves just Nos. 91114 and 91127 in the IECA pool yet to be reactivated.

## LSL

NOW wearing Rail Charter Services livery, HST power cars Nos. 43058 & 43059 and Mk.3 trailers Nos. 40804, 41160, 41166, 41187 and 44081, departed Eastleigh Works on July 12, the train working 5Z64 to Crewe Diesel. The green and silver formation was sent north on a shakedown and demonstrator run on the 15th, running 1Z80 from Settle to Carlisle and 1Z81 return before heading back to Crewe. No. 43058 deputised for No. 43055 the following day (16th) on a Preston to Cardiff 'Heart of Wales Pullman' after a shunting incident at the DMD left the Midland Pullman power car requiring significant nose end repairs. This substitution was not without issue as No. 43058 was failed at Cynghordy, resulting in a



Pictured shortly before it was officially unveiled in its new green 'climate hero' livery at the end of July, No. 66004 quickly attracted photographer interest on the main line. DfT/DB Cargo

three-hour delay. Fortunately, the issues were repaired in time for the Staycation Express set to move north on July 18, ready to work its first passenger service on the 19th.

As for No. 43055, it was taken to Neville Hill for repairs on July 22 by No. 37667, where it joined the other Midland Pullman power car, No. 43046, which was at the Leeds depot receiving mechanical attention. It had been moved to West Yorkshire on July 18 by No. 43049, undertaking its first job for LSL after joining the operator in May.

Finally, completing a difficult month for LSL's fleet, No. 47501 (which wears D1944 in service) returned light engine (0Z21) from Eastleigh Works on July 13 after several months of repairs, only to fail at Nuneaton. It was rescued by No. 37667 on the 14th and dragged the remainder of the trip to Crewe.

## DIRECT RAIL SERVICES

IT was a problematic month for the surviving members of the DRS Class 37 fleet with multiple locomotive failures, three of them taking place over several days on the same series of railtour! No. 37419 was the first to fall by the wayside, expiring in a cloud of acrid smoke (apparently due to the radiator fan expiring) at Culgaith on July 2, the first day of the Branch Line Society's four-day 'Summer Syphons' tour. It was left at nearby Kirkby Thore, while Nos. 37423, 66044 and 66053 took the

heavily delayed train forward. Day three of the tour (July 4) was named 'The Primary Colours', but there were only red alarms for Nos. 37422 and 37423 which were declared failures at York with low coolant pressure and electrical issues, respectively, after the 1Z43 run from Crewe.

No. 37716 recovered Nos. 37422 and 37423 from York, returning them to Gresty Bridge for attention on July 6, while No. 37419 was rescued from Kirkby Thore the following day (7th) by No. 68006 and moved back to Kingmoor. The Mainline-liveried Class 37/4 was back in service just a few days later and was sent north to Scotland on the 13th to replace No. 37069 which had broken down while on RHTT route learning duties between Inverness and Aberdeen. Sadly No. 37419 disgraced itself again and was returned south dead behind No. 66421 working the 1H11 Inverness to Mossend on July 20.

## NEMESIS RAIL

CLASS 31 No. 31454, which had been one of the locomotives mounted on track panels (along with Nos. 37503, 60050 and 60086) at the Shires Removal Group yard in Kinsley, West Yorkshire, since March, has been on the move once again, being roaded to Nemesis Rail's site in Burton upon Trent.

## NETWORK RAIL

NEVILLE Hill has completed the overhaul

and ERTMS upgrade of a second Network Rail HST power car, No. 43062, which returned to Derby on July 8 under its own power (0Z44). The previous day, Michael Owen's Class 20 duo, Nos. 20205 and 20227, were the traction for an opposite 0Z43 Derby RTC-Neville Hill working, with the third and final NR Class 43, No. 43014, in tow.

## RAIL OPERATIONS GROUP

CLASS 57 No. 57310 was on hire to GWR during July, working from Derby RTC to Reading to assist the operator on the 1st. It was recorded in charge of the 1A50 Penzance to Paddington 'Night Riviera' and the 1C50 return multiple times throughout the month, covering for unavailable Class 57/6 locomotives.

## WEST COAST RAILWAYS

NOW unnamed, No. 47270 made a return to the main line in July, partnering with No. 57601 for a circular 5M50 tour of the North West with four 'Queen of Scots' coaches in tow on the 6th. The BR blue-liveried Class 47/0, owned by WCRC boss David Smith and previously named 'Swift', has barely worked in the past decade after requiring major repairs in November 2012. Unsuccessfully released into traffic in April 2017 it has now, finally, been given another chance. Its first job with the paying public on board was on July 13 when it worked a 1Z54 Carlisle to Chester 'The Fellsman railtour in 'top and tail' formation with No. 47237.

# Class 153s in use with ScotRail and Network Rail

'Highland Explorer' and Network Rail units enter service, but one vehicle goes for scrap.

JULY 19 saw ScotRail's Class 153 units put into traffic on services on the West Highland Line between Glasgow and Oban, providing extra capacity for cycles, baggage and passengers. The first such working, the 1Y20/05.21 Oban-Glasgow QS, was operated by No. 153377, paired with No. 156458. In service the same day was No. 153373.

The rebuilt '153s' are being marketed with the 'Highland Explorer' tag, and half of the coach has been modified with space for luggage and bikes, and an e-bike charging point.

They retain 24 seats, which have been upgraded with USB charging points and table maps showing the route and points of interest. Passengers travelling in the Class 153 will have to purchase a Highland Explorer ticket to gain access to the unit.

Other Class 153s leased to ScotRail are Nos. 153305/70/80, and in due course will be used to provide additional capacity on services to Fort William and Mallaig.

Meanwhile, the first outing for one of the three sets which now make up part of Network Rail's infrastructure monitoring fleet took place on July 21, when No. 153311 ran from Derby RTC to Whitland. It retains its old East Midlands Trains colours but with Network Rail logos. Also in the QTRV (Network Rail – Track Recording Vehicles) pool at Derby are Nos. 153376/85.

## FIRST SCRAPPING

July also saw the first disposal of a Class 153 for scrap, with No. 153302 being sent to EMR at Kingsbury for cutting up. Stored at Ely Papworth since July 2020, it was moved to Worksop nine months later, where it was stripped for spares for Transport for Wales before being sent for scrap. The unit last saw service with East Midlands Railway.

Another unit that almost certainly will never see any further use is No. 153374, which, having been acquired by Transport for Wales as a spares donor, is being stripped at Landore. Other units are planned for withdrawal later in the year when their dispensation to operate expires (see table).

## PORTERBROOK MOVEMENTS

With Porterbrook having now taken over the Long Marston site (see August's Headline News), eight Class 153s stored at Nemesis Rail's Burton depot have been transferred there. The first to move were Nos. 153334/54/56/65 on June 28, running as the 5Q94/10.49 Burton Wetmore-Long Marston, and they were followed by Nos. 153371/75/81/83 the next day. They join No. 153316, which had arrived by road earlier in the month and was used for emergency services demonstrations at the Rail Live event at the Warwickshire site. 



Happier days for recently scrapped No.153302 as it pauses at Barnetby with the 2T48 13.49 Grimsby-Newark Northgate on April 20, 2015.

Derek Hoskins/Creative Commons (CC BY-ND 2.0)

## CLASS 153 - FLEET STATUS

**East Midlands Railway (non-PRM compliant, dispensation to 26/09/21):**

153308/19/55/57/79/84.

**Northern (non-PRM compliant, dispensation to 31/12/21):** 153307/24/28/30/31/32/58/59/60/63.

**ScotRail (Highland Explorer):** 153305/70/73/77/80.

**Transport for Wales (to be retained, with PRM toilet):** 153303/12/20/23/25/27/29/33/53/61/62/67/69.

**Transport for Wales (to be retained, without PRM toilet):**

153906/09/10/13/14/21/22/26/35.

**Transport for Wales (non-PRM compliant, dispensation to 31/12/21):** 153918/68/72/82.

**Transport for Wales (spares donor at Landore):** 153374.

**Stored (Burton):** 153364/66.

**Stored (Ely Papworth):** 153301/04/15/17/51/52/78.

**Stored (Long Marston):** 153316/34/54/56/65/71/75/81/83.

**Departmental (Network Rail):** 153311/76/85.

**Scrapped:** 153302.



**RED-DY FOR ACTION:** Tfw's new CAF-built Class 197 units are being put through their paces, while their red front doors are splitting enthusiast opinion. No. 197001 passes through Glan Conwy station, on the Conwy Valley line, while on a test working late in the morning of July 29. Greg Mape

## DMU

### CLASS 170 'TURBOSTAR'

DURING much of July, No. 170534 was based at Norwich Crown Point, where it was being used as a crew training set for East Midlands Railway.

### CLASS 172 'TURBOSTAR'

CHILTERN'S four Class 172 sets have been loaned to London Northwestern Railway at Tyseley to enable more Class 170s to be released for transfer to East Midlands Railway. In traffic on services in the West Midlands in July were Nos. 172102/4.

### CLASS 195 'CIVITY'

THE return to service of No. 195101 on July 24 meant that all members of the class are now back in traffic, apart from No. 195121, which was the set first discovered to have a yaw damper mounting bracket problem back in April. It is stopped at Newton Heath.

## CLASS 196 'CIVITY'

DELIVERED to Tyseley by road in late June was No. 196006, while early July saw No. 196109 arrive at Telford, joining Nos. 196001/2/7-9 and part of No. 196111 at the Railfreight Terminal. Another set, No. 196103, was moved from Tyseley to Telford by Nos. 37608/11 on July 12, prior to returning to the CAF plant at Newport for attention. The same pair of '37s' also formed the 5Q66/12.14 Telford Railfreight Terminal-Tyseley on July 16, conveying No. 196008, and a similar move with No. 196007 three days later.

## CLASS 197 'CIVITY'

JULY 7 saw No. 197001 hauled from Crewe to Telford by No. 66592 to enable one of its cars (DMS No. 131001) to be despatched to Newport for engine attention. The vehicle returned to Telford six days later, with the set being returned to Crewe by No. 66591 on July 15. The same day also saw No. 197002 on test runs between Crewe and Llandudno Junction.

## EMU

## CLASS 315

LOCATED at Wolverton since April 2020, No. 315809 was dispatched by road to Sims Metals at Newport during July.

## CLASS 317

MORE disposals from Ely have taken place in recent weeks, this time concentrating on the Class 317/8 former 'Stansted Express' sets.

Departing for scrap on June 30 was No. 317888, collected by No. 66724, which formed the 5Q76/09.34 Ely Papworth-Sims, Newport. A similar move from Ely to Newport took place on July 20, when No. 37800 hauled No. 317891 to the same scrapyard.

July 8 saw Nos. 317887/89 hauled from Ely to EMR at Kingsbury for scrap by the aforementioned No. 37800. They are the first '317s' to be scrapped at this site. Just one set from this sub-fleet, No. 317892, remains at Ely, while Nos. 317881-86 are still in traffic with Greater Anglia.

## CLASS 321

THE latest Class 321s to be placed in store at Worksop are Nos. 321332/407, which arrived from Clacton behind No. 37800 on July 1, and Nos. 321419/29, similarly moved by No. 37884 on July 22. It brings the total number of '321s' on site to six, the others being Nos. 321428/32. A further eight sets (Nos. 321402/05/08/31/39/43-45) are located at Gascoigne Wood.

## CLASS 323

ON July 3, No. 323228 ran from Allerton to Wolverton for additional work in conjunction with its refurbishment (which originally took place in February and March 2020).

Running as the 5Q23/12.05 Soho-Wabtec Doncaster, No. 323204 was sent for a C4 overhaul on July 9. Haulage was provided by No. 37800.



**MERSEYRAIL IN TRANSITION:** The old guard of Nos. 508122+507003 meets the new order of 777010 at Ainsdale station on July 6. The BREL-built units are working the 2U31 15.47 Southport to Hunts Cross. The new Stadler set was captured during the second day of daylight testing. It left the depot at Kirkdale at 15.13, reversed at Sandhills and then formed the 5S06 15.32 from Sandhills to Southport. Colin Wareing

## CLASS 345 'AVENTRA'

FOLLOWING on from debut passenger workings by Nos. 345025/36 in late June, No. 345033 was put into revenue-earning service in mid-July. Its appearance means that just eight sets (Nos. 345001/18/19/32/41/50/67/69) have yet to be put into normal use. Of these, Nos. 345001/19 were still at Asfordby Test Centre in late July.

## CLASS 350 'DESIRO'

JULY 10 saw No. 350113 hauled by No. 37611 from Northampton to Long Marston for overhaul, the same '37' returning to Northampton with No. 350109 later the same day.

## CLASS 365 'NETWORKER EXPRESS'

DONCASTER Belmont Yard is now being used to store surplus Class 365 units which were withdrawn by Govia Thameslink Railway earlier this year. Many had been stored at Peterborough Nene Sidings for the past few months, and a start on removing them from the yard began on July 8, when Nos. 365516/24 departed from Doncaster behind No. 37884. The next day saw the '37' repeat the move with Nos. 365532/40.

The following week saw the same 'Growler' collect 'Networkers' which had been parked up elsewhere on the Great Northern network. Stored at Hertford North CS since May 20, Nos. 365502/04 were taken to Doncaster on July 14, while the next day, the '37' formed the 5Q23/12.50 Letchworth CS-Doncaster Belmont, conveying Nos. 365514/34. Another move occurred

on July 28, when No. 37800 hauled Nos. 365520/22 from Peterborough to Doncaster.

## CLASS 387 'ELECTROSTAR'

HAVING seen no activity since their arrival at Hornsey on May 24, Gatwick Express-liveried Nos. 387204-6 were hauled to West Ealing by No. 57306 on July 13, pending use with GWR to provide cover for out-of-service IET units. Seven days later, the same '57' formed the 5Q73/13.45 Hornsey-West Ealing with Nos. 387201-3 in tow. These three sets had seen regular use on Great Northern services since April, and they have now been replaced by Nos. 387207-9, which arrived from Brighton earlier in the month.

The first 'Electrostar' working into South Wales occurred in the early hours on July 24, when Nos. 387159/61/63 arrived at Cardiff Central on a trial run from Swindon (see page 10).

## CLASS 442 '5-WES'

NEW arrivals at Wolverton for stripping have been Nos. 442413 (from Eastleigh on July 7), 442414 (from Bournemouth on July 8) and 442422 (also Bournemouth, on July 27), the sets being hauled north by Nos. 66713, 66776 and 66722 respectively. Class 73s were used as translator vehicles. These moves left just two sets, Nos. 442415/18, at Bournemouth.

## CLASS 465 & 466 'NETWORKER'

FURTHER arrivals at Worksop for temporary storage have been Nos. 465010, 466024/43 (on June 28) and Nos. 465004 and 466010 (July 5). Both moves from Gillingham were handled

by No. 37884. Also out of service at Gillingham, having arrived from Faversham on July 12, are Nos. 465919 and 466017.

## CLASS 484 'D-STOCK'

DAYTIME testing of the 'new' rolling stock for use on the Isle of Wight took place on July 14 for the first time, when Nos. 484002/3 undertook trips between Eastleigh and Fareham.

## CLASS 701 'ARTERIO'

HAVING visited Widnes for some modifications, No. 701007 returned to Eastleigh behind No. 47727 on July 6. The same '47' had also been used to take No. 701009 from Derby to Worksop on June 25, and (with No. 56081) return No. 701506 from Worksop to Derby on June 28.

Nos. 50007/49 were used for several stock transfers later in July. The pair formed the 5Q13/10.50 Derby Litchurch Lane-Worksop with No. 701033 on July 19, returning late the same day with No. 701024. Similar moves two days later saw No. 701017 arrive at Worksop, with Nos. 701508/9 heading back to Derby.

## CLASS 707 'DESIRO CITY'

AFTER running from Wimbledon to Waterloo the previous evening, Nos. 707009/10 formed the 5Q20/00.15 Waterloo-Grove Park transfer move to Southeastern on July 17. The pair ran on July 19 from Grove Park to Gillingham, where they have received SouthEastern livery. The first units are due to enter service in the autumn and will be used on services from London to Hayes, Sevenoaks and Dartford.

UNITS

EMU

◀ **CLASS 720 ‘AVENTRA’**  
ANOTHER flurry of activity in recent weeks has seen a number of units sent to Worksop from Derby for temporary storage. These have been Nos. 720527 (June 24), 720529 (July 8), 720555 (July 14), 720532 (July 15), 720579 (July 22) and 720578 (July 23). Returning to Derby from Worksop have been Nos. 720525 (June 24), 720573 (July 8), 720571 (July 15) and 720526 (July 22).  
July 26 saw No. 720516 arrive at Old Dalby from Worksop, Nos. 47727/749 being used for its transfer.

**CLASS 730 ‘AVENTRA’**  
FIVE-CAR set No. 730102 was hauled from Derby Litchurch Lane to Crewe, in advance of testing on the West Coast Main Line, by Nos. 37608/800 on July 22.

**CLASS 768 ‘FLEX’**  
ORIGINALLY planned to become Class 769/5, Rail Operations Group’s logistics ‘Flex’ units, being converted for its Orion services, have now been recategorised as Class 768. The first set, No. 768001 (rebuilt from No. 319010), emerged on July 6 and was hauled from Eastleigh Works to Wembley by No. 57312 in advance of it being displayed at Euston the next day. Following further display at Daventry, it returned to Eastleigh Works behind the Class 57 on July 9.  
July 23 saw the ‘768’ on main line trials between Eastleigh and Basingstoke, but the unit failed at Winchester on its second run.

**CLASS 769 ‘FLEX’**  
TWO more sets were released from the former Brush works at Loughborough during July. The first, No. 769947, was moved to Burton by No. 57312 on July 1, while No. 37800 collected No. 769940 on July 15, forming the 5Q70/13.05 Brush Loughborough-



**RETURN TO SENDER:** Originally due to be classified as Class 769/5, the parcels unit now numbered No. 768001 (ex-319010) is seen at Eastleigh working 5Q99 12.12 Eastleigh Arlington to Wembley HS via Woking, hauled by ROG’s No. 57312. The unit returned to Eastleigh a couple of days later. Chris Addoo

Wolverton. July 26 saw No. 37884 take No. 769939 from Burton to Wolverton.

IET

**CLASS 801 ‘AZUMA’**  
OUT of traffic since it was hit by a car at a level crossing near Rossington (Doncaster) on June 13, two cars from No. 801203, Nos. 828203 and 829203, moved to Loram, Derby for repairs during July. The remainder of the set is at Newton Aycliffe.

**CLASS 803**  
EAST Coast Trains third IET, No. 803003, made its debut outings on the main line on July 10, when it undertook mileage accumulation runs between Darlington and York.



**TIME TRAVELLERS:** On July 27, TPE bi-mode No. 802219, on the 9M20 Newcastle-Liverpool Lime Street, overtakes a slightly older type of ‘unit’ at Copmanthorpe foot crossing, LMS Jubilee 4-6-0 No. 45699 *Galatea* running light engine without support coach on the 0Z67 York NRM-Carnforth, after hauling the return leg of the ‘Scarborough Spa Express’. Jack Bowley

SHED TALK

*Correct to July 25, 2021*

**Allocations**  
387201-03 HE/ETHQ-RG/EFHQ  
387204-06 SL/HWHQ-RG/EFHQ  
387207-09 SL/HWHQ-HE/ETHQ  
701024/33 newly delivered HQ/HYHQ  
701504 newly delivered HQ/HYHQ  
707009/10 WD/HYHQ-SG/HUHQ  
720578/79 newly delivered HQ/EBHQ  
730102/03 newly delivered HQ/EJHQ

**Liveries**  
**Avanti West Coast:** 390039/45, 390127  
**EMR purple:** 170273  
**EMR + Network Rail logos:** 153311  
**SWR:** 450009/13/29  
**TfW:** 150254/56, 153362, 153910/14/16/21/26, 175115  
**+ Anti Trespass Rail Safety logos:** 63718/68 (350108)

**Named**  
800022 *Tulbahadur Pun*

**Now in passenger traffic**  
345024/25/31/33/36  
710376/77

**Modification**  
**Hybri-flex conversion:** 168329

**Sold**  
**Network Rail:** 144012

**In further use**  
**Airedale Hospital:** 55801 (144001)  
**Huddersfield Station, Platform 1:** 55824 (144001) – change of vehicle previously reported.  
**The Dales School, Blyth:** 144002 (both vehicles)

**Stored/stopped locations**  
**Barrow Hill:** 156907/09/16/17  
**Canton:** 153333  
**Crewe LNWR:** 730102  
**Derby:** 701024, 701504/05/08/09, 720525/73  
**Doncaster Belmont:**

365502/04/14/16/24/32/34/40  
**Donnington RFT:** 196002, 196103/09/12  
**Ely:** 317709/10/19  
**Long Marston:** 153334/54/56/65/71/75/81/83, 144012  
**Nemesis Rail, Burton on Trent:** 769940/47  
**Old Dalby:** 313121  
**Peterborough:** 365520/22  
**Slade Green:** 465247, 465913, 466006  
**Tyseley:** 196007/08  
**Wolverton:** 2408/11/13/14  
**Worksop:** 321332, 321407/19/29, 465004/10/17/19, 465245, 466004/10/16/24/43, 701017/33, 701506, 720527/32/55/78/79

**Disposals**  
**CF Booth, Rotherham:** Arrival dates: July 6: 78306; July 7: 78157  
July 8: 63131 (all 321437). Cut dates: June 16: 63118 (321360), 78138 (321354); July 5: 64475, 71288

(315808); July 9: 71396 (315808).  
**EMR Kingsbury:** Arrival date: June 29: 153302; July 8: 317887/89  
**Raxstar, Eastleigh Works:** Cut dates: May 18: 77202; May 20: 62848; May 24: 71736; May 25: 77222 (all 317651); May 26: 77225; May 27: 71737; June 1: 62851; June 2: 77205 (all 317654); June 7: 77280; June 8: 62886; June 9: 71762; June 14: 77284 (all 317669); June 15: 77214; June 16: 62860; June 17: 71748; June 21: 77234 (all 317663); June 22: 77213; June 23: 62858; June 28: 71747; June 29: 77233 (all 317662); June 30: 77021; July 12: 71598; July 14: 77069 (all 317722).  
**Sims Metals, Newport:** Arrival dates: w/c June 21: 2423; w/c June 28: 2402; June 30: 317888; w/c July 5: 2403; w/c July 12: 2411; July 19: 64477 (315809), 77385 (2404); July 20: 317891, 77409 (2404); July 21: 62939, 71845 (2404); July 22: 71289 (315809); July 23: 64478, 71397 (315809).


# ROG puts Mk.3 set into service on charters

A Mk.3 rake, made up of former Greater Anglia and Arriva Trains Wales coaches, is now seeing use on charter trains.

RAIL Operations Group ran its first charter using a rake of Mk.3 coaches, made up of vehicles from its own fleet and others belonging to Electric Traction Ltd which are in ROG's custodianship, on July 18. The railtour for Transport for Britain, which ran from Lichfield to Buxton, was formed of Nos. 11099/093/101, 10249, 10406, 12180/125/154/176, and unusually contained no brake coach – such a vehicle is not required if a train is operating in 'top and tail' formation, as demonstrated by the Wrexham & Shropshire services when they started up back in 2008.

The ROG Mk.3 fleet is normally stabled at Castle Donington, with maintenance being undertaken by Loram

at Derby RTC. Indeed, several of the coaches used on the July 18 tour visited Derby in the preceding weeks. The stock is also due to be used on a Retro Railtours trip on August 28 (see August issue) and on shuttles from Derby/Chesterfield to Barrow Hill beer festival on September 10/11 (see page 87).

Looking ahead, ROG is in the process of acquiring a Mk.2f BSO, No. 9525, from Loram, which will provide additional flexibility. This is a former DRS vehicle, which saw use for several years as part of the Greater Anglia 'short set'. More recently, it was used as a promotional vehicle for Loram as part of a set of coaches which toured the country, advertising the company's services. 



BR Mk.3a RFM No.10249 (ex-10012) carries Arriva Trains Wales' revised dark and light blue livery at Newport on July 10, 2018. The former RFB is now in service with ROG as part of the operator's charter fleet. Hugh Llewelyn/Creative Commons (CC BY-SA 2.0)



Mk.2f BSO No. 9525 is being acquired by ROG to run with the Mk.3 fleet. It is seen at Bristol Parkway on August 19, 2020 on a 5V16 Derby RTC to Plymouth LORAM test run, in that company's colour scheme. CA850/Creative Commons (CC BY-SA 2.0)

## RAIL OPERATIONS GROUP MK.3 FLEET

Number	Type	Owner	Livery	Status
10249	Mk.3a RFM	ROG	ATW	In service
10259	Mk.3a RFM	ROG	ATW	Stored at Castle Donington
10406	Mk.3a TSOB	ETL	GA	In service
11092	Mk.3b FO	ETL	GA	At Derby RTC
11093	Mk.3b FO	ETL	GA	In service
11099	Mk.3b FO	ETL	GA	In service
11101	Mk.3b FO	ETL	GA	In service
12125	Mk.3a TSO	ETL	GA	In service
12154	Mk.3a TSO	ETL	GA	In service
12176	Mk.3b TSO	ROG	ATW	In service
12177	Mk.3b TSO	ROG	ATW	Stored at Bicester
12178	Mk.3b TSO	ROG	ATW	Stored at Bicester
12179	Mk.3b TSO	ROG	ATW	Stored at Bicester
12180	Mk.3b TSO	ROG	ATW	In service
12181	Mk.3b TSO	ROG	ATW	Stored at Bicester
12182	Mk.3a TSO	ROG	ATW	Stored at Castle Donington
12183	Mk.3a TSO	ROG	ATW	Stored at Bicester
12184	Mk.3a TSO	ROG	ATW	Stored at Bicester
12185	Mk.3b TSO	ROG	ATW	Stored at Bicester
82107	Mk.3b DVT	ETL	GA	Stored at Bicester
82307	Mk.3b DVT	ROG	ATW	Stored at Bicester
82308	Mk.3b DVT	ROG	ATW	Stored at Bicester

Livery codes:  
ATW – Arriva Trains Wales, GA – Greater Anglia.

## SHED TALK

Correct to July 25, 2021

**Liveries**  
**Rail Charter Services green and silver:** 40804, 41160/66/87, 44081  
**ScotRail InterCity:** 42078

**Named**  
3344 Ben Cruachan  
96602 Henry  
96603 Oliver  
96605 Ernest  
96607 Philip

**Sold**  
**Citizen Songwriters C.I.C.:** 40701  
**Stored/stopped locations**  
**Bay Studios, Swansea:** 40402, 44015

**Castle Donington:** 10249, 11093/99  
**Great Yarmouth:** 1696, 3051, 99884  
**Long Marston:** 41165, 42109  
**Slateford:** 42078  
**Weardale Railway:** 40701

**Disposals**  
**CF Booth, Rotherham:** Cut dates: June 18: 42069; July 16: 41126  
**McHugh Demolition at Toton:** Cut date: June 26-July 3: 3303  
**Raxstar, Eastleigh Works:** Cut dates: July 19: 40707; July 22: 10224  
**Sims Metals, Newport:** Arrival dates: June 17: 11298, 11401, 82207 [correction]; June 18: 11301, 12307, 12414

## LSL stock update

THE 'Staycation Express' rake was released from Eastleigh Works on July 12, running to Crewe prior to beginning its new duties on the Settle & Carlisle route the following week. Along with power car Nos. 43058/59, the set is made up of the following vehicles: Trailer Restaurant First Buffet (TRFB) – 40804, Trailer First (TF) – 41160/66/87, Trailer Guard First (TGF, resealed from TGS) – 44081. Statesman Rail Mk.2f TSO No. 5991 visited Toton for tyre turning in July, returning to Crewe behind No. D6817 (37521) on July 12. Several coaches have recently been moved from Crewe to Great Yarmouth, including Mk.1 RBR No. 1696, Mk.1 FO No. 3051 and Mk.2e FO No. 3240.

## IN BRIEF

**LONG MARSTON MK.3 ARRIVALS**  
A pair of former LNER/EMR HST coaches (TF No. 41165 and TS No. 42109) were included in the consist of a move from Burton Wetmore to Long Marston on July 2, hauled by No. 57312. Another resident at Long Marston, former GWR TF No. 41189, has been acquired by a nearby company, International Metals & Cable Recycling Ltd, for use as office accommodation. The bogieless coach, which has been rebuilt internally, was moved into its elevated position on July 23.

**SCOTRAIL HST DELIVERY**  
RELEASED from Wabtec, Doncaster on June 25 after a rebuild with sliding doors was No. 42078, which was taken north to Slateford by power car Nos. 43135/149. Three days later, the coach, along with No. 42077, was taken to Inverness using the same pair of power cars.



**THEN:** Running as No. 31207, D5631 makes its first solo run in preservation on the North Norfolk Railway on July 17, 2004. Steve Allen



**NOW:** Almost exactly 17 years later, after significant internal and external repairs, including the refitting of a steam train heating boiler, D5631 positively gleams in the sunlight at Sheringham on July 24. Peter Mayne

# M&GN ‘Goyle’ returns to service

Restored Class 31 stars at North Norfolk gala.

THE North Norfolk Railway’s mixed traffic gala on July 24/25 saw the return to service of Brush ‘Type 2’ No. D5631 (31207) after a four-year overhaul. Initially stopped for bodywork repairs and a traction motor replacement, it was found to require more extensive work including a major

rewire. Following a poll of Midland and Great Northern Joint Railway Society members, it has been outshopped in BR green with small yellow warning panels. As the loco was based at March between 1962 and 1973, it will have operated in East Anglia in this colour scheme. Over the coming months, work will take place to make the loco’s boiler and pre-heater operational. During the overhaul, it was decided to reinstate this train heating equipment to make

the loco more useful throughout the year, and a new water tank was fabricated. The concrete block, which had been fitted when the loco lost its boiler during refurbishment in 1986, had to be removed. Cosmetically, the bodyside steps to access the water tank have been reinstated. ■ A Class 31 which is restored in a more modern condition, EWS-liveried No. 31466, left its Dean Forest Railway home on July 9, being collected by

No. 50049 *Defiance* and taken to the Severn Valley Railway. It has been loaned to the SVR to provide cover, primarily on works trains, while No. 33108 undergoes overhaul. ■ Leaving preservation is No. 31454, which has, most recently, been stored at Shires Removal Group in Kinsley (near Pontefract) after leaving the Wensleydale Railway earlier this year. The loco has been sold and moved to Nemesis Rail, Burton during July. ■

## Great Central DMU expansion

TWO more DMU cars arrived at the Great Central Railway during July, increasing its fleet to 11 vehicles. Both vehicles are Class 117 cars, a first for the line, although the railway is home to a similar Class 122 ‘bubble’ car. Part-restored DMS No. 51396, which had been stored in a warehouse on Lakeside Industrial Estate near Redditch since October 2019, arrived at the line first. This vehicle is unique among the Class 117s, in that it does not have a headcode box – the vehicle was rebuilt in 1987 with the front end from a Class 116 car following a collision. Withdrawn in 1999, it has had several homes over the past 20 years

and has yet to operate in preservation. The vehicle is to be stored pending a decision on its future. Arriving a couple of weeks later was TCL No. 59506. Another car which has had various homes in preservation, it has most recently been stored at Tyseley Locomotive Works. Rebuilt with a small buffet counter while based at the West Somerset Railway (where it was used as hauled stock), it currently carries a yellow colour scheme, applied at Long Marston in 2014. It is to be returned to service and repainted into BR blue for use with Renaissance Railcars’ Class 101 power cars Nos. 50203 and 50266.

GCR/RENAISSANCE RAILCARS DMU FLEET			
Number	Class	Type	Status
50193	101	DMCL	Spares donor
50203	101	DMBS	Operational
50266	101	DMCL	Operational
50321	101	DMCL	Operational
51396	117	DMS	Stored
51427	101	DMBS	Operational
55009	122	DMBS	Under restoration
56342	101	DTCL	Under restoration
59276	120	TSLRB	Awaiting restoration
59506	117	TCL	Awaiting repaint
59575	111	TSLRB	Operational



**COURIER CALLING:** After an absence of nearly two years, Western Locomotive Association’s Class 52 No. D1062 *Western Courier* made a triumphant return to traffic hauling the Severn Valley Railway’s ‘Pioneer’ service on July 11. The loco shared duties with classmate D1015 *Western Champion*. The WLA has announced that running of its locos will be carbon neutral, thanks to a tree-planting (carbon offsetting) scheme. On July 11, D1015 (left – see also page 86) arrives at Bewdley from Bridgnorth, as D1062 (right) prepares to take over. WLA

## More Class 143s & 144s find new homes

THE Tanat Valley Railway, which is located close to the Welsh border south of Oswestry, has taken delivery of a pair of Class 143s which were retired from service in the spring.

First to arrive was No. 143616, with DMSL No. 55682 appearing on July 6 and partner No. 55657 two days later. They were followed by the Class pioneer, No. 143601. A test run of No. 143616 revealed a number of faults which will need to be attended to before it is used in passenger service.

Other recent deliveries of previously reported sales also took place during July – Nos. 143602 (Nene Valley Railway), 143622 (Llanelli Goods Shed) and 143623 (Wensleydale Railway).

After a previous attempt with its delivery ran into problems, No. 55824 (from 144001) was craned into position at Huddersfield station (Platform 1) on July 10. The grounded body, which has been donated to men's health charity Platform 1, has been stripped out and is to be repurposed as an educational kitchen. Work to prepare it for its new use has been carried out by HNRC at Worksop and WH Davis at Shirebrook. The vehicle's former partner, No. 55801,



Class 143 'Pacer' No. 143602 stands at Wansford on July 3. It arrived at the Nene Valley Railway by road from Landore two days earlier. Gareth Evans

has been donated to Airedale Hospital in Steeton, and once delivered will be used by various patient groups.

Porterbrook has donated another '144' to The Dales school in Blyth, Northumberland, for use as a library. No. 144002 arrived from Worksop on July 20.

■ Although the Tanat Valley Railway now has two 'Pacers', its resident Class 107 sets (Nos. 51993+52012 and 52005+59791+52031) could be leaving the railway, having been put up for sale by their owner, Class 107 Ltd. Also for sale is Mk.1 BSK support coach No. 35131.



The two South Wales Railcar Group (SWRG) Class 143s pose at Cynheidre, Llanelli and Mynydd Mawr Railway. No. 143606, delivered on June 1, will join the operational fleet, while No. 143607, which arrived on June 23/24 in operational condition, is likely to have a static role in the long term. A 'Pacer' gala day on August 28 will feature all three units now based at the line, and will be the only opportunity to ride on '607' before it is withdrawn from service. L&MMR/SWRG

### COACH NEWS

#### WEARDALE HST COACH UPDATE

FOLLOWING its disposal by Porterbrook (see August issue), HST TRFB No. 40701 has now arrived at its new home at the Weardale Railway. The coach has been donated to Citizen Songwriters, a local social enterprise, for use as a community arts cafe.

#### SOUTH DEVON ARRIVAL

PREVIOUSLY based at the now defunct Dartmoor Railway, Mk.1 courier van No. 80225 arrived at the South Devon Railway on July 27.



**KENT PICNIC FOR 'TEDDY':** Diesel & Electric Preservation Group's Class 14 'Teddy Bear' No. D9526 has gone on loan from the West Somerset Railway to the Kent & East Sussex Railway for the rest of this year. In preparation for the move, D9526 successfully underwent a loaded test run on June 26 when it hauled DEPG's two Class 33s from Williton to Bishops Lydeard and back. DEPG

### IN BRIEF

#### NEW POWER UNIT FOR BUTTERLEY '03'

THE Midland Railway - Butterley has taken delivery of a new Gardner power unit for its resident Class 03, No. D2138. The replacement engine, which underwent an overhaul five years ago, was previously used to power a fishing vessel that was recently scrapped at Hull Docks. In advance of the fitting of the power unit, work is being carried out on the loco's frames.

#### 'TEDDY BEAR' TO REMAIN AT NVR

FOLLOWING on from the sale of No. D9520, now based at the Mid-Norfolk Railway (see August issue), No. D9529 has also been sold, but its new owner intends that the Class 14 will remain based at the Nene Valley Railway.

#### '37' ON THE COMEBACK

DURING July, the Caledonian Railway's No. 37097 was started up for the first time since the fitting of its overhauled power unit. The loco, which was stopped in 2009, now carries BR blue with a lower bodyside white stripe, as applied to several members of the class when they operated on the West Highland line in the early/mid-1980s. It is hoped to have the '37' back in service in 2022.

#### POWER CARS ARRIVE AT RUDDINGTON

TWO of the 125 Group's HST power cars arrived at the Nottingham Heritage Railway (NHR) in July. Diesel speed record breaker No. 43159 was moved from Burton to Ruddington on July 15. It was followed later in the month by No. 43044, after application of InterCity Executive livery at Neville Hill. Its route to Ruddington was by rail to the Severn Valley Railway, followed by road movement from Kidderminster to the NHR (see page 28).

#### CLASS 47 BACK IN ACTION AFTER 10-YEAR OVERHAUL

THE Brush Type 4 Fund's No. 47105 returned to service at the Gloucestershire-Warwickshire Railway on July 16, following completion of a major overhaul. The loco has been painted in BR blue by Heritage Painting, and carries 'domino dots' to give a late 1970s/early 1980s appearance.

#### RETRO LOOK FOR 'HASTINGS' DEMU

UNDERTAKING its first railtour since January 2020, 'Hastings' set No. 1001 was used on two private charters on July 17. One of the motor coaches in the set, No. 60116 *Mountfield*, has been repainted with a revised style of yellow warning panel, originally applied uniquely to set No. 1018 between 1962 and 1967.



**← SHUNTER RESTORATION:**  
Drewry 0-4-0 DM No. 2164 was transferred from the North Yorkshire Moors Railway to the Derwent Valley Railway at Murton on June 9. Built in 1941, the shunter saw service in Egypt during the Second World War. Despite not running for over 20 years, it is having a full mechanical assessment at the DVL with the intention of returning it to full working order. When restored it will carry WD green livery and numbering.  
Nick Beilby



**→ BLUE/YELLOW FOR CREWE HST:** Crewe Heritage Centre's No. 43018 is being repainted into original blue/yellow livery, as carried when it emerged from Crewe Works in 1976. Other cosmetic work to put it back to original external condition, such as refitting of the guard's window (which had been plated over) has also taken place. Gloss coats were being applied on July 23.  
BC Collection

IN BRIEF

**CLASS 47 CAB MOVES TO CYNHEIDRE**  
THE cab - and partial bodyside - from No. 47738 has been moved from the South Wales Cab Yard to the Llanelli & Mynydd Mawr Railway for display. Further cabs are expected to follow in the coming months.

**W&M RAILBUS RETURNS**  
THE East Anglian Railway Museum's diesel day on July 18 saw Waggon & Maschinenbau railbus No. 79963 undertake its first runs at the site since its acquisition back in 2012. It had previously been based at the North Norfolk Railway, where it had been stopped in 2009.

**NEW ROOF FOR CLASS 50**  
SINCE the power unit of RRRG's Class 50 No. 50030 *Repulse* was removed last year, a large amount of professional welding has been undertaken, including the complete replacement of the majority of the engine room roof skin, and the cabs have also seen extensive welding and plating work. Pictured is the replacement of the centre section of engine room roof. Image: Robert Burrows



DIESEL DIARY

'Deltics' to visit Great Central Railway

THE Deltic Preservation Society's No. 55019 *Royal Highland Fusilier* will be the guest visitor at the Great Central Railway gala on September 3-5. It was due to arrive from Barrow Hill during the first half of August, and is expected to remain on the line until October when, subject to completion

of repairs, it will be joined for one weekend by No. D9009 *Alycidon*. No. D9009, which has been out of service since March 2019 after a power surge caused severe damage to the loco, will undergo shakedown testing at the GCR in advance of a hoped-for return to the main line in 2022.



'Deltic' No. 55019 will be a star guest at GCR's diesel gala in September. DPS

Green 'Whistler' for ELR

ALTHOUGH currently on hire to Locomotive Services Ltd, No. D345 (40145) is planned to return to its East Lancashire Railway base for the line's gala on September 17/18. The loco has recently received bodywork repairs at Crewe Diesel

depot, and is being repainted into BR green with small yellow warning panels, as carried in the 1960s (see page 87). The ELR gala will be one of the first opportunities to see the loco following completion of this work.

DIESEL GALAS

- September 3-5: Great Central Railway
- September 10-12: Chinnor & Princes Risborough Railway
- September 10-12: Keighley & Worth Valley Railway (Mixed Traction)
- September 11/12: North Yorkshire Moors Railway
- September 17/18: East Lancashire Railway

- September 17/18: West Somerset Railway (Mixed Traction)
- September 25/26: Epping Ongar Railway
- September 25/26: Mid-Norfolk Railway
- September 25/26: Gloucestershire-Warwickshire Railway
- September 30-October 3: Severn Valley Railway
- October 8-10: Nene Valley Railway (Three Peaks)
- November 13/14: East Lancashire Railway (DMU)



**TV STAR:** Two days before being transported by road to the Ecclesbourne Valley Railway on long-term loan (a move filmed for TV series *Train Truckers*) on July 26, Crewe Heritage Centre's Class 47 No. D1842 (the first of its class to enter preservation) sports a gleaming fresh paint job. The agreement with the EVR provides for the Brush 'Type 4' to be available to attend open days/diesel galas, while based at Wirksworth. BC Collection



← **SHORT-TERM REPLACEMENT AT LONGSIGHT:** Alstom's No. 08790 has moved across from Edge Hill to Longsight to provide cover for classmate No. 08954, which made the lengthy journey from Longsight depot to Arlington Fleet Services at Eastleigh for contracted repairs on June 22. Before it moved to Edge Hill, No. 08790 sits with No. 47818 at Eastleigh on a very frosty December 28, 2016. DJH Photography/Creative Commons (CC BY-SA 2.0)

## Sad demise for LH Group shunter

RES-liveried No. 08873 is no more, the stripped shell having been dispatched from Barton under Needwood to Beaver Metals for disposal on June 23.

Built at Darlington works it was delivered as No. D4041 to British Rail in 1960 and allocated to Crewe North Depot. During its BR career it moved around a bit, including a stint at Stratford depot where it received InterCity colours, complete with cockney sparrow, performing station pilot duties at Liverpool Street.

Sold to ABB transportation (Derby) in 1998 it went on hire to the Manchester Ship Canal Company in 2000 to work the Barton Dock Branch, and while still there was sold to Hunslet Engine Co.

It then saw stints at Felixstowe, Southampton and Hams Hall, returning to the Barton under Needwood workshops for the last time in 2017, where it has remained until now.

■ LH Group's No. 08643 has moved from the Mendips to the Barton under Needwood workshops for repairs, arriving there at the end of June. 📺

## INDUSTRIALS ROUND-UP

### TATA STEEL

SINCE the explosion at Port Talbot in April 2019 any major work on the fleet of industrial shunters there has had to be undertaken off-site as the servicing facility was seriously damaged. On June 24 Tata No. 07, a 1993 Hunslet rebuild of Brush Bagnall Bo-Bo DE 95/3140 of 1957, was moved from Port Talbot to the LH group workshops at Barton under Needwood for repairs. The previous day No. 903 (Brush Bagnall Bo-Bo DE 3065 of 1955) had returned from Llanwern, where work had been undertaken at the workshops there. Its place in the workshops was taken by No. 906 (Brush Bagnall Bo-Bo DE 94/3139 of 1957), which was transferred to Llanwern for attention. The work at Llanwern involves installation of a new engine with remote control to enable

one man operation for shunting, coupling, uncoupling when required.

### CLAYTON EQUIPMENT

FOLLOWING on from the two CBD90s ordered by Tata Steel for use at Port Talbot, Clayton is now building four hybrid battery trolley CBT 30-tonne emission-free mining locomotives for a Russian customer.

### PRESERVATION

THE **Plym Valley Railway** celebrated the 60th birthday of its BR-liveried Sentinel 4w DE No. 10077 on July 8, when it operated an all-day service, 'top and tail' with Class 08 No. 13002, itself no spring chicken at 69 years old, having been built at Derby in 1952.

John Fowler 0-6-0 DH 4240017/1966 has finally entered preservation, being rescued by the **Yorkshire Wolds**

**Railway** at the end of June. The Fowler used to be owned by Portland Cement and then Omya UK at their Melton site near Kingston upon Hull. Omya took over the site (and locomotive) after Portland Cement left and whilst rail traffic ceased around 1991, the Fowler remained onsite ever since, eventually being sealed up inside the locomotive shed, still wearing its Portland Cement colours.

The Yorkshire Wolds railway currently operates around 100m of the former Malton & Driffield Junction Railway based at Fimber, just outside Wetwang off the A166 York to Driffield Road. They have one operational locomotive, *Sir Tatton Sykes*, a GECT 0-4-0 DH (5576/1979), one of three originally built for High Shotton Steel and acquired by the YWR in 2013. Although there is no passenger stock, cab rides are offered when the railway is open.



**MANY SENTINEL RETURNS:** The Plym Valley Railway's Sentinel 4w DE No. 10077, replete with celebratory badge, marks six decades by working an all-day service on July 8. Daniel Phillips

## RSS 'Gronk' finally reaches Willesden

THE long-planned move of Railway Support Services' No. 08703 (recently repainted into GBRF colours) has now taken place, with its transfer from Wishaw to Willesden Euroterminal on July 22.

This is in conjunction with the HS2 works, the Willesden Euroterminal being one of four main construction compounds, with a railhead for the storage, loading, and removal of excavated material.

■ RSS has agreed to name one of their '08s' in memory of Steve Blick, aka 'Concrete Bob', who ran the popular Shunterspot forum and was a regular visitor to RSS.

A funding appeal on the forum soon raised the required amount and an order has been placed with Procast for the nameplates.

Excess monies were donated to Cancer Research, again in Steve's memory.



Trial operation of regular test trains on the Northern Line Battersea Extension has started at weekends. Here, a Battersea-bound train pauses at Nine Elms. TfL

## Battersea Extension opening in sight

New Northern Line tracks will be in passenger use later this year.

TEST Trains have begun operating from Kennington along the 3km extension to Nine Elms and Battersea during weekends. This allows train operators

to become familiar with the route prior to opening and allows systems to be tested.

Initially, just four trains will travel the route per hour at weekends. Once opened in autumn 2021, six trains per hour will operate at peak times, however this is intended to increase to 12 trains per hour, in mid-2022. **B**

## Piccadilly Line cars scrapped

THE remains of 73 TS Uncoupling Non-Driving Motor car (UNDM) No. 366 and trailer No. 566 were quietly disposed of on June 21. Sent away by road, these cars were part of the unit that was hit during the 7/7 bombing attack in 2005. Undamaged by the terrorist explosion, these cars had been kept as body spares. However, with the order now placed for 94 Siemens 'Inspiro' 24 TS trains, they were redundant and taking up space at the Northfields depot site, which is to be upgraded.

## TfL's financial woes continue

TfL's published revised budget, a condition of the financial agreement on June 1, reveals that the organisation is still grappling with the implications of the most recent bailout. Operational costs savings and capital investment deferrals to future financial years have allowed TfL to reduce the funding requirement of running the transport network to £1.9 billion. However, with only £1.4 billion secured so far, the organisation still is struggling to deal with a £500 million shortfall in funding beyond December 11, when the current funding agreement with central Government ends.

## Central Line Improvement Programme (CLIP) update

IN late July, London Underground was getting ready to move into the first part of the new overhaul shop at Acton works. Under construction since early 2018, originally the first production train was due to have entered the building during 2019. Instead, the project fell behind schedule, significantly impacted further by the Covid pandemic. CLIP involves the refurbishment of 92 TS including: wheelchair access, LED lighting, Rail Vehicle Accessibility Regulations (RVAR) compliant flooring, customer information displays and replacement AC motors and inter-car cabling.

Testing of the first two prototype trains has already begun on the Central Line, which have both remained out of passenger service. Meanwhile work on a third prototype train has begun and is progressing well, according to TfL. With lessons learned from the first three 2-car

prototype trains, the current target is for the first production train to enter passenger service in early 2022.

Work on the 92 TS trains also includes 680 replacement car ends of the remaining cars that haven't already been replaced. Units have been susceptible to rainwater leaking for many years, with tape having been applied externally to many cars.

The developer of the workshop, Morgan Sindell, granted LU permission to take possession of the first two roads as this issue went to press, and the first production train was due to enter the £22.3 million facility in early August. With no orders for replacement Siemens-built trains having been placed for the Bakerloo, Central and Waterloo & City lines to date, it seems likely that the CLIP project life extension work will require the 92 TS units to remain in service until the mid-2030s.

## AIT sent for scrap

AFTER more than three-and-a-half years in storage, the six-car Asset Inspection Train (AIT) has been sent for scrap. The 11-year project was cancelled in autumn 2017 and sadly no alternative uses could be found for the cars. Consisting of two former Northern Line 72 Mk.1 Tube Stock (TS) Driving Motor (DM) cars Nos. 3213 and 3313 located at either end, 72 Mk.1 TS Trailers Nos. 4213 and 4313 and

two former Victoria Line 67 TS DM cars Nos. 3079 and 3179, the project had cost approximately £6.2 million in total.

Prior to road removal, components were recovered at Northfields depot, where the set had been stored, in early June. This equipment will be reused to maintain the similar 72 Mk.2 TS that remains in use on the Bakerloo Line.



A view of the new Northern Line southbound tunnel at Bank station, looking towards the new platform. TfL

## 2022 opening for rebuilt Bank station

TRANSPORT for London (TfL) has announced that there is to be a 17-week closure of the Bank branch of the Northern Line between January 15 and mid-May 2022. During this time drilling and construction work will be completed so that services can be routed from Moorgate to the new southbound tunnel and platform at Bank and also to connect

to the existing tunnel to London Bridge. Extensive modernisation works will also take place, including filling in the existing southbound platform, which will become a concourse. A new entrance on Cannon Street will provide direct access to the Northern Line. The closure was originally planned for May-September 2021 (see December 2018 issue).

# 'Stegasaurus' rebuild gets approval for production batch

Following consultation with customer Tata Steel, DB Cargo's vintage steel coil carrier is given the green light to take the number of conversions up to 30.


WITH VTG Rail having already repurposed around 80 JSA hooded steel coil carriers as open 'hot coil' wagons, DB Cargo will now be undertaking a similar modification project involving its under-utilised BYA coil fleet, famously the first all-new vehicles outshopped for English Welsh & Scottish Railway from Thrall Europa's then newly refurbished York Holgate site in August 1998. A BYA was chosen in an attempt to reduce the reliance on older, life-expired, coil carriers, most of which were originally delivered in the mid-1970s.

DBC has revealed more details about the development of this fascinating new modular conversion, the prototype of which, No. 966050, was illustrated in the May issue. This was actually the Mk.2 variant of what has been semi-officially dubbed the 'Stegasaurus', on account of the eight bolted trapezoidal extensions on each side and associated internal cradles, which provides seven coil loading positions. The Mk.1 version, still based around donor No. 966050, debuted in early 2020 from DBC's former Marcroft Engineering wagon facility in Stoke-

on-Trent, and was developed by DBC's cross-business Wagon Innovation Group and its Group Technical Services (GTS) team. The main modification was the removal of the sliding hood doors, while the wagon ends were retained and only minor alterations were made to the coil bed. However, after being sent for live testing with Tata Steel in South Wales the feedback was clear that more major changes were required to meet the customer's requirements.

No. 966050 was returned to Stoke and received a further rebuild, which included the removal of the ends to allow better access for loading cranes. Of interest is that the robust new coil cradles and dividers have required some clever removal of obsolete

parts from the rest of the wagon to maintain the tare weight and keep payloads at previous levels. The boffins at GTS also provided an innovative solution to enable the wagons to be employed on steel slab flows, utilising dividers that can be swapped into the vehicles creating a flexible and modular vehicle that allows for much greater utilisation than previously. After its more extensive second conversion it left the Potteries site in early April, and received a much more positive review from Tata Steel.

A production line has been set up and additional staff hired to convert a further 29 BYA vehicles to the new modular hot coil and slab carrier design during 2021, which will create a fleet of 30 wagons. 



**TOUAX ACT TO FOLLOW:** In a very welcome move, the latest batch of cutdown HYA hoppers being outshopped from WH Davis at Langwith Junction are receiving a very attractive dark blue and black paint livery, a significant improvement over the unpainted or plain grey schemes that the 'shorty' aggregate wagons have received in the past (see *Rail Express Modeller* p.M3). Touax-owned, GB Railfreight-leased No. 33 70 6791 022-6 is pictured outside Davis' workshops in the first week of July. This was originally a GE Rail Services-owned member of the Fastline coal fleet. WH Davis

## BLAs get life extension work

DB CARGO has begun an upgrade of existing BLA hot coil carriers, as well as continuing the replacement of some or all sliding hood sections on BYA coil wagons not selected for 'Stegasaurus' conversion (see main story, above).

The outbound 'tripper' from Stoke to Warrington Arpley on June 21 contained BLAs Nos. 910459/88/516, which all featured repainted black bodies with DB brandings and refurbished NACO Swing Motion bogies recovered from scrapped HTA coal hoppers. These replace the existing BR FBT-6 bogies. The BBA family of wagons have periodically seen spurts of this particular bogie replacement, which initially commenced around 2000.

A further pair of facelifted BLAs departed Stoke on July 7 (No. 910270) and the 21st (No. 910490). Meanwhile BYAs Nos. 966172/257 and 966053/142 all showed evidence of replacement hood sections when they left Stoke on the 7th and 21st respectively. Other BYAs continue to arrive at Stoke, with Nos. 966033/213/6/25 all making their way from store at Tees on June 21, although it is not known if these are for the 'Stegasaurus' programme or for hood replacement.

## DEVELOPMENTS

■ **DB CARGO:** WIA five-unit car carrier No. 85 70 4971 043-0 departed DBC's Stoke-on-Trent wagon works for the second time in 2021 on June 30, leaving on the Arpley 'tripper' with only JGA aggregate hopper RMC 17230 for company (which had arrived on June 21). It swapped places with colleague No. 85 70 4971 005-9, also making its second trip to the former Marcroft site in the last 14 months. The latter waved goodbye to the workshops on July 9, being replaced by Nos. 85 70 4971 031-5 and 85 70 4971 055-4, last at Stoke in October and May 2020 respectively. No. 85 70 4971 031-5 returned to Warrington on July 21.

Two further MPA conversions have been reported, previously MHA: Nos. 394522 and 396146. Also former YKA 'Osprey' No. DB 997000 is now coded YWA on TOPS, while former FKA 'Megafrets' Nos. 81 70 4908 094-5 and 81 70 4908 148-9 are now classed as FOA following container spigot modification.

■ **DIRECT RAIL SERVICES:** The Carlisle-based operator has placed a tender for approximately 50 rail box wagons, as well as a further notice for the general repair of its fleet of two-axle PFA flats and general repair and examinations for its 40 FNA-D flask wagons.

■ **NEW WAGONS:** Newly registered on TOPS are 23 JGA-P Nos. 81 70 7829 031-053 (design code JG018A), which follow on from the 30 Tarmac/CRH 101.6-tonne cement tankers delivered in 2016. These will be constructed at the former Arbel Fauvet Rail plant in Douai, France, now operated under the name Millet AFR, although the identities of the lessor and operator have not yet been released. The French rolling stock manufacturer was acquired by the wagon leasing group Millet SA in 2019 from India's Titagarh Wagon, with production restarting in November that same year.

Also newly added to the TOPS computer are 230 FFA-G 'twins' Nos. 81 70 4846 000-220 (design code FF002A), to be constructed by

Greenbrier-Astra Rail at its Drobeta Turnu Severin site in Romania. These 71-tonne GLW container flats (142 tonnes per pair) are apparently rated at 60mph suggesting a non-intermodal use. Again, the names of the lessor and operator have not yet been made available.

■ **SB RAIL:** New in the UK for Swietelsky Babcock Rail is Plasser & Theurer Unimat 09-4x4/4S Dynamic Tamper No. DR 75015 (99 70 9123 015-8), which arrived through the Channel Tunnel on May 9. It moved from Dollands Moor to Plasser's West Ealing depot on May 11 where it remained in early July. It joins No. DR 75014 (99 70 9123 014-1), which arrived on March 8 and went into service in early April, and is the sixth member of the SB Rail 09-4x4/4S fleet.

■ **TOUAX RAIL:** With KFA overhauls continuing at DB Cargo's Stoke workshops, Touax has now started filtering KTA 'pocket' wagons – on long term hire to Freightliner – into the programme. The first examples to make their way the short distance from Crewe Basford Hall were Nos. GERS 97702/14/8/37/53 (along with KFA No. TIPH 93461), the sextet arriving on July 6. Meanwhile, KFA No. TIPH 93372 made the same trip on June 21, swapping with overhauled Nos. RLS 92646 and TIPH 93366/451. No. TIPH 93372 departed on July 6 and Nos. TIPH 93310/474 arrived on July 21.

■ **DISPOSALS:** The HTA coal hoppers at EMR Kingsbury have been deleted from TOPS: Nos. 310009/65/7/71/96/121/47/53/73/83/9 2/204/48/77/324/79/84/420/3/50/2/518 /32/4/44/55/ 635/48/732/47/80/90/824. Meanwhile, OAA No. 100050, VKA Nos. 210431/583/620, MFA Nos. 391102/11/444, MHA Nos. 394588 and 396001 and SPA Nos. 460476/885 were sent from Toton to EMR Attercliffe for scrapping during the period under review.

# Reduced frequency for IWT container service

Dublin Port Company policy change means restoration of former service frequency is unlikely.

THE IWT container traffic between Dublin Port and Ballina continued during the period under review but there was no restoration of the service frequency that operated prior to the port company's policy change in early June (see August issue).

On June 23 GM No. 078 worked the 10.05 ex-Ballina which conveyed 10 tank containers. This loco was in charge of the 09.35 ex-Dublin the following day which consisted of a fully-loaded 18 wagon train. The next movement was not until June 30 when No. 083 hauled an empty train from East Wall yard to the Common User Terminal. After it was loaded with 14 containers and four tank containers, it was worked to Ballina by No. 076 on July 1.

An 071 Class locomotive worked a Ballina to Dublin train on July 6 which was part loaded with tanks while 'Enterprise'-liveried No. 207 hauled a Ballina-bound train the next day. Also on the 7th, No. 078 worked a Ballina to Dublin train, while No. 084 was in charge of Dublin to Ballina workings on July 8 and 10. No. 207 returned to Dublin on the 13th while No. 084 was active on the traffic on July 14, 15, 17,



The future of rail container traffic at Dublin Port appears uncertain. However, the port will continue to be the transshipment point for the Tara Mines bulk ore flow from Navan. The trains utilise the Alexandra Road Tramway shown, to access the Boliden terminal at the dockside. William Murphy/Creative Commons (CC BY-SA 2.0)

and 20. GM No. 220 hauled a train from Ballina on July 21.

## TRACKAGE REMOVAL

The Dublin Port Company has stated

that the trackage at the Common User Terminal is to be removed "in two or three years' time" in order to accommodate construction work in the area. Opened in July 2011, the terminal at Alexandra Quay

East represented a €1.2million investment by the company. It features a basic track layout installed tramway-style at the dockside with a single track connection to the Alexandra Road Tramway. **B**

## IARNROD EIREANN / IRISH RAIL

■ **TRAFFIC AND TRACTION:** On June 26 GM No. 075 was in charge of a Belview to Portlaoise PW yard train of imported rail. The load was heavier than normal because all of the new rail at Belview had to be removed. This was necessary as the line between Waterford and Belview is planned to be closed temporarily to facilitate redevelopment in the Waterford station area. Irish Rail reported a significant increase in passenger numbers during the period under review with travel at weekends especially popular on all routes, with the company informing intending passengers that prebooking continued to be essential for intercity travel because of ongoing capacity restrictions, which were eased from 50% to 75% in mid-July.

ICR DMU No. 22x38 worked the 07.35 Dublin Connolly-Belfast Lanyon Place and 10.35 return on June 30 because GM No. 231 + De Dietrich/Mk.3 train (DBFO No. 9004) was being used for driver training in the Connolly area. The other DD/Mk.3 train in service on the Cross Border route (DBFO No.

9002) was powered by GM No. 207. The 12.35 Belfast-Connolly on July 2 was reported to have been 'full and standing' upon departure. NIR 3000 series DMUs of the Cross Border pool, Nos. 3001-6 continue to be extensively used on the route. Nos. 3004+3006 worked the 09.30 ex-Connolly on July 3. No. 3006 was failed at Lanyon Place on the 5th after working the 15.20 ex-Connolly. Unit No. 3004 worked the 18.05 Belfast to Connolly and 20.50 return the same day and was noted working on the route on the 6th and 7th.

## BRIDGE STRIKE

GMs Nos. 072, 077, 081 and 088 were active on the Tara Mines (Navan) to Dublin Alexandra Road bulk ore flow during the period under review. GM No. 081 was hauled dead by GM No. 088 from Drogheda to Inchicore via North Wall on July 7. Sunday, July 11 saw a total possession of the Drogheda end of Connolly station to facilitate engineering work. Alternative arrangements included the use of

the single-track steeply graded line between Connolly and Newcomen Junction for Maynooth/Sligo services.

There was disruption to services on the Dublin to Belfast line during the afternoon of the 16th after a bridge strike at Laytown.

A prolonged spell of hot weather began during mid-July with daytime temperatures reaching 31°C on occasions. A points failure at Cherryville Junction on the afternoon of the 17th saw services delayed on the Cork and Waterford lines.

Evening services between Cork and Cobh/Midleton on July 18 and 21 were cancelled because of signalling problems. No. 232 failed at Ballybrophy on the 19th while powering the 09.00 Heuston-Cork service. Passengers were transferred to the 10.00 Heuston-Cork and No. 232 and its Mk.4 train were returned to Heuston. No 075 then hauled No 232 to Inchicore for attention.

Also, on the 19th the unit working the 13.25 Heuston-Galway was failed at Kildare. Its passengers

were transferred to the next Galway-bound train.

Sligo line services were disrupted during the morning of the 20th after the barriers at a level crossing at Edgeworthstown were damaged by a lorry. Later the same day services in the Galway/Athenry area were disrupted after a power outage. GM No. 217 was failed in the Limerick Junction area on July 21 while working the 07.00 Heuston-Cork. Assistance was forthcoming in the shape of No. 074 and this locomotive hauled No. 217 and the Mk.4 train to Cork. No. 074 hauled No. 217 dead from Cork to Inchicore later the same day. On July 22 GM No. 076 was noted at Waterford Sallypark yard with a loaded timber train that it had worked from Ballina.

■ **DUBLIN AREA RAPID TRANSIT (DART):** Alstom has been selected as the preferred supplier for a new fleet of up to 750 vehicles which will be delivered over a 10-year period. The units will be based on the Xtrapolis type design.

## NORTHERN IRELAND RAILWAYS (NIR)

■ **TRAFFIC AND TRACTION:** A systemwide summer timetable was in use from June 28 and is valid to August 27. A Saturday service operated from July 12 to 16 and this saw the halts at University and Dhu Varren on the Portrush branch denied a service between the 09.03 ex-Portrush and 20.45 ex-Coleraine each day.

The period under review saw a significant number of cancellations and service alterations, while a prolonged spell of hot weather attracted extra patronage, particularly to coastal locations. The 17.10 Belfast Great Victoria Street (GVS) to Londonderry on June 25th and 30th were each 'full and standing' from Lanyon Place.

Bustitution was in operation on the Portrush branch during the morning of June 28 because a unit was unavailable, while the 14.38 Londonderry-GVS the same day was cancelled because of a failure. On June 29 demand for travel from Portadown line stations to coastal locations on the Bangor line saw the 11.15, 11.45 and 12.15 Portadown to Bangor trains 'full and standing' from Lanyon Place. The following six-car units were noted in traffic in late June: Nos. 4008 + 4018, 3010 + 3022, 3006 + 3023 and 3015 + 3011.

There was disruption to services

on July 6: The 07.33 Larne Harbour-GVS was cancelled because of a failure, while the 15.55 GVS-Bangor was cancelled because of 'operational issues'. The 16.37 Bangor-Newry started from Lanyon Place, while the 16.52 Lisburn-Bangor terminated at GVS. A failure between Lanyon Place and Yorkgate saw the 16.10 GVS-Londonderry depart Yorkgate 27 minutes late while delays also affected the 16.46 Lanyon Place-Coleraine and the 17.10 GVS-Londonderry, which started from Lanyon Place. Evening services on the Londonderry line and Portrush branch experienced knock-on delays.

### LINESIDE FIRES

Lineside fires in the Bleach Green Junction area on July 10 saw some disruption to Larne and Londonderry line services during midday. Signalling problems saw the 14.10 GVS-Londonderry on July 14 terminated at Bellarena with the return working, the 16.38 ex-Londonderry starting from Bellarena. Disruption to some Londonderry line services on the 15th was caused by cattle on the line, but delays were also experienced because of 'train faults'. Services disrupted included the 19.38 and 20.38 ex-

Londonderry plus evening Portrush branch services.

Failures also saw the cancellation of the 15.31 GVS-Portadown, 16.15 return and the 17.01 GVS-Portadown, 17.45 return. July 15 also saw the following trains 'full and standing': 11.10 and 14.40 Lisburn-Bangor (from Lanyon Place) and 12.35 Belfast-Connolly (from Portadown).

A systemwide speed restriction of 50mph was imposed from 13.30 to around 20.00 on July 17 because of high rail temperatures. Speed restrictions were also imposed on some subsequent days during a prolonged spell of hot weather. Ticket sales to Helens Bay on the Bangor line were suspended from 14.00 to end of service on the 17th because of 'heavy passenger loadings' while the 18.01 GVS-Portadown was cancelled and the 18.25 Bangor-Portadown terminated at GVS. The 20.15 Portadown-Bangor was cancelled as no train crew was available. The 08.51 Bangor-GVS was cancelled on the 19th while the 09.38 Londonderry-GVS and 10.10 GVS-Portrush were both 'full and standing' from Antrim. The latter train and the 13.03 Portrush-GVS both had connections at Coleraine into and from Londonderry.

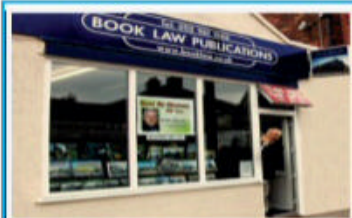
### TICKET SALES WITHDRAWN

A further systemwide speed restriction of 50mph was imposed at 14.30 on July 20, because of high rail temperatures, and trains to locations on the Bangor line and to Portrush were again heavily patronised. The following services were cancelled on the 21st: 12.45 GVS-Larne Harbour and 13.55 return, 15.10 GVS-Londonderry, 15.15 Portadown-Bangor, 16.54 Bangor-Lanyon Place.

Ticket sales for Helens Bay were withdrawn at 12.30 to end of service on the 22nd and also from 14.15 on the 24th. On July 23, failure of a unit early in the morning saw bustitution in use between Coleraine and Portrush from around 07.45 to 11.00. Later the same day the 15.15 GVS-Larne Town terminated at Whitehead and the 16.46 Lanyon Place-Coleraine was cancelled. The 10.10 ex-GVS was diverted to Portrush on the 24th because most on board were destined for the resort. Signalling problems were experienced at Lisburn and in the Mossley West/Templepatrick loop area the same day, while a lineside fire saw bustitution introduced between Antrim and Ballymena during the afternoon. The 16.10 and 17.10 GVS-Londonderry were each cancelled for 'operational reasons'.



NIR three-car CAF-built DMU No. 3022 is pictured departing Botanic station in Belfast with a service to Bangor on June 16, 2016. A rolling mid-life refurbishment programme for the 3000 Series fleet is continuing at York Road works, Belfast. William Murphy/Creative Commons (CC BY-SA 2.0)



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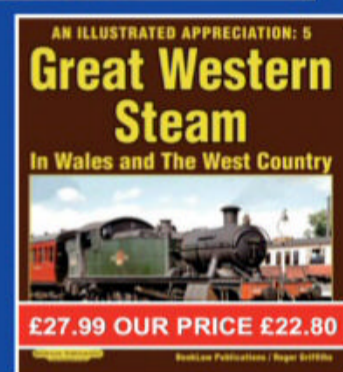
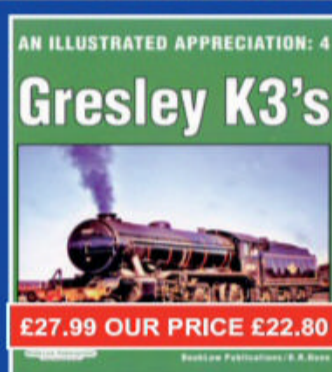
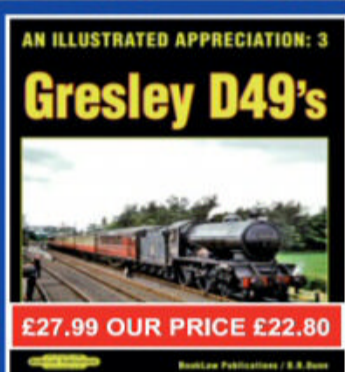
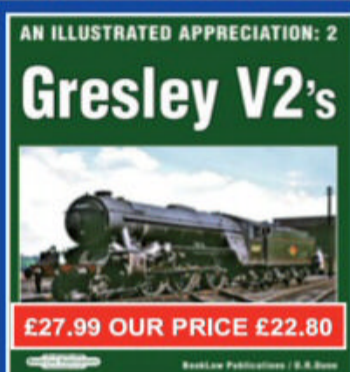


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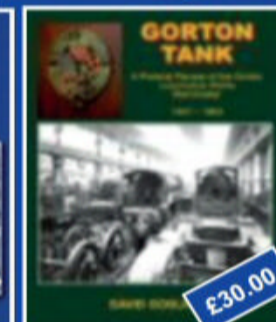
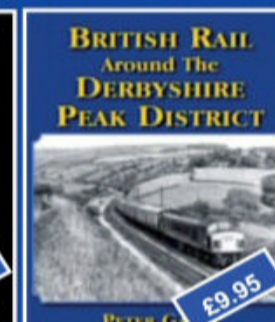
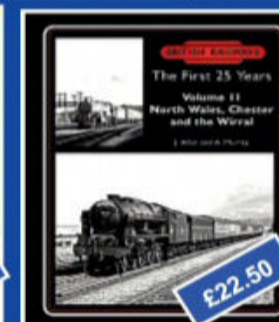
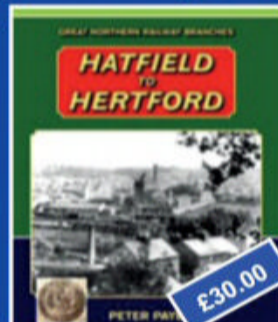
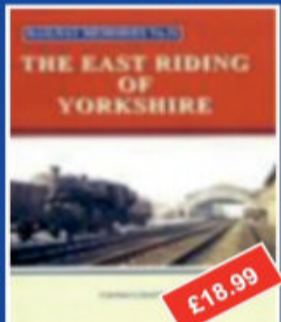
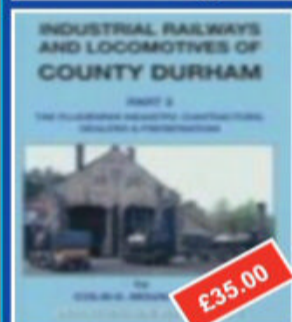
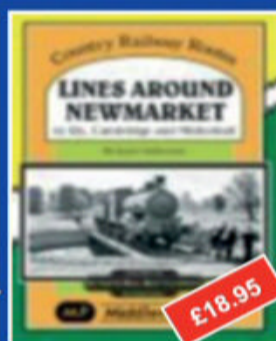
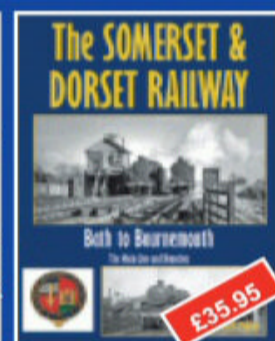
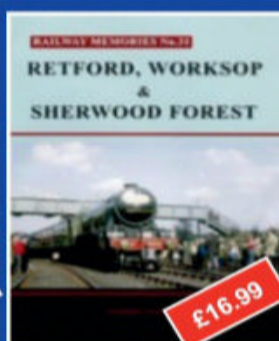
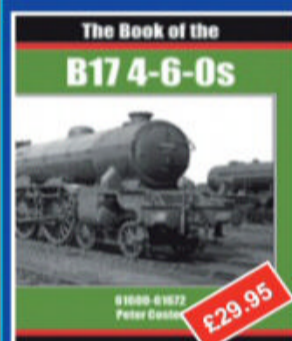
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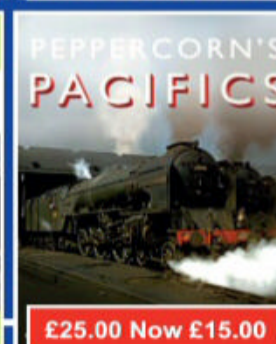
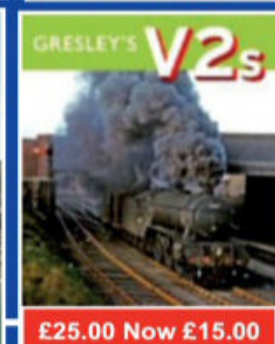
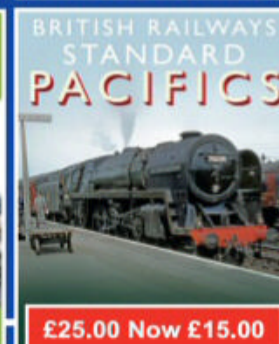
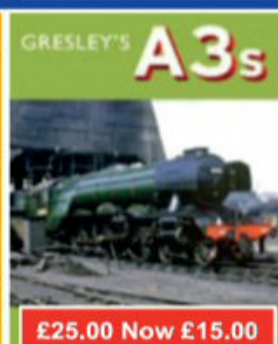
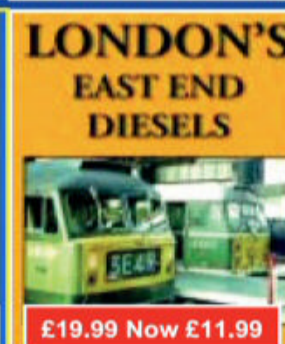
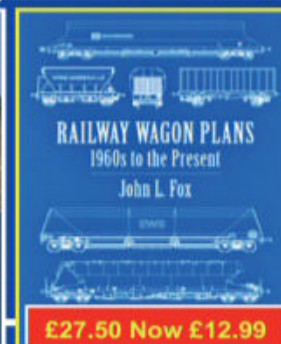
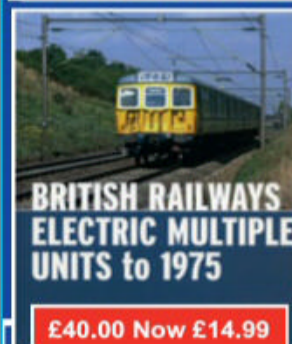
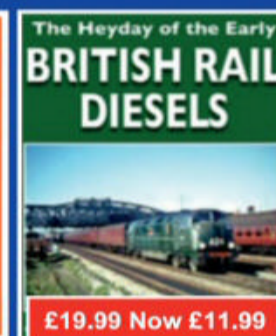
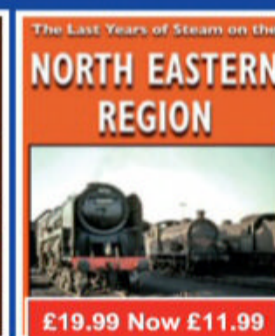
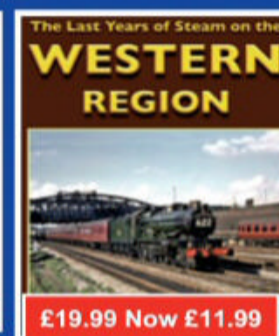
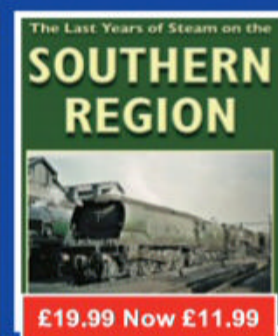
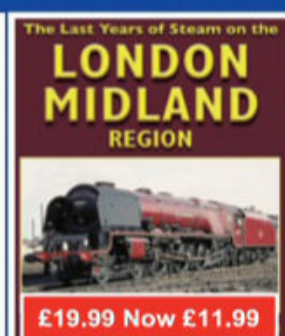
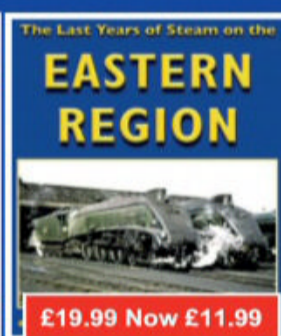
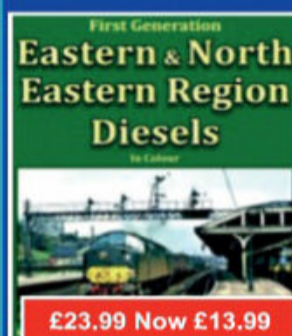
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# NEW HORNBY MK.1 BCK

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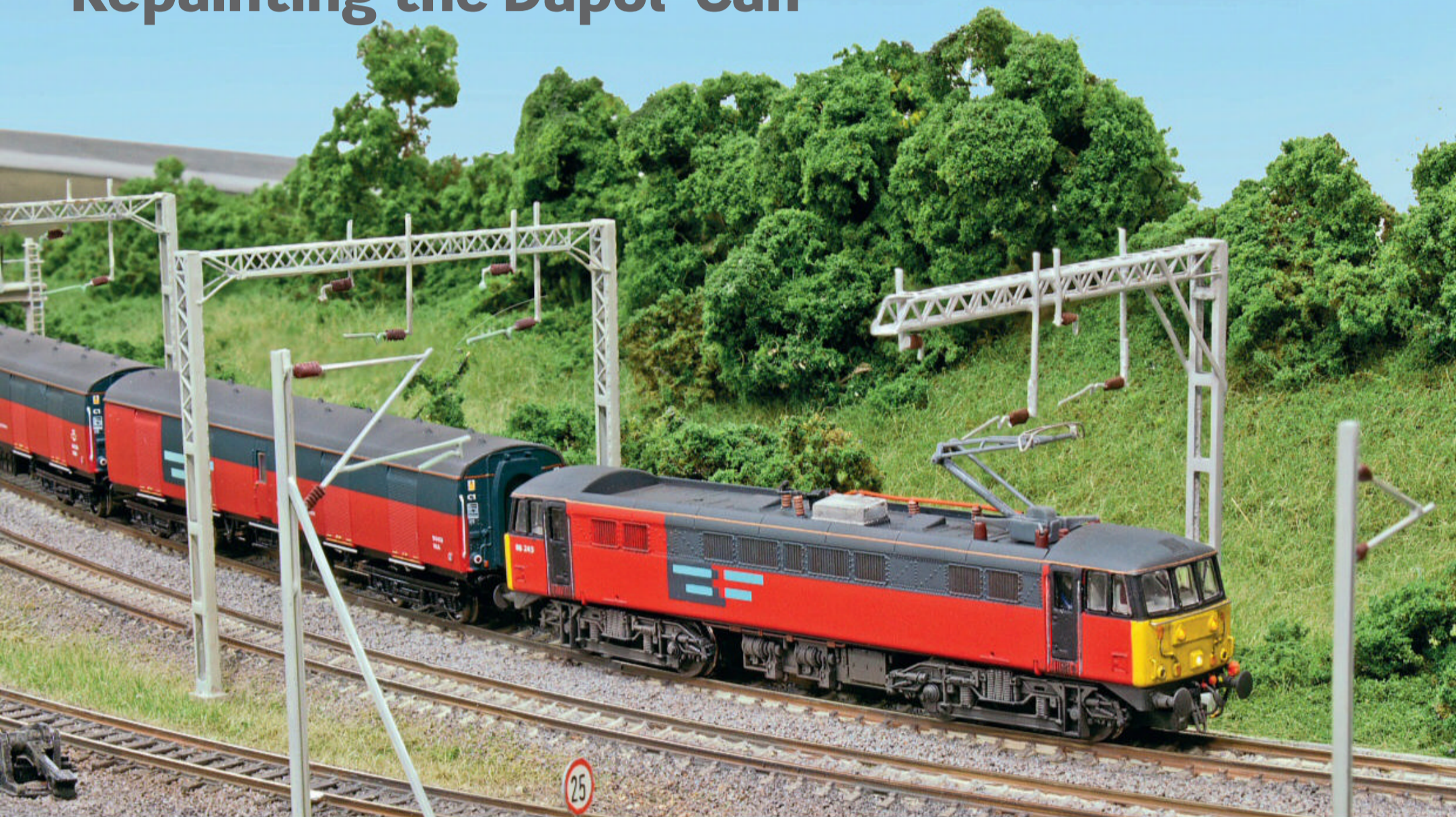
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## RES Class 86 in 'N'

### Repainting the Dapol 'Can'



#### **3 Newsdesk: 'N' gauge Class 59 revival**

Dapol brings welcome news for 'N' gauge modellers by relaunching its Class 59 model. MGRs join the National Collection in Miniature range, while Accurascale HYA/IIA hopper wagons make progress in production.

**5 Newsdesk: Accurascale CAF Mk.5 stock news**  
Caledonian Sleeper stock reaches the livery stage, while the TPE Mk.5a coaches fall behind due to technical issues with printing.

#### **7 Newsdesk: Heljan hurries on with new products**

'O' gauge Class 47s have entered production, while the 'OO' gauge Class 86/4s edge forward with the first RES livery sample. A new time-saving curved platform kit by Scale Model Scenery is released.

#### **9 Newsdesk: Bachmann's new 'Brush' sweeps in**

Five brand new 'OO' Class 47s models herald the announcement of a completely new tooling and electronics for this iconic locomotive class.

#### **12 Review: The BCK joins Hornby's Mk.1 coach collection**

InterCity No. 21274 is examined in this review of the new 'OO' gauge Mk.1 BCK coach model.

#### **16 Modelling: Rail Express Systems Class 86**

We show you how to repaint the Dapol 'N' gauge Class 86 in RES livery.

#### **23 Modelling: 2mm scale wheels for diesels and electrics**

An investigation in to the practicalities of 2mm scale wheel conversions and how it is done.

#### **25 Modelling: The 2mm Scale Association**

An overview of the benefits of joining the association for all 'N' gauge and 2mm scale modellers.

#### **28 D&E Files: EWS intermodal spine**

A photo feature of the FCA intermodal wagons built for EWS and why they would make a great model in 'N' and 'OO' gauge.

#### **RAIL EXPRESS MODELLER EDITOR**

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# 'N' gauge Class 59 tooling commences

DAPOL has announced that its 'N' gauge Class 59 model has entered the tooling stage, with delivery of the finished product scheduled towards the end of 2022.

It has been some time in gestation with many seeing the July announcement as a relaunch of the all-new model. It will be the first time that a quality 'N' gauge model of the Class 59s acquired by Foster Yeoman, ARC and National Power will have been produced. Whilst locomotives have changed hands, the Class 59 in all three of its guises continues to operate in the UK for various operators, providing a wide range of liveries for Dapol to reproduce, ranging from Foster Yeoman silver; the popular ARC mustard livery and National Power blue through to DB Cargo red and Freightliner tangerine.

The 15 locomotives are popular among enthusiasts, yet it has taken three decades of good service to see the locomotives recognised with scale models.

## Two bodysells

Tooling will produce two bodysells covering all three subclasses of the Class 59. The original bodysell with American style marker and headlights as fitted on the five Class 59/0 locomotives delivered to Foster Yeoman in 1985 makes up one version, whilst the later Wipac light cluster version as applied to Class 59/1s and Class 59/2s makes up the second tooling.

The bodies will be composed of injection moulded plastic with locomotive specific detailing and designed to be clip-fitted to the chassis for easy removal for maintenance and decoder fitting. Name and number plates will be printed on the body shells with etched ones supplied in an add-on detailing pack which will include bufferbeam fittings.

## Sophisticated model

Dapol is incorporating the latest drive technology to the models with all 12 wheels powered and fitted with current pick-ups. The chassis is designed in diecast metal for weight, yet there will be sufficient room for lighting including controllable front and rear lighting alongside illuminated cabs, all of which can be controlled with lighting override switches when the model is operated with a DC analogue controller. A NEXT18 decoder socket is included in the electronic specification which will allow precise control of the various lighting functions.

Both DCC on-board models fitted with Dapol's 'Imperium' NEXT18 decoder will be available (£190) alongside digital sound versions equipped with a Zimo decoder (£270). The analogue model is priced at £160.

## Five models announced

A good cross-section of the Class 59 fleet is included in the first batch



Class 59/1 No. 59104 *Village of Great Elm* painted in Hanson livery makes light work of empty Mendip Rail bogie box wagons west of Pewsey on April 15, 2004. It is one of five locomotives in the first batch of 'N' gauge Class 59s announced by Dapol in July.



A sophisticated all-wheel drive chassis has been designed for the model which will include Dapol's most up-to-date motor design.

which will have the classic silver Foster Yeoman theme on No. 59005 *Kenneth J Painter*. ARC is represented by No. 59103 *Village of Mells* whilst a

single representative of the six National Power locomotives is represented by No. 59204.

More up-to-date is No. 59206 *John F. Yeoman* in DB Cargo red and Hanson Aggregates No. 59104 *Village of Great Elm*. The last of the five models is Aggregate Industries No. 59001 *Yeoman Endeavour*.

Limited edition models have been announced by retailers including No. 59003 *Yeoman Highlander* decorated in GB Railfreight livery together with G&W Freightliner No. 59206 *John F. Yeoman* by Rails of Sheffield. More details can be found at [www.dapol.co.uk](http://www.dapol.co.uk).



CAD image of the forthcoming Dapol Class 59/0.



The bodysell for Class 59/1s and Class 59/2 locomotives is included in the project.

## FIRST AND LAST MGRS

LOCOMOTION Models has added two 'OO' gauge MGR wagons to its 'National Collection in Miniature' range representing the first HAA wagon to be built in 1964 at Darlington as No. 350000. The wagon is currently preserved as part of the National Collection and is displayed at the Shildon site.

The 'last' MGR wagon was purchased by The Friends of The National Railway Museum and is stored at Shildon. No. 368459 was built at Shildon works in 1984.

The models are being produced by Cavalex Models and will be of the same specification as those being produced for two other retailers. A cast metal chassis will be fitted out with a plastic hopper, cradle and underframe fittings. It is designed to be converted with closer to scale wheels if desired.

The picture of the sample model is intended to give an idea of the final product and does not have all of the features of the final model, including the cross bars of the original hopper design. The wagons are being sold as a boxed set for £65 and will be available late in 2021. For more details, visit [www.locomotionmodels.com](http://www.locomotionmodels.com)



Locomotion Models is offering limited edition twin packs of MGRs representing the first and last wagons.

## ACCURASCALE HYA AND IIA PRODUCTION NEARS COMPLETION

PRODUCTION of the brand-new Accurascale 'OO' gauge HYA and IIA bogie hopper wagons, including the shortened aggregate version, is progressing well, with completion expected within the next couple of weeks. Delivery is anticipated for the third quarter of 2021, all being well with shipping and acceptance of the new models.

They remain available for preordering, but in limited quantities, for £74.95 per pair. Once sold out, no more can be added to this first batch because the production number for each livery and number combination has been settled upon. [www.accurascale.co.uk](http://www.accurascale.co.uk).



Despite their plain black and silver finish, the legends add character to the HYA wagons. The GB Railfreight/Touax/Cemex version is one of three cut-down HYA models being offered by Accurascale as twin packs with individual running numbers.



The VTG/Tarmac/GBRf version of the cut-down HYA as used on aggregate traffic (see also p.39).

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Livery samples of the brand-new Caledonian Sleeper CAF Mk.5 stock have been revealed by Accurascale. The pictures show the remarkable level of detail applied to the models for the retail price.

# Pre-production Mk.5 Caledonian Sleeper liveries revealed

“DECEPTIVELY complex livery” is how Accurascale describes the Caledonian Sleeper teal scheme applied to its brand-new CAF Mk.5 coach models. Whilst the base livery amounts to a single colour, the livery embellishments representing the stylised antlers of a red deer have complex curves; are applied over the windows and are complemented with an array of safety notices and other small livery details making the livery more complex than it appears.



Underframe detail is built up of numerous separate small sub-assemblies which are neatly detailed in their own right. Bogies are also noteworthy in their design with the axle fitted brake discs and open ended structure being modelled.




Close coupling with magnetic Dellner couplings fitted to close coupling cams. NEM coupling pockets will allow the coupling to be exchanged for different types to suit individual layout requirements.

Cabin side of sleeping car No. 15210.

The photographs offer a tantalising glimpse of the new models which are described as being on schedule, unlike the Trans-Pennine Express Mk.5a models which have encountered some technical difficulties with application of the complex TPE livery.

The models are at the approval stage in preparation for production. As is usual with livery prototypes, there were some adjustments and minor corrections identified for the factory to apply, including tidying up of paint bleed and tightening up of some of the safety label printing.

Overall, the livery prototype coaches look very finely detailed and lack any light bleed from the factory installed internal lighting. The magnetic models of Dellner couplings will be a first for ready to run ‘OO’ gauge models, which when combined with NEM coupling pockets and close coupling cams, will allow close coupling to the point that the gangways nearly touch.

More details can be found on the Accurascale website at [www.accurascale.co.uk](http://www.accurascale.co.uk), including advance ordering of the new Mk.5 coach family which is offered in runner packs to allow authentic rakes to be collected. 



Inner end with gangway, ETS details, magnetic Dellner and the NEM coupling pocket being visible in this view.



The corridor side of sleeping car No. 15210.

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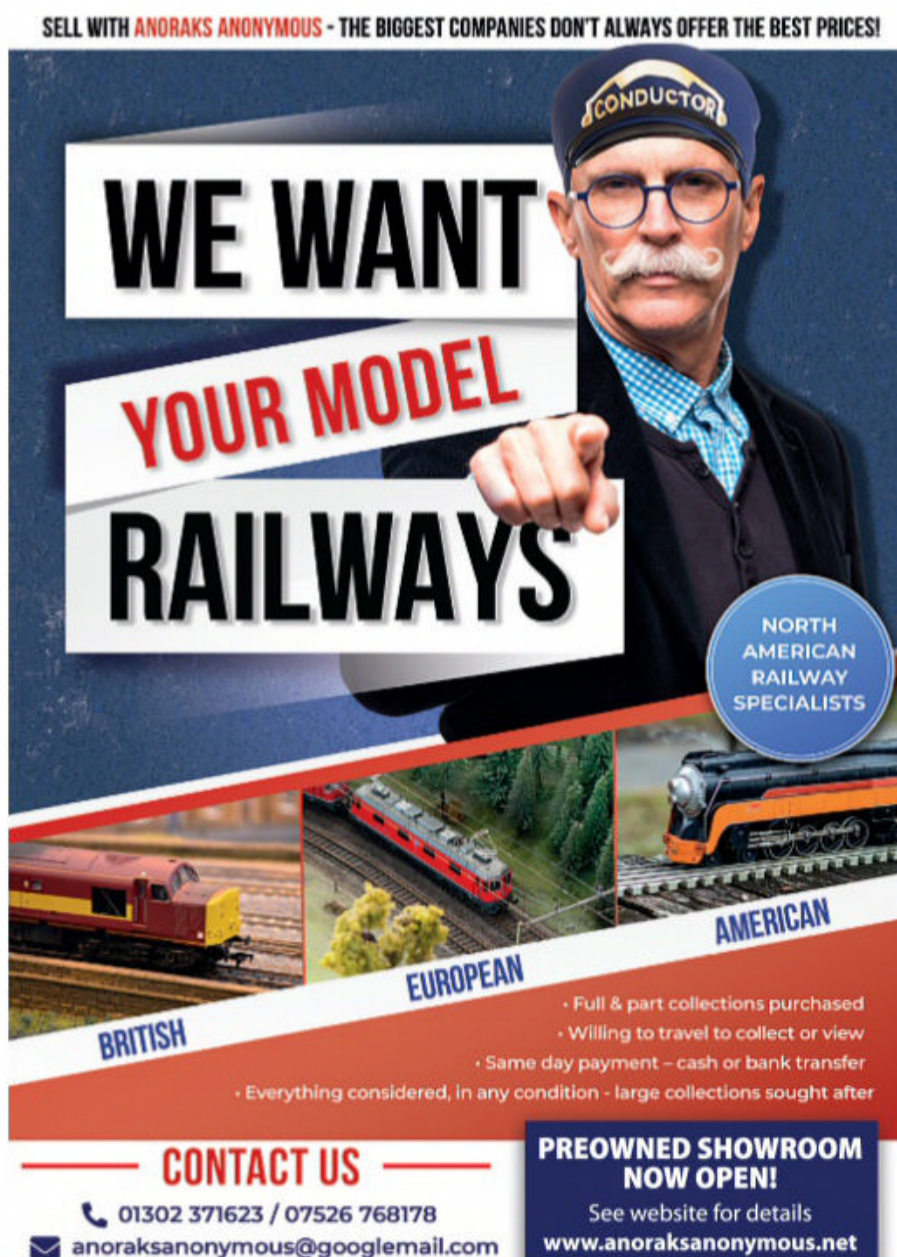
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# Heljan announces a third batch of 'Hoovers'

PROJECT development at Heljan has stepped up a gear in recent times with new models, re-issues and progress on existing projects being reported on an almost weekly basis. 'O' gauge developments dominate to a certain extent and July has been no exception with another batch of 'O' gauge Class 50s being announced, including an up-to-date development for the class with the repainting of No. 50008 *Thunderer* in Rail Adventure livery with Hanson & Hall markings, which was unveiled at Eastleigh in May.

The third batch of 'O' gauge Class 50s was announced in July following the swift sell-out of the second batch, which, Heljan admits, took it by surprise. The company has secured an earlier than expected production slot for the third batch, which will include Hanson & Hall/Rail Adventures No. 50008 *Thunderer* alongside old favourites. BR Large Logo locomotives without numbers, with both grey and

black roof colour, are included, as well as one weathered locomotive as No. 50036 *Victorious*, which is included as a re-run. New liveries include BR Large Logo No. 50046 *Ajax*; Network SouthEast No. 50032 *Courageous*; and revised Network SouthEast No. 50033 *Glorious*. Pristine models are priced at £699 and weathered versions are £729.

Advance ordering is essential. It is expected that the Hanson & Hall/Rail Adventures locomotive will be particularly popular, and a December delivery date is anticipated for the new batch. Visit Heljan's new UK website at [www.heljan.co.uk](http://www.heljan.co.uk) for more details.

## 'O' Class 47s in production

Heljan's all-new model of the 'O' gauge Class 47 has entered production following approval of the livery samples. Images of the pre-production models have been released by Heljan showing a wide variety of liveries covering early to mid-life condition, ranging from BR two-tone green through to departmental yellow and grey livery, alongside the striking first version of Network SouthEast livery.

A September delivery date is expected for the 12 models being produced in the first batch. Demand has been strong, prompting Heljan to add to the production run for some livery versions to meet pre-ordering demand.

The model incorporates era-specific detailing alongside those for specific locomotives. Four models are detailed and finished for the 1960s and 1970s, with glazed four-character headcode boxes and steam heating details. The remainder are modelled with high intensity headlights for 1980s and 1990s condition, but pre-date the 'Crewe Cut' bufferbeam alterations, which is regarded as the start of 'late condition' for the Class 47.

Four of the un-numbered models are modelled with ETH equipment, including those finished in BR Large Logo, Parcels Sector, InterCity and Network SouthEast liveries. The remainder represent locomotives used in freight duties, including unbranded



Hanson & Hall/Rail Adventures No. 50008 *Thunderer* has been added to the third batch of Heljan 'O' gauge Class 50s which has been announced for a December 2021 delivery. Photo courtesy of Hanson & Hall Rail Services.

Trainload Freight and Railfreight Red Stripe liveries.

## First 'OO' Class 86/4 livery sample

Following the successful launch of the newly tooled 'OO' gauge Class 86/0, Heljan has been working on the Class 86/4 and Class 86/6, which, according to Heljan's last update, is slated for a spring 2022 release. The images issued by Heljan show No. 86416 finished in Rail Express Systems livery with BR double arrows, which would place it in the 1991-1995 era. It is the first livery of the eight forthcoming models to be revealed.

The model has been tooled with headlights, 'SAB resilient' wheels, TDM jumper cables and the plates which covered the holes in the cab fronts resulting from the removal of Class 86/0 jumper cables. Eight versions are planned for the first release of the first dedicated model of late condition former Class 86/0s, which were separated from the Class 86/2 sub-class for freight traffic and subsequently updated in line with Class 86/2s, creating the Class 86/4 and 86/6 as used by Railfreight Distribution, Freightliner, Rail Express Systems and EWS. Two of the models are special editions for the Gaugemaster Collection (Freightliner Powerhaul Nos. 86622/637, priced at £229), while the remainder cover freight liveries, together with No. 86404 in InterCity colours. The models are priced at £194 and pre-ordering is being accepted by Heljan retailers. **M**



1960s and 1970s Brush 'Type 4s' are represented by four models, including one special edition model for Kernow Model Rail Centre. Glazed four-character headcode boxes are modelled alongside steam heating features.



It is the first time that a specific model of the Class 86/4 and Class 86/6 with the correct combination of detail has been modelled in 'OO' gauge. It includes 'Flexi-coil' springs, 'SAB resilient' wheels and high intensity headlights.

The first 'OO' gauge Class 86/4 model to break cover is No. 86416, finished in Rail Express Systems livery.



'O' gauge Class 47s are working through production with a September delivery being anticipated for the all-new model. The original Network SouthEast scheme is applied to one of the 12 models which cover early and mid-life locomotives.



One of the eight 1980s and 1990s Class 47s is finished in departmental yellow and grey with fittings specific to the era, including marker lights and headlights.

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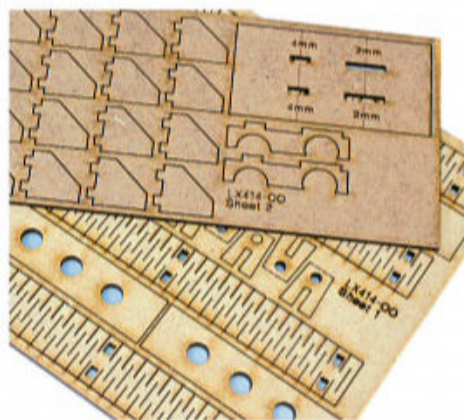
A USEFUL new product by Scale Model Scenery ([www.scalemodelscenery.co.uk](http://www.scalemodelscenery.co.uk)) takes the complication out of creating curved platform faces. There is no doubt that curved platforms have a greater visual impact compared to straight ones, but creating them accurately for shape and clearances can be tricky, even for experienced modellers.

The curved platform kit contains four lengths of laser-cut wood faces, brackets and clips to form the platform wall. Once assembled, the front is covered with the desired facing, such as stone, brick or concrete sections. Greyboard is also included for cutting to shape to make up the platform

surfaces – 2mm thick for the underlying platform structure and 0.7mm to provide a top including the overhang.

Comprehensive instructions are included in the kit, which has sufficient material to construct up to 560mm of curved platform. It is an excellent match for the various platform ramp and straight platform section kits, as well as the platform coping materials produced by Scale Model Scenery.

It may also be combined with other platform construction techniques, making it a very useful product for modellers. The kit is priced at £12.99 and its use will be featured in a future issue of *Rail Express Modeller*.



Curved platform kit for 'OO' gauge by Scale Model Scenery (Kit LX414-00), which builds up into 560mm of platform, including the top surface.



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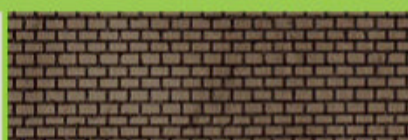


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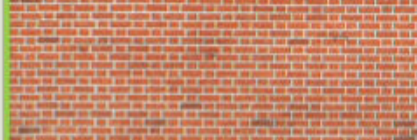
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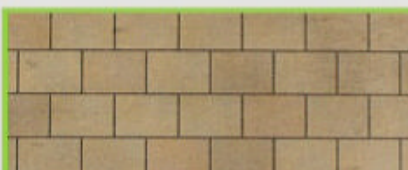
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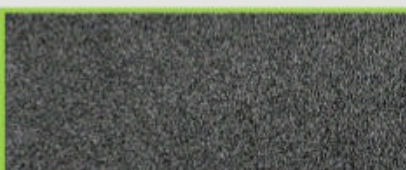
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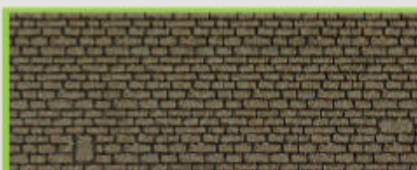
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Tinsley celebrity locomotive, No. 47375 *Tinsley Traction Depot - Quality Approved* (35-419) in Railfreight Distribution (Europe) colours is perhaps the most eye-catching of the five new Class 47 models for Autumn 2021.

# Bachmann's new Brush 'Type 4'

REWORKING of key 'OO' gauge models in the Bachmann Branchlines range continues apace with the recent release of the standard Class 20 and Class 24. The Brush 'Type 4', Class 47 is the next to receive a complete retooling from the ground up.

The first views show a departure from one-size-fits-all models, with a large number of detail permutations tooled to allow accurate time- and loco-specific models to be produced and carefully matched to liveries.

The first five models are already in production with delivery to Bachmann stockists likely in the next few months. Bachmann was a little careful not to suggest an exact time given the volatile nature of international shipping at present.



A new level of model is introduced with the Class 47 which includes a different glazing type with authentic tinting. The 'Sound Fitted Deluxe' models will also feature motorised cooling fans alongside digital sound for £369.95.



1980s BR blue with 'domino dot' headcode panels is applied to one model which is numbered as No. 47012. Steam heat and water tank details specific to the era are fitted.



Sectorisation is covered by No. 47004 dressed in Trainload Freight Construction livery adorned with Tinsley depot plaques (35-418). An analogue version of the model is priced at £239.95.

## Technology driven

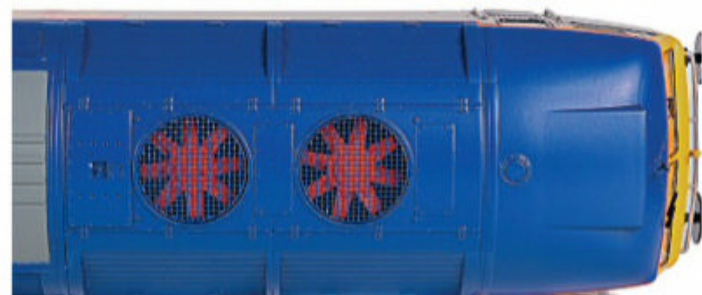
Technology has been incorporated in the new models to allow greater control of the running lights and interior lighting which is now not only provided in the cab, but also in the engine room.

Two digital sound speakers are fitted to enhance the sound experience when driving the sound-fitted models utilising ESU Loksound V5DCC sound decoders which also produce some sound effects when operated on analogue layouts.

A new category of model is created with the Class 47 that Bachmann has branded as 'Sound Fitted Deluxe', which includes working cooling fans which will be visible through the etched fan grilles, alongside a different glazing material which replicates the tinting of the cab window glazing fitted to the prototype.



No. D1565 finished in two-tone BR green brings in the 1960s and the fifth model of the five. It features illuminated four-character headcode boxes.



Fan detail is visible through the etched metal roof grilles.

## First five models

Five different liveries covering the Class 47 from introduction through to sectorisation have been chosen for the first batch, with details to match including Crewe-cut bufferbeams on the later versions.

BR green is represented by No. D1565 with four-character head codes (35-410). 1980s BR blue is covered by No. 47012 with 'domino dot' front panels and steam heating details (35-411) while the first of the sector locomotives is No. 47828 in Intercity swallow livery representing the 1990s (35-413). Railfreight is covered by Trainload Freight Construction No. 47004 with Tinsley plaque (35-418) and No. 47375 *Tinsley Traction Depot - Quality Approved* (35-419) in Railfreight Distribution (Europe) colours.

Other versions of the model are expected including the Class 47/7 which is detailed as a current model in the 2021 catalogue. Prices break through the £225 mark for a Bachmann analogue diesel electric locomotive at £239.95. Digital sound models are priced at £339.95 and the new deluxe models are priced at £369.95. [www.bachmann.co.uk](http://www.bachmann.co.uk).



Retooled from the ground up, the new models incorporate new levels of locomotive- and era-specific detail.



Crewe-cut bufferbeams and sealed beam marker lights as applied to the Intercity 'Swallow' version of the model which carries the number 47828.



Upgraded cab interior detail which will be bespoke for each era of the Class 47 model.

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The success of Ruston & Hornsby's 48DS led to demand for a locomotive capable of shunting heavier loads, leading to the 88DS being offered complete with the option for additional weights to aid traction.



**R3894**

North British Distillery Co. Ltd, Ruston & Hornsby 88DS, 0-4-0, No. 4 - Era 6

**DCC**  
READY

**6 PIN**  
CONNECTION

Ruston 421415 was built new for the North British Distillery Co. Ltd, being delivered in March 1958 to their distillery in the Gorgie district of Edinburgh, around the period when the distillery was expanding to include the former Edinburgh Corporation Tramways depot. In 1973, the locomotive was donated to the fledgling Fife Railway Preservation Group, who located it at the Lochty Private Railway until its demise in 1994. 421415, now numbered NBD No. 4, has now been restored and wears the livery of the North British Railway.



**R3895**

Rowntree & Co., Ruston & Hornsby 88DS, 0-4-0, No. 3 - Era 11

**DCC**  
READY

**6 PIN**  
CONNECTION

Ruston 441934 was built new for Rowntree & Co. Ltd of York, being delivered in April 1960 to join R&H 421419/1958 and 432479/1959 in the confectionery company's fleet of locomotives as No. 3. In 1979, the York factory bought a new 0-6-0 locomotive and No.3 was transferred to Rowntree's Fawdon factory in Newcastle. Rail services at Fawdon came to a halt on 30 January 1987, with No. 3 being handed over to the North York Moors Railway for preservation. It was purchased in 2013 by two members of the Derwent Valley Light Railway, Glynnis and Tony Frith. 441934 has now been named Ken Cooke, in honour of the former Rowntree's York employee, D-Day veteran and holder of France's highest military honour, the Legion d'Honneur.



**R3896**

BR, Ruston & Hornsby 88DS, 0-4-0, No. 84 - Era 6

**DCC**  
READY

**6 PIN**  
CONNECTION

Ruston 432478 was built new for British Railways, being delivered in January 1959 to the North Eastern Region Civil Engineers Department at the Leeman Road Permanent Way Stockyard in York. 432478 was one of six Ruston & Hornsby 88DS locomotives built for British Railways which were distributed between York, Dinsdale Depot, Etherley Tip, Crofton, Hartlepool and Darlington. As well as working shunting duties at Leeman Road, 432478 also worked at the York Central Concrete Depot, which is now the site of the Railway Museum's main visitor car park.



**R3897**

BR, Ruston & Hornsby 88DS, 0-4-0, No. 20 - Era 7

**DCC**  
READY

**6 PIN**  
CONNECTION

Ruston 408493 was built new for British Railways Western Region, for use at the Signalling & Telecommunications Department workshops at Reading and was delivered in January 1957. Taking the Departmental number 20, the locomotive spent its entire lifetime at Reading, housed under the Vastern Road bridge when not in use. Renumbered in 1973 under TOPS, to 97020, withdrawal came in April 1981 and it was disposed of at Reading by Cartrights of Tipton in August 1982, being replaced by a Barclay Class 06 No. 06003, which was transferred to Reading from the Scottish Region.

Explore the range of Hornby Ruston & Hornsby models, which are due to arrive in the coming months.

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# Hornby BR Mk.1 Corridor Brake Composite

A NEW addition to Hornby's collection of re-tooled Mk.1 coaches is the useful Corridor Brake Composite (BCK) which was built in a roughly 10-year period between 1953 and 1964 in small lots by various builders.

Two diagram numbers were issued, with those built with six-seat compartments in Second Class being allocated to the ScR, LMR and ER, while the eight seat compartments without arm rests went to the SR and WR.

Stock is immediately recognisable in having five compartments with two fitted out as First Class accommodation and the remainder for Second Class passengers. Two lavatories were provided in the BCK which was built for train formations not requiring a great deal of First Class accommodation such as those used on secondary routes. It was not unknown for some branch trains in Scotland to be operated with a single BCK and locomotive as cover for a railcar.

The model submitted for review is finished as a Diagram 172 vehicle as AB31 No. 21274 decorated in InterCity 'Swallow' livery with the white roof of the InterCity charter unit (R40020). When operated by InterCity, No. 21274 was fitted with Electric Train Supply and heating as well as air brakes. The full size coach currently resides at Locomotion in Shildon where it has been displayed in recent times.

## Assembly

Hornby's Mk.1 coaches are generally well-made and of the correct shape and proportions, although they have a number of one-size-fits-all features which are applied to the bulk of Hornby's Mk.1 coaches. The body shell represents a BCK possibly to Diagram 172 with ridge dome ventilators. Detailing is primarily done with integral moulding with the bodyshell, including commode handles, water tank filler pipes, which are a distinctive feature at over the guards van end of the coach, and the guards door hand rails.

The underframe is a standard



Another view of the guard's van area. No close coupling cams are fitted to Hornby Mk.1 coach models.



The flush glazing is very effective with neat label printing. The interior detail is clearly seen through the glazing which has little or no prism effect to it.



The brand new Hornby BCK is a great addition to the Hornby Mk.1 coach range and is reasonably priced for the level of detail.

## MODEL FEATURES

- Quality metal wheels
- Flush glazed with interior detailing
- Contemporary livery application suitable for further detailing
- Well modelled gangways
- Moulded detail is well defined
- Fine looking underframe trussing.

assembly with separately applied trussing and battery boxes. Vacuum brake detail is present but none of the air brake fittings that would be applied to a coach in the InterCity fleet of the time. Some attention to assembly quality is required by Hornby. A couple of the underframe parts were not correctly fitted to their mounting holes and required removal and refitting to seat them properly.

Internally, the compartments are detailed with partitions and the correct compartment door detail. No arm rests are featured which means the model could be used as a Diagram 171 coach if desired, roof ventilators permitting. The glazing is neatly fitted to the openings with little sign of an edge around the inside of each window opening which is modelled flush to the body sides, without any of the framing present on the real No. 21274 which possibly nudges out the position of the red and white stripes slightly. End gangways are separate fittings, while the end footsteps are moulded alongside the alarm gear and water tank pipes.

## Bogies, wheels and couplings

Commonwealth bogies are fitted to the InterCity model and are nicely detailed models featuring a good depth of detail and well defined springs. The rear face of the side frames is flat and the brake shoes are moulded just inboard of the frames, but not aligned with the wheels. The bogies clip into the underframe rather than being secured with a screw, which is a cost saving measure.

## Paint finish

InterCity 'Swallow' livery sits well on these models with the upper edge of the white band crossing the lower part of the windows as per the prototype. Closer examination shows that the red and white band is a touch low compared to the position of door furniture such as the door and commode handles



BCK/AB31 No. 21274 is finished in BR InterCity livery with an off-white roof as applied to charter unit stock.

alongside the door stops, possibly due to the lack of window frames.


Livery application is neat, with just a touch of bridging over moulded detail. Apart from the shade of InterCity executive light grey being a touch on the yellow side, colours look good and printing is pretty neat too.

## Overall impressions

Remember the Hornby Mk.1 coaches are reasonably priced compared to many coach models, but with level of sophistication reflected in that price. There are no electrical pick-ups for interior lighting; NEM coupling pockets are bogie mounted; there are no close coupling cams, and generic details are used in much of the ordinary stock. However, they provide an excellent



Roof detail is integrally moulded instead of being applied as separate details and wire to keep assembly costs to a reasonable level. The gangways are nicely moulded as is the flush glazing.

foundation for detailing and conversions. The roof-on body mouldings work well for Mk.1 EMU conversions and the underframes are sufficiently detailed. 

Produced by Hornby Hobbies Ltd.  
www.hornby.com

RRP £34.95

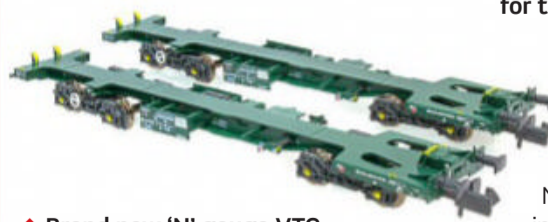
## NEW MODELS

AS this issue of *Rail Express Modeller* came to a close, several new models of importance arrived for review and will be included in the next issue (REM210, October 2021).

The brand new Heljan 'O' gauge 'refurbished' Class 31 has arrived in the form of the Regional Railways Class 31/4 alongside the 'OO' gauge GWR/



↑ The delightful 'N' gauge Hunslet 0-6-0 diesel industrial shunter produced for the N Gauge Society.



↑ Brand new 'N' gauge VTG FWA Ecofret twin wagon released in July by Revolution Trains.

AEC railcar. Revolution Trains submitted its brand new 'N' gauge FWA 'Ecofret' intermodal wagon alongside a lovely example of the N Gauge Society's Hunslet 0-6-0 industrial diesel shunter. They will be given the usual thorough examination in time for the next issue.



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# 'N' gauge paint shop: Rail Express Systems Class 86

The techniques used to completely repaint an 'N' gauge Dapol Class 86/2 model in post-1991 Rail Express Systems livery as No. 86243 are described alongside a revisit of the model and how it fits in today's market.

**M**AIL TRAINS are making a comeback on the railways alongside parcels traffic under the banner of 'logistics' using EMUs either specially built for the task (Class 325 Railnet EMUs) or through the use of redundant passenger EMUs refitted for parcel containers.

Several new operators are exploiting the growth in logistics traffic by offering services which are, in effect, parcels trains for the transport of small consignments on behalf of logistics companies to overcome some of the inherent problems of road distribution over long distances.

It was not that long ago when mail for the Royal Mail was routinely carried by rail alongside parcel traffic using a wide network of trains. Sectorisation of the railways saw the mail and parcels business compressed into a single standalone business which was rebranded as Rail Express Systems (RES) in October 1991.

Sectorisation saw a handful of Class 86 locomotives allocated to the Parcels Sector which had its own livery which was applied to its Class 47 and 86 fleet, comprising of a simple mail red lower body side and grey upper body and roof.

Small yellow panels were applied to the cab fronts with black around the cab windows and on the cab doors.

After the 1991 launch of RES, the livery was modified and adorned with blue and grey flash logos which were intended to appear like the post marking used by the Royal Mail at the time. Another explanation is that the logo represented stylised eagle's wings. It did add a spot of colour to the livery and was enhanced with a new typeface for the numbers.

The same livery was applied to rolling stock except the new Class 325 Railnet EMUs which were finished in Royal Mail red.

Class 08s, 47s, 86s and 90s were painted in RES colours, often enhanced with cast Crewe cat depot plaques. The small number of Class 86s included examples from the Class 86/2 sub-Class and the former freight Class 86/4 fleet. The livery could still be observed on Class 86/4s after privatisation and it was not unusual for RES-liveried Class 86/2s to be utilised on Cross-Country services too. This makes the repainting of the Dapol Class 86 model a great project for a WCML-themed layout based between 1991 and 2002.

Starting point for the model of RES No. 86243 is Dapol's 'N' gauge Class 86 model finished as EWS No. 86261. It is a useful base model for numerous projects.



## Stripping the model

No part of the original livery applied to the base model could be re-used to reduce the project time. A complete repainting was required for RES livery which was best started by stripping the bodyshell of the Dapol Class 86 completely with paint stripper. Before resorting to expensive model paint stripper products, IPA is tried first.

The good thing about the small size of 'N' gauge models is the minimal amount of material required to complete any particular task. A small takeaway food tray with lid was filled with about 100ml of IPA and the dismantled model dropped in it for a day or two. To date, no plastics used on any manufacturer's model has been affected by immersion in IPA, although paint removal time can vary from a day to several weeks. The closed tray was agitated every now and again.

After 24 hours or so had passed, the body shell was checked for progress. The Dapol paint finish appeared to be bubbling quite nicely. A quick scrub with a toothbrush with trimmed bristles initiated the paint removal. After about two days, the model was completely stripped of paint and washed ready for undercoat.

## Bodyshell preparation

Care was taken to ensure all of the factory finish paint was removed from the body side grilles and any blemishes in the plastic filled and carefully

smoothed down to a good finish. Any small additions to the model can be made at this stage. The one tiny detail missing from the Dapol Class 86 are the Class 86/0 multiple working jumper cable and box covers fitted when the equipment was removed. They are required when modelling RES Class 86/4 locomotives and may be applied using tiny rectangles of insulation tape or 10-thou styrene. The shades above the cab windows of Freightliner Class 86/6s may also be added at this stage. The model is given a final wash before painting commences.

## Undercoat... and why it is important

Royal Mail red is the primary livery colour and like most red paint colours (alongside yellow and maroon paint shades) will not cover the black plastic body shell particularly well without excessively thick layers. Some modellers are inclined to skip the undercoat stage in an attempt to save time. It is a false economy in the long run. With an undercoat of rail grey applied over the bodyshell, the number of top coats of red and yellow is reduced. Sometimes, you might achieve good coverage with just the one coat!



The body unclips easily from the chassis allowing the body to be stripped of roof detail, lighting circuits and glazing very quickly. On reflection, most of the roof insulators could have been left in place and simply painted brown at the end of the project. The cabs and glazing are also removed with ease.

## WORKBENCH ESSENTIALS

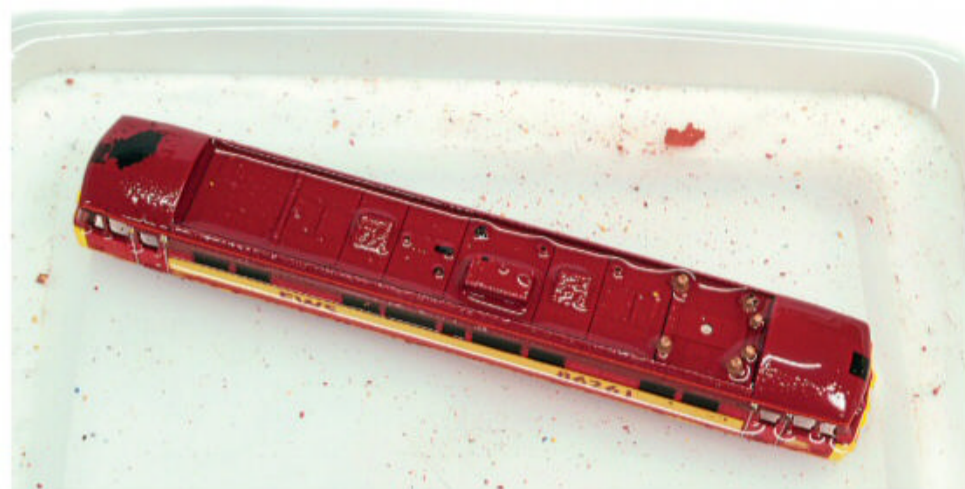
- Jeweller's screwdriver set
- Fine sable paint brushes
- Paint stirrers
- Old tooth brush
- Plastic container with lid
- Sharp scalpel
- Kitchen towel
- Needle files
- Fine nose tweezers
- Fine sable paint brushes size 000 to size 1
- Airbrushing equipment.

## MODELLING MATERIALS

- Isopropyl Alcohol (IPA)
- Nitrile gloves
- Etched double arrows
- Fox Transfers' RES symbols
- Fox Transfers' RES locomotive number sets
- Fox Transfers' orange cantrail stripe
- Carr's Transfix
- Phoenix Precision satin enamel varnish
- Enamel paint thinner
- Low tack masking medium
- Parcels Sector red and grey paint colours.



IPA was used to fully strip the model of EWS livery. Around 100ml was added to a shallow tray with a lid. It was agitated on a regular basis.



Dapol paint finishes are easy to remove with IPA. This shows the paint bubbling away after around 12 hours.



A brush such as a toothbrush with trimmed bristles is used to encourage the stripping process. It is worked into grille detail to remove stubborn paint.



The stripping process is nearly complete with the model being cleaned for the first coat of paint. Nitrile gloves should be worn when handling the model during the stripping process – the factory applied paint can stain!

The grey undercoat will also pick out blemishes in the bodyshell requiring further attention before the intricate job of livery painting is started. The bodyshell has to be as clean and blemish-free as possible!

## Livery colours

From this point onwards, the project is simple, if requiring some careful application of masking medium.

The undercoat is masked off for warning panel yellow which is applied to the cab fronts. It extends back as far as the lower corner of the cab quarter lights which is where the vertical strip of masking tape should be applied. Expensive masking tape can be saved by using 70gsm printer paper for the bulk of the model.

Warning panel yellow can be applied in a single thin coat if you are careful. The amount of paint mixed in the airbrush cup only needs to be relatively small and once good coverage was obtained over the cab front detail, the temptation to empty the airbrush of the remaining small amount of paint by further spraying the model was resisted. Excess is discarded to avoid over-application and runs in the paint.

The same applies to the red coat which required two thin applications.

The first one did not appear to give good coverage. Rather than risk the chance of runs and filling the body side grille detail with paint in an attempt at a single coat, the model was left to dry for a while before applying more red. It is possible to direct a flow of air from the airbrush over the model to dry away

the paint solvent before making further passes with the airbrush to complete the task in one go. It takes care and experience to achieve a good result with this technique.

The final airbrushed paint coat was the dark 'Parcels Sector' grey colour applied to the upper body side and roof. Dark greys coat beautifully in a thin single coat and so it proved to be the case with this project, the task only requiring a single spraying bout.

Black was brush painted around the cab windows and over the cab doors. This required some care to achieve as sharp corners at the bottom of the cab doors as possible. Black was also applied to the inside surfaces of the window opening, but as thinly as possible so not to affect the refitting of the glazing inserts which are a tight fit on this model.

## Transfers

A coat of gloss varnish was applied over the model as soon as it could take it after completing the main livery colours. This deepened the richness of the Royal Mail red shade and forms the hard smooth finish needed for waterslide transfer application.

Beyond the RES markings and numbers, there are very few markings on a RES Class 86.

If you look carefully at pre-privatisation RES Class 86s, the ubiquitous electrification warning notices are not present on the front of the locomotives which is an interesting point given that Class 86s spent their entire working lives under the wires.

## Cantrail warning stripe

The detail which required some patience was the orange warning stripe applied at cantrail level.

It was quickly established that even the 0.25mm stylus of the Easi-liner pen ([www.mylocosound.co.uk](http://www.mylocosound.co.uk)) would result in a line too thick to be convincing on a Class 86. Fox Transfers' 'N' gauge orange cantrail stripes were chosen instead and applied as carefully as possible. It is quite challenging to achieve straight lines with such thin lining transfer. It was completed in relatively short lengths, with the line being released from the backing paper with a minimal amount of water to prevent it from floating away.

Once free of the paper, the lining was edged on to the model from the long edge of the backing paper with a soft brush. The same brush was used to tease the lining into place and to smooth it down once aligned as closely as possible to the desired position. A magnifier will help to position the transfers relative to paint lines which is important for both the RES logos and cantrail stripe.

## Livery detailing

Apart from touching in some paint colours, there is very little to do in respect to detail painting. One Class 86/4 (No. 86416) had black applied to the two upper body side grilles in the red panel while others were left red in colour. Nameplates are rare too: one notable 'namer' being No. 86241 *Glenfiddich*. Cast double arrows were applied in some cases but not the chosen locomotive for this project. White is applied to the long cab front hand rail and those adjacent to the cab doors while the small grab rails are painted yellow. The roof box was painted light grey and the insulators received a spot of brown paint.

After applying a little rusty grime in the body side grilles to draw out the detail, the body shell was coated with satin varnish to seal everything in prior to reassembly of the model.

When painting 'N' gauge models, every effort is put in to keeping paint coats as thin as possible to avoid filling in fine detail with paint and causing



Grey undercoat soon reveals any flaws in the bodyshell that might have been missed earlier in the project.

# MODELLING

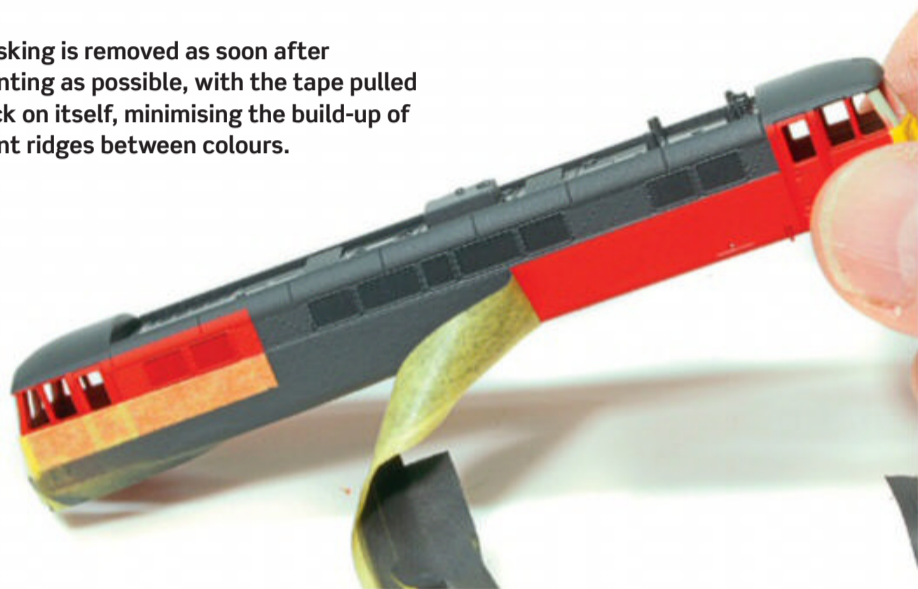


The grey undercoat is masked for the first livery colour which is warning panel yellow.



Masking for Royal Mail red is simple. All it has to do is protect the warning panel yellow on the lower part of the cab fronts.

Masking is removed as soon after painting as possible, with the tape pulled back on itself, minimising the build-up of paint ridges between colours.




< edges between paint colours. Paint is the same thickness, regardless of the scale of the model it is applied to, so some remedial work may be required before the varnishing stage, including the removal and touch in of ridged paint edges and just checking that black around the cab window areas is a complete coat and not gapped over window frames. It requires a lot of care to finish a detailed model that is the size of a small sausage, but the thickness of model paints is always a consideration when compared with the specialised materials used in factory-applied liveries.

That said, a repaint is something that adds a unique touch to a layout fleet and will be unique to the modeller, no matter the standard of finish. It also means that locomotives not offered in off-the-shelf form can be added to the fleet, and Dapol Class 86s are not re-issued on a regular basis.

## Concluding the project

Varnish can take between 24 hours and several days to harden sufficiently to allow the model's fittings to be restored, including the glazing, roof insulators and other equipment. The pantograph is added last of all after being given a little grime to disguise the plastic finish.

The simple assembly design of the Dapol Class 86 makes it very easy to work on including the removal and refitting of the running light units. They simply plug into the chassis circuit board which is equipped with a six-pin DCC interface socket.

The chassis is detailed at one end with the air and vacuum brake pipes supplied with the model alongside the Electric Train Supply fittings. A little track grime is applied to the underframe and bogies after the bufferbeams have been detailed, effectively finishing the project. 



Locomotive-hauled mail trains may be a thing of the past but can be created in model form in 'N' gauge with Dapol Class 86s and Graham Farish Mk.1 gangwayed stock of various types.

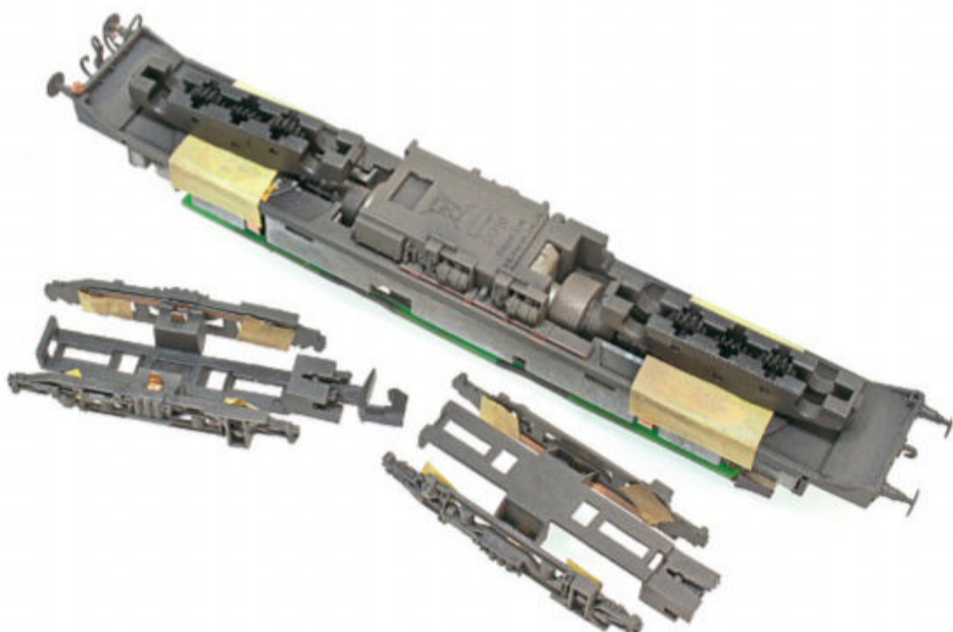
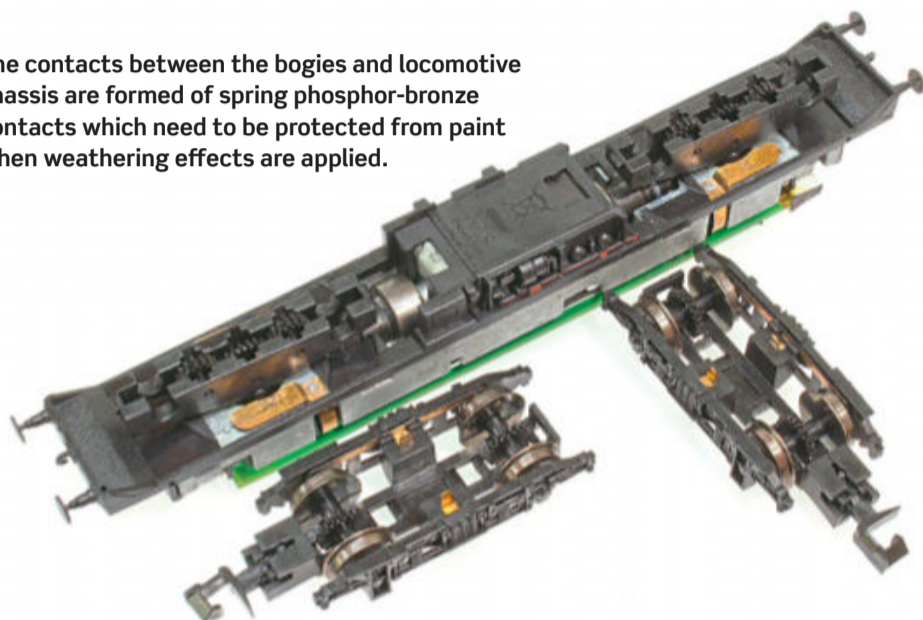


The red shade was applied in two thin coats due to the use of the grey undercoat, saving a great deal of time over attempting multiple applications over black plastic, usually a futile exercise.



Masking for Parcels Sector grey which is applied to the roof and most of the upper body sides. The card inner from toilet rolls make excellent paint handles for 'N' gauge models.

The contacts between the bogies and locomotive chassis are formed of spring phosphor-bronze contacts which need to be protected from paint when weathering effects are applied.



Masking is used to protect both the bogie to chassis contacts alongside the phosphor-bronze stub axle contacts on the inside of the bogie frames when applying weathering.



A rake of five Graham Farish Super BG mail vans makes up a typical stowage train load. Class 86/2s were operated by RES alongside Class 86/4s and Class 90s.

## DAPOL CLASS 86 REVISITED

Dapol's 'N' gauge Class 86 was released in late April 2010 and has been released in a variety of liveries including Virgin Trains, Rail Express Systems, Freightliner and InterCity 'Swallow'. A special edition collection in 1970s BR blue was offered by C&M Models too. The first models were fitted with Sommerfeldt pantographs which were soon replaced on later releases with a posable plastic pantographs produced by Dapol which included the Stone Faiveley type and a slightly over-size Brecknell Willis type. The pantographs were also sold in blister packs for those wishing to replace the Sommerfeldt one.

The model was well received at the time and 11 years later, stands up well when viewed against later 'N' gauge releases. Its all-wheel drive system together with split axle current collection and removable bogies was not a typical standard with British outline 'N' gauge at the time, yet produces some very fine performances.

It has turned out to be a reliable model which lends itself to repainting and detailing projects as this article demonstrates. It is simple to dismantle and strip for painting projects and its moulded detail is sufficiently defined to take model paints which are thicker than average. It remains a firm favourite on the author's 'N' gauge West Midlands layout.



**EWS No. 86261 is one of the earlier releases of the Dapol Class 86. Dapol produced its own model of the Stone Faiveley pantograph after fitting the models with Sommerfeldt ones.**



**The body shell captured the shape and character of the Class 86 well. The powerful all-wheel drive chassis with its split-axle current collection makes the Class 86 an excellent performing model and as good as current 'N' gauge models.**



**West Coast Main Line passenger locomotives were released in the form of InterCity No. 86213 and Virgin Trains No. 86229. Both are from the first batch of models and are shown with the Sommerfeldt pantographs fitted from new.**



**Freightliner green was applied to one model which was numbered as a Class 86/6, No. 86621. While the TDM equipment was moulded, the plates covering the holes where the original Class 86 multiple working jumpers had been removed are not modelled.**

## RAIL EXPRESS SYSTEMS CLASS 86s

The Class 86 was an excellent mixed-traffic locomotive which was at home on all manner of traffic.

RES operated a small fleet comprising Class 86/2 and Class 86/4 locomotives on mail trains alongside Class 47/4s, Class 47/7s and Class 90s. They worked a variety of stowage, TPO and parcels trains as well as being loaned to InterCity for passenger duties.

The livery came about through a revision to Parcels Sector livery which was applied to Class 86s. RES livery survived on some Class 86/4s long after EWS acquired the business. The EWS Class 86 fleet was frequently hired to passenger sectors as cover, which saw RES-liveried Class 86/4s working with Virgin Trains-liveried Mk.2f and Mk.3 stock on a regular basis.

**Right: Class 86/4 locomotives were in operational in RES livery in 2002 and were used to supplement the Virgin's Trains fleet. No. 86424 was photographed at Nuneaton on June 29, 2002 on the rear of a Wolverhampton-London Euston service which had been diverted via Water Orton due to line upgrading in the Coventry area. The locomotive survives today as part of the Floyd ZRT fleet after being withdrawn by EWS in December 2002. It was repaired for service in Hungary in 2012.**



**Class 86/2 No. 86241 *Glenfiddich* speeds down Shap near Scout Green with a southbound mail stowage train on July 18, 1994. It was withdrawn by EWS in January 2000 and scrapped two years' later.**



**Class 86/2 No. 86243 was working an InterCity Cross Country service bound for Birmingham New Street when photographed at Carlisle on April 2, 1995. The lack of electrification warning notices on RES livery in the mid 1990s was noteworthy. It was withdrawn in November 2002 and scrapped in September 2004.**



**Wet conditions often meet photographers at Carlisle which was the case when this view of No. 86416 with BGs was taken in September 1994. It was withdrawn in early 2002 and scrapped in July 2005.**



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The 2mm Scale Association released 7.5mm diameter driving wheels to suit the new Graham Farish Class 31 model earlier in the year. This article looks at how to use the drop-in wheel sets using a 'refurbished' Class 31 as a test bed.

# How easy are 2mm scale D&E locomotive conversions?

The 2mm Scale Association has developed products that makes life considerably easier for those wishing to convert off-the-shelf 'N' gauge D&E locomotives to run on 9.42mm gauge, 2mm scale track, unlike some finescale organisations working in other scales. The latest locomotive wheel sets from the society are put to the test in the new Graham Farish Class 31.

**C**ONVERTING Graham Farish diesel and electric locomotives to run on 2mm scale track gauged at 9.42mm is, with the odd exception, easier than many modellers might expect. The release of a new Class 31 model from Graham Farish including the recent addition of models of the 'refurbished' locomotives caused some problems with 2mm scale conversions because it has different sized wheel sets and final drive gears compared to the original model. The change in wheel design and the number of teeth on the final drive gear prompted the 2mm Scale Association to issue a new wheel set for the powered axles.

The new wheel sets became available through the 2mm Scale Association earlier in the year with an announcement in the April/May edition of 'The 2mm Newsletter'. Its release

provided the perfect opportunity to explore the drop-in wheel set system developed by the 2mm Scale Association. How easy are they to use? A 'refurbished' Class 31 model finished in Network Rail yellow as No. 31602 was selected for the project and converted prior to repainting in civil engineers yellow and grey livery.

## New Graham Farish Class 31

The refurbished or life-extended version of the new Graham Farish Class 31 was reviewed in the January 2021 edition of *Rail Express Modeller*. It was found to have an excellent new drive and featured four powered axles in the same manner as the prototype. The middle axle of each bogie is unpowered representing the load bearing axle of the prototype which was slightly smaller in diameter.



One of the advantages of the finer standards of 2mm scale is better running through track work. Those who haven't used Peco 'N' gauge Code 55 and Code 70 'Streamline' track might not know that the flangeways through turnouts and crossings are very wide and can lead to wheels dropping down the gaps in common crossings (vees). This is eliminated with correct track building in 2mm scale.

Three versions of the model were released, each with class- and time-specific details. One model was finished in early 1990s condition in Trainload Freight colours with a headlight mounted at mid-height to the left of the cab front together with revised radiator grilles. The model, which fills the need of post-Privatisation modellers, is represented by No. 31602 finished in

Network Rail yellow, a late adaptation of two Class 31/1 locomotives with through wiring for Electric Train Supply or ETS. When the supplied ETS fittings are left off the model and the mounting holes filled, the combination of low headlight position and radiator grilles matches a number of different late-life Class 31/1s making the model useful for several different painting projects.

# MODELLING

Out of the box, it represents No. 31602 as hired to Network Rail prior to its naming in 2007 as *Driver Dave Green*. However, the fittings applied by Network Rail as part of the locomotive's testing role are not supplied. The mechanism is the same one used on all of the new Graham Farish Class 31 models released so far making the new drop-in wheels particularly useful.

## Wheels for D&E modellers

2mm scale drop-in wheel sets are available for a variety of different Graham Farish D&E models. The use of standard wheel sets and final drive gears in much of the Graham Farish range has conveniently limited the permutations to a few types of wheel, although new models may complicate matters in the future as models become more bespoke.

For now, wheel No. 3-301 will cover the bulk of the DMU classes whilst No. 3-308 at 7.5mm diameter and sixteen-teeth drive gear matches a wide number of locomotive classes.



‘N’ gauge wheels are over-scale in width to enable them to operate on a variety of ‘N’ gauge track types and very successful the standard is too. Appearance is compromised as a result, including wide tyres and deep flanges, although ‘N’ gauge wheels are much improved.



A set of drop-in wheel sets by the 2mm Scale Association including integral gears on the four driving wheels. The quality of finish is excellent for the price of each axle.

## Loco wheel sizes

Three different wheel diameters are available: 6mm, 7mm and 7.5mm with either 14, 15 or 16 tooth gears. Non geared wheels (plain axles) are also available for unpowered bogies of multiple units.

For the featured post-2019 Class 31 model, two different wheel diameters are required. Full size Class 31s are fitted with 3ft-7ins driving wheels and smaller 3ft-5½ins centre axle weight bearing wheels equating to 7.16mm and 6.58mm respectively. The closest match is 7.5mm for the driving wheels and 7mm for the centre axle wheels.

## WORKBENCH TOOLS

- Jeweller's screwdrivers.
- Fine nose tweezers.
- Locomotive cradle.
- Fibre scratch pencil.
- Back to back gauge.

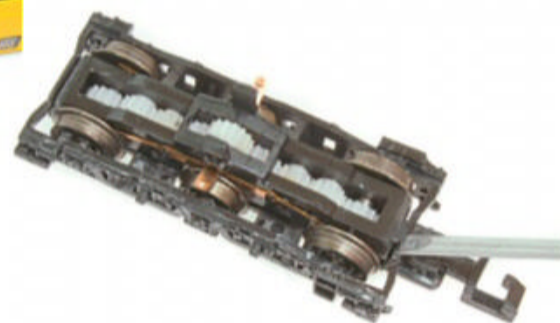
The wheels are clipped into the bogie inner frame and require care to remove without damaging the wiper pick-ups or the bogie to chassis contacts.

The first of two bogies is completed. As each of the geared wheel sets are fitted, they are gently rotated to ensure that the gears have meshed correctly. Furthermore, check for any detritus that may have (inadvertently) got into the gearing.

A view of the converted bogie alongside the standard wheels. There is not quite the same level of detail on the face of the new wheels. It is all hidden behind the sideframes anyway!



Graham Farish Class 31 bogies simply pull off for maintenance making conversion as simple as one could wish.



Unclip the bogie sideframes by gently inserting a flat blade screwdriver into the coupling end of the frame to release the clip.

Prices for the wheels are very reasonable making 2mm scale conversions affordable at £4.50 per geared wheel set and £3.00 for one with a plain axle. Each driving wheel set consists of an insulated axle with metal gear, integral bosses behind the wheels to limit side play, and turned metal wheels.

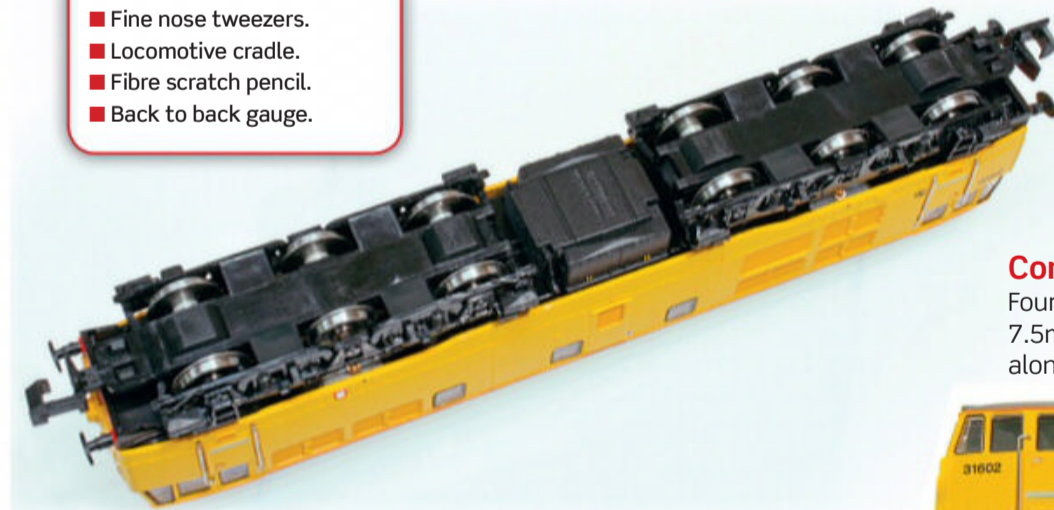
## Wheel set features

The wheel sets produced by the 2mm Scale Association for its members are

particularly nicely tuned and found to be perfectly concentric when test-rolled across plate glass. The wheel sets have 1.5mm diameter axles and are manufactured with bosses on the rear face of the wheels to limit side play, the inner frames of the models' bogies being designed for the narrower ‘N’ gauge wheel sets. Furthermore, it was noted during testing of several of the new Graham Farish Class 31s, there is quite a bit of side play with the supplied wheels which is tightened up with the 2mm scale wheel sets, an important point when running has to be tighter to gain the benefits of switching to 2mm scale.

## Conversion

Four of the No. 3-306 wheels sets at 7.5mm with 14 gear teeth are needed alongside two each of the No. 3-318



After checking the rotation of the new wheels and lubrication of the bogie gears, the bogies are clipped back in to the model.



The difference in appearance is noteworthy, even with much of the wheels hidden behind the bogie side frames.

The completed conversion, ready for repainting and weathering. The wheels are bright, requiring careful priming and painting to blend them in after the model has passed through the paint shop.



## CLASS 31s WITH NETWORK RAIL



The pictorial record of some of the Class 31s used by Network Rail commences with No. 31602 which had gained its curved *Driver Dave Green* nameplates in 2007. Graham Farish did not fit the specialised equipment found on Network Rail Class 31s on its model of No. 31602. Nairn, April 13, 2011.



Formerly operated by FM Rail on Wessex Trains services, No. 31601 remained painted in the magenta livery of Wessex Trains when hired to Network Rail. It was recorded at Nairn on a nocturnal visit with the structure gauging train on March 5, 2009. The roof fan grille will need a cowl fitting to model this locomotive when using the bodyshell of No. 31602.



No. 31285 passed through Toton on June 3, 2005, fitted with the additional equipment required for its testing role. The model of 31602 will need to be fitted with the raised roof fan grille cowl and the ETS socket holes filling in to model this locomotive. Otherwise, the match is pretty close!

THE release of one of the three 'refurbished' Class 31 models by Graham Farish in Network Rail livery offers the chance to look at close matches to the model. The lower position of the headlight moulding on No. 31602 is different to that applied to the model of No. 31308 finished in Trainload Freight colours. Allowing for the filling of the ETS jumper cable mounting holes, how well does this model fit the Class 31s once operated by Network Rail?

Immediately, No. 31105 can be ruled out – it is a 'skin head' type of Class 31. That leaves through wired Class 31/6s Nos. 31601 and 31602 which were hired to Network Rail. No. 31601 survives whilst the latter was scrapped at Wolsingham in the summer of 2018.

No. 31233 and No. 31285, owned and operated by Network Rail, may be modelled, with some small changes, using the body shell of No. 31602. The sole Class 31/4 used by Network Rail, No. 31465, can be modelled directly from the Graham Farish model. The original livery could be retained with some small changes, or the bodyshells stripped and fully repainted, which would be required to apply the Wessex Trains magenta colour to model No. 31601.



Class 31s often 'top and tailed' test trains and on April 13, 2011, No. 31602 was accompanied by No. 31233 which has a raised cooling fan cowl and the usual additional equipment required by Network Rail for rail testing.

plain wheel sets of 7mm diameter which has no drive gear.

Like many newer 'N' gauge models, the Class 31 bogies can be pulled off for maintenance. There are no wires linking the bogie to the internal circuit boards, with the electrical path from wheel to chassis achieved through phosphor-bronze contacts wiping on the underside of the diecast split frame chassis. The contacts need to be kept clean, and care has to be taken when weathering the model to avoid applying an insulating layer of paint on the contacts.

The bogie sideframes are released by unclipping from the coupling pocket end. They are placed to one side for refitting later because no modifications are required to accept 2mm scale wheels. The 'N' gauge wheels are clipped into the bogie frame and require some care to remove to avoid twisting the frame itself or damaging the fine wiper current pick-ups.

As each of the new wheels is fitted, it is gently rotated to check that the gears have meshed correctly. There is no such concern with the middle axles of each bogie. When all wheels

are fitted and the pick-up contacts adjusted to touch the rear of the wheel faces, the bogie frames are refitted, with the inner end engaged first.

### Testing

A final check of the wheels is made by gently rolling each bogie over the workbench to see there is no snagging. A tiny amount of lubricant may be applied to the gears if necessary before the bogies are clipped back in the locomotive.

Testing commences on a rolling road after the wheels have been cleaned. The usual checks are made for snagging, hesitancy and signs of binding which might suggest that dirt has got into the meshing of the gears or there is something wrong with the bogie frame that requires further investigation. Contacts and pick-ups should be checked too if there are any signs of hesitancy in the model's operation.

That concludes the drop-in fitting of closer-to-scale wheels for 'N' gauge models. Most D&E models from the Graham Farish range can be treated in the same manner.

The wheels have sufficient grip to at least match the adhesion possible with the original 'N' gauge wheels. They are unpainted allowing the modeller to weather them as desired, whilst the bright finish gives a more prototypical appearance to the tyre and flange, unlike the original wheels.

All that remains to do is to build

up some 9.42mm gauge track and assemble some wagons to begin experimenting with 2mm scale modelling. The benefits are the same as closer-to-scale gauges in 4mm scale modelling: tighter tolerances in track work leads to smoother running and the slightly wider gauge of the track is not only prototypically correct but looks better too. **M**

## THE 2MM SCALE ASSOCIATION

THE 2mm Scale Association, in its own words: "Exists to promote and facilitate modelling at the scale of 2mm:1ft". As it is keen to stress, 2mm scale is the smallest practical finescale standard and one that is really for modellers.

A key benefit for its members is the extensive range of products in its shop which includes a wide range of scale rolling stock wheels which are very competitively priced at £1.50 per axle, alongside the drop-in locomotive wheels featured in this article.

Whilst 2mm finescale modelling might not be to everyone's taste, membership is beneficial for all D&E

modellers working in 'N' gauge whether they wish to have a go at 2mm scale modelling or not. The wealth of modelling expertise matches the well-stocked members' shop and the shop itself stocks a wide range of detailing parts for locomotives and rolling stock, in addition to the wheels.

At the time of writing, standard membership is £20 per annum. The society issues a magazine and newsletter every quarter in addition to access to the shop and modelling expertise. More details of the benefits of membership can be found at [www.2mm.org.uk](http://www.2mm.org.uk).

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Container trains run completely empty from time to time, as was the case when Class 67 No. 67002 *Special Delivery* emerged from Southampton Western Docks with a rake of FCAs on April 2, 2008. FCAs are intermodal wagons built for EWS during 2001 by Thrall Europa at its York site.

# EWS FCA intermodal spine wagons

Several types of bogie wagon built by Thrall Europa for English, Welsh & Scottish Railways (EWS) remain to be offered in model form in any scale, including the 1999-built low deck FAA container wagon and the newer FCA intermodal spine wagon. The latter, which has reached 20 years of service, is the subject of this month's D&E files.

**E**WS invested heavily in new wagons, including large bogie box wagons, ballast wagons and several types intended for intermodal traffic in the late 1990s and early 2000s. One of the more interesting is the FCA 60ft intermodal spine wagon with its unusual container lock securing system.

Capable of carrying three 20ft containers; two 30ft containers and a combination of one 40ft box alongside a single 20ft box, they have been observed loaded with a variety of containers including tanks, dry boxes, shipping containers and specialised commodity containers for materials such as domestic waste, gypsum and other powders. FCAs also see use in MOD container trains from time to time, working alongside KFA wagons.

A total of 400 FCA wagons were built during 2001, each with an individual running number and fitted with conventional draw gear at one end including side buffers. A bar coupling is fitted at the inner end for working in fixed pairs or twins. Numbering is simple, with each wagon in a pair having consecutive numbers from the 610001-610400 number sequence.

## Wagon design

Each wagon in a twin is identical, consisting of a large central spine with outriggers fitted with the container lock positions, similar to the FEA family of wagons primarily operated by Freightliner. Each container lock position can be fitted with a removable lock which is slid into place and



No model of the FCA is yet to be offered, despite the wide range of freight they have been observed carrying which includes chemicals, powders and minerals. FCA No. 610008 was loaded with a specialised powder tank container when photographed at Fouldubs Junction on May 21, 2009.

retained by a vertical metal plate or handle which is painted yellow.

The deck is lower than conventional wagons with raised headstocks fitted with rectangular buffers at the outer ends. Brake

equipment is fitted to the side of the main spine and no safety grab rails are present on the deck. 'National Swing Motion' bogies with tread brakes are fitted to the wagons alongside single-piece wheel sets.



FCAs are frequently observed in Tees Yard loaded with specialist containers. Two 30ft Railfreight Services containers were loaded on FCA No. 610042 on July 11, 2011. They are fitted with top covers to protect the load and possibly prevent dust from escaping when the train is on the move.



FCAs are also used in infrastructure trains, loaded with various modules which can include equipment containers and flat modules for carrying engineering equipment. No. 610303 was photographed at Nairn on August 26, 2020 working as a crane match wagon, complete with jib loaded on a flat ISO module.



FCA No. 610099 was running empty in an engineering train comprising of a crane and FCAs as crane runners and equipment carriers photographed at Nairn on August 26, 2020. The EWS maroon livery has truly faded to a muddy colour 20 years after the wagons were built and the EWS logo has been painted out. Traction was a pair of DRS Class 37s showing that operation is not restricted to EWS and DB Cargo locomotives.



FCAs loaded with gypsum containers as modelled by Accurascale in 'OO' gauge with No. 610247 nearest the camera. The train was heading north through Toton Yard when recorded on February 7, 2007.

When built, the FCAs were finished in EWS maroon with markings in yellow. Dirt and grime soon toned the livery down to a dull hue, with brake dust coating them in a brown colour. Bogies were painted black whilst the wheel sets were often rusty when fitted new. The EWS logo was applied to a small plate on both sides of the wagon.

### General container wagon

The FCA is commonly used in block rakes as a general container wagon and has been commonly observed carrying containers of various commodities, such as gypsum and chemicals, in addition to shipping containers. They have also been observed in engineering and infrastructure use, being loaded with ISO modules designed to carry anything from crane jibs to infrastructure materials.

When operated in general shipping container traffic such as those used for deep sea container traffic, the FCA may be observed working with FAA and FKA wagons, which were built around the same time, alongside the older Railfreight Distribution FIAs inherited by EWS after privatisation, models for which are produced in 'N' and 'OO' gauge by Bachmann.



National Swing Motion bogie as fitted to FCA No. 610379.




Container lock detail alongside data panels of No. 610379.

### Any takers?

Whilst the FCA may appear to be similar to the FEA type of intermodal spine, the latter has, with the exception of a small number used in infrastructure trains, been used primarily in general merchandise and deep sea container traffic. The FCA, on the other hand, sees use on different types of freight and has turned up in mixed trains too making them attractive to modellers. They would be perfect for loading with Accurascale gypsum containers and C-Rail Intermodal container tanks and dry box containers.

FCAs meet many of the requirements of a successful ready to run model for both 'N' and 'OO' gauge, including a large fleet size of 200 twins, only one wagon tooling being required per twin, a wide range of different container traffics and extensive geographical area of use. Livery options are more limited, but that is common to all intermodal wagons where variety is introduced through the choice of container loads.

The tooling technology already exists for this type of wagon model where the middle spine would have to be composed of cast metal for weight, and detailed with plastic fittings. The required adjustment in the spine at the bogies to allow them to swing for operation on second radius curves when fitted with 'OO' gauge wheel sets is a method generally accepted by modellers. 



Outer end of No. 610379 showing the rear of the headstocks and draw gear of the adjacent wagon. The running number is painted on the top surface as well as being applied to the side data panels to assist crane operators with loading containers on the correct wagon.

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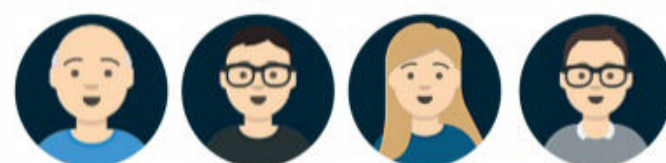
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Displaying the ADB prefix applied in 1975, Class 15 No. ADB 968000 (D8243) is on show to the public during a Stratford depot open day on July 14, 1979. DJS Bailey/  
Creative Commons (CC BY-ND 2.0)



The jubilant graffiti on No. ADB 968001, at an unknown location in the 1980s, is well-placed. The loco is the sole survivor of a once 44-strong Class 15. Hawthorne Collection

# Locos of the RTC

PART  
2a

The full survey of main line locos used by Derby's Railway Technical Centre continues, as **Gareth Bayer** records some of the locomotives whose post-revenue earning service was in an unpowered capacity.

WHEN most enthusiasts recall the departmental locomotive fleet in British Rail days they think of Nos. 97201 *Experiment*, 97403 *Ixion*, the Crewe remodelling Class 40s (Class 97/4s), or the large number of Class 47s transferred to test train service in the late 1980s and early 1990s (see Part 1 of this feature in the April 2020 issue). However, the majority of machines that joined the departmental ranks after withdrawal from the revenue-earning fleet had no powered role, at least not one that required the use of their traction motors.

Most were hidden away from the general public and worked specific roles that often only provided a brief respite before the final visit to the scrapman. These tasks included employment as mobile and static carriage heaters and generators, as 'dead loads' that would simulate much longer trains, training locomotives for apprentices, test units, spares donors and, the ultimate ignominy, stripped of their engines and other equipment to act as power unit test beds or transporters. Despite these insults, departmental service did give preservationists a chance to save types

that might otherwise have been swept away while most people were still mourning the loss of steam, as well as a unique underline or 'cop' for the spotter's book.

## STATIC CARRIAGE HEATING UNITS

**CLASS 15**  
Among the most visible types of departmental motive power that were not used in a tractive role were the numerous examples of carriage heating locomotive, sourced from a wide range of different classes. The first machines to be secured were in late 1969, when Doncaster Works modified four BTH 'Type 1s' (Class 15) after retirement for use as static



Two years before it met its destiny with the scrapyards No. ADB 968002 is at Toton depot in 1980. Its final role here was to act as a 'Christmas tree', providing spare parts for classmate No. ADB 968000. Hawthorne Collection

carriage pre-heaters for new electrically-heated Mk.2 stock, especially the air-conditioned coaches which began to arrive on the Eastern Region in 1971. Nos. D8233, D8243, D8203 and D8237 were renumbered DB 968001, DB 968000, DB 968003 and DB 968002 respectively and joined the departmental fleet between July and December of the same year. The DB prefix was amended to ADB from around 1975.

An early role for No. DB 968001 was as a power supply for an exhibition train for the new air-conditioned stock formed of Mk.2d Nos. TSO E5694 and E5695, FK E13571, Mk.1 SLEP No. M2921 and a cinema coach. However, their normal assignments were usually confined to yards or depots and they could be found at numerous ER locations during their lives, including Bounds Green, Bradford, Colchester, Finsbury Park, Heaton, Holloway, Hornsey, Neville Hill, Norwich and Stratford. They also served on other regions, notably at Bristol, Haymarket, Dundee, Landore (Swansea), Old Oak Common, with the most famous location being No. ADB 968000 at London Marylebone for five years from 1985 to heat charter stock. This BTH had also spent several years at Derby Litchurch Lane in the first half of the decade providing power supply to new Mk.3 sleeper coaches.

By the late 1970s all four had found their way to East Anglia to support the introduction of cascaded Mk.2d stock on London-Norwich trains. However, they were found to be less than reliable by this point and withdrawals began in October 1981 with No. ADB 968003, still in 1960s BR green, which had already been stripped for spares at Colchester. It was cut the same month by Vic Berry, Leicester. No. ADB 968002 at Toton, which had been repainted in plain green at Stratford in 1980, followed in November 1982 after being raided for parts to keep No. ADB 968000 operational. It was scrapped by Marple & Gillott, Attercliffe, in April 1985.

The next month it was the turn of No. ADB 968001, repainted in full BR green in 1979, to be stopped. It was stored at Healey Mills before being acquired by preservationists in 1984 and moved to the erstwhile South Yorkshire Railway at Chapelton. After three decades as a static exhibit, it is currently undergoing restoration to running order at the East Lancashire Railway. Finally, the curtain came down on the career of Marylebone's No. ADB 968000 in March 1990 and it was moved to Vic Berry's the same month. Initially repainted in a rather garish olive green livery in 1979 with BR double arrows, it was in proper green, albeit still with arrows, by 1985.



Now preserved, the unique Metropolitan-Vickers 'Type 2' (Class 28) Co-Bo D5705 was renumbered No. TDB 968006 in 1975 for its new role as a static carriage heater. Shortly after starting that role it is seen in original BR green livery with light grey stripe and small yellow warning panel at Swansea (East Dock) in August 1975. Hugh Llewelyn/Creative Commons (CC BY-SA 2.0)



Former Class 24 Sulzer diesel No. ADB 968008 is parked up with No. 08288 at Newton Abbot on July 15, 1980. The locomotive is now preserved at the East Lancashire Railway. Derek Hoskins/Creative Commons (CC BY-ND 2.0)



Later batches of Class 24 were delivered with headcode boxes, giving them an appearance similar to Class 25. In the summer of 1983 No. TDB 968009 is glimpsed at Reading depot. Steve Knight/Creative Commons (CC BY 2.0)

Despite surviving so long it was not preserved and was scrapped by February 1991.

## CLASS 35

Class 35 No. D7089 managed to survive the great withdrawals of 1971/2 which had seen to all but 21 locomotives of the 100-strong class. Its turn came in May 1973, the locomotive just falling short of its tenth birthday in service. However, it became the only 'Hymek' to be selected for a new life as a carriage heater and was allocated the number TDB 968005 (TDB for the Traffic Department), which was never worn. Modified at its birthplace Swindon and still in blue it was dispatched to Laira (Plymouth) in October 1974 and only saw brief use, if any, before being laid up with 'Westerns' Nos. D1006 *Western Stalwart* and D1050 *Western Ruler*. Retired for good in November 1975 it did not return to Swindon for breaking like so many of its colleagues, but became the only 'Hymek' scrapped at TJ Thomson of Stockton, in February 1976.

## CLASS 28

The story of Metrovick Co-Bo No. D5705 (Class 28) was mostly recounted in the previous instalment (April 2020). Initially taken into departmental stock in December 1968 and renumbered No. S15705 for use as power for test trains, it only lasted five years

# FLEET HISTORY



One of a quartet of Class 31/0 ‘Toffee Apples’ to have a second life as static carriage heaters, No. ADB 968014 was, together with fellow departmental classmate No. ADB 968013, given a special BR green striped livery in 1980 by the paintshop at Stratford, where it is seen in 1985. Hawthorne Collection

on these duties before being sidelined. Its main-line resurrection would prove to be short-lived and it was withdrawn again in November 1973. Fortunately, in January 1975 it was reassigned as a static carriage pre-heater, gaining the new number No. TDB 968006. Allocated initially to Swansea East Dock and Bristol Bath Road, it was retired from this role in September 1977. Stored at Bristol until June 1980 and then at Swindon Works, where it was either forgotten or protected from scrapping, it was purchased for preservation, twice, before finally escaping to Peak Rail in the spring of 1986. It is now at the East Lancashire Railway being restored.

## CLASS 24

As the spread of air-conditioned stock on the Western Region expanded beyond the ability of depots to provide shore supply, there was a requirement in 1976 for a new pair of carriage heating units. At the same time, Class 24s were being withdrawn *en masse*, providing suitable donor locomotives and Nos. 24054 and 24142, both stopped in the July (although stored from May and February respectively), were selected for this duty.



Sadly departmental use didn't provide an escape route into preservation for any of the former Class 31/0 ‘Toffee Apples’. Caught on film at Stratford on October 9, 1982, No. ADB 968016 survived longest, before eventually succumbing to the cutter's torch at Crewe Works in 1985. Phil Richards/Creative Commons (CC BY-SA 2.0)



One of the most well-remembered group of departmental locomotives is the trio of Class 25s converted to provide electric train heating for the then-new Mk.3 stock in Scotland, who were better known by their ETHEL anacronym. No. 97250 (ex-25310) is seen at Perth Railfair on April 13, 1985. Derek Hoskins/Creative Commons (CC BY-ND 2.0)

They were dispatched together to Laira (Plymouth) during August for conversion, the main external modifications being the installation of ETH connections at each end and control equipment on the side of the bufferbeams on the former driver's side (although No. ADB 968009 did later receive a warning bell on its bodyside boiler blanking plates). No. ADB 968008 (24054) was initially allocated to Penzance, while No. TDB 968009 (24142) remained at Laira, both still in faded BR blue. Later WR allocations for the pair include Cardiff Canton, Swansea Maliphant, Newton Abbot, Oxford, Reading and Worcester Shrub Hill. In September 1982 they both moved to Stratford for use in East Anglia. No. ADB 968008 was overhauled and repainted while its sister, given the ADB prefix in 1981, was withdrawn for component recovery. The former No. 24054 moved to Cambridge in December to act as a back up for the existing Class 31/0-based carriage heating units (see below). In the end its use appears to have been minimal and it was retired within weeks of arrival, moving to March before the end of the year. It was preserved in October 1983 and moved to the East Lancashire Railway, which it still calls home. The former No. 24142 was not so lucky. After moving to Healey Mills in March 1983 it was scrapped at Coopers Metals, Brightside, in September 1984.

## CLASS 31/0

Replacing the BTH 'Type 1s' on the Eastern Region were former Class 31/0 locomotives Nos. 31002, 31008, 31013, 31014, which were converted for their new role at Stratford Works during 1977-80 as Nos. ADB 968014, ADB 968016, ADB 968013 and ADB 968015 respectively. No. ADB 968015 was the first and it was among the second group of 'Toffee Apples' to be withdrawn, in November 1976 before being reactivated in July 1977. Initially allocated to the Great Northern, being recorded at Hornsey, Bounds Green, Finsbury Park, it joined the other three examples on the Great Eastern in late 1980 to work with the cascaded air-conditioned rolling stock.

No. ADB 968015 was released after conversion without repaint still in faded BR blue, as was No. ADB 968016 (into departmental stock in October 1980). However, Stratford had something special in store for the other pair. No. ADB 968013, into departmental stock in March 1980, was repainted in BR green with wrap around white stripes, grey roof, full yellow ends, red bufferbeams and BR double arrows ready for the SF open day that July. The final member of the quartet, No. ADB 968014 (into departmental stock in January 1980) was repainted the same way.

Stratford and Norwich were common locations to find them, but they became particularly associated with the seaside outpost of Great Yarmouth, with all but No. ADB 968016 being based there at some point. The opening of the new Crown Point depot at Norwich in October 1982 caused the immediate withdrawal of all but No. ADB 968013, which was retired three months later in January 1983. All were scrapped, with Nos. ADB 968014 and ADB 968016 meeting their end at Crewe Works between May 1984 and June 1985, while Doncaster accounted for the other pair during June and July 1983.



For over four years, the trio of Class 25 electric train heating units worked with diesel loco-hauled services on the West Highland Main Line. On October 17, 1983 ETHEL 2 (No. 97251) is coupled up behind Class 37 No. 37022 at Fort William. DJS Bailey/Creative Commons (CC BY-ND 2.0)

## MOBILE CARRIAGE HEATING UNITS

### CLASS 25/3

The most famous of the carriage heating locomotives were three Class 25/3s converted at Aberdeen Ferryhill in 1983, principally to provide a mobile electric power supply for Mk.3 sleeper stock that had been

recently introduced in Scotland but had no ETH-fitted locomotives yet rated high enough cleared to work with on the Fort William route. Recently withdrawn Nos. 25305, 25310 and 25314 became 97251, 97250 and 97252 respectively between June and October 1983, rather than gaining ADB six-digit numbers. They were painted in an approximation of the blue/grey coaching stock livery, albeit without the white lining, or yellow ends. As a final touch they were named ETHEL 1, 2 and 3, short for 'Electric Train Heat Ex-Locomotive'.



While the former Class 25 ETHELs were a hit among diesel fans, they were hugely unpopular with steam enthusiasts when they were placed immediately behind the steam locomotive on charter tours for a short period in the mid-1980s. Before attracting such disapprobation, ETHEL 3 (No. 97252) is at the rear of the sleeper set as it is dragged out of Fort William station on August 22, 1984. Richard Szwejkowski/Creative Commons (CC BY-SA 2.0)

# FLEET HISTORY

For around four glorious years the trio worked the West Highland Line in conjunction with Class 37/0s before the arrival of enough ETH-fitted Class 37/4s allowed them to be stood down. Happily, the story did not end there. With the general retirement of steam-heated coaching stock the InterCity Charter Unit required the services of two ETHELs (Nos. 97251 and 97252) from the autumn of 1986 to provide power to trains hauled by steam locomotives, which was a fast-growing business, and non-ETH diesel locomotives. Meanwhile, No. 97250 was employed as a static power supply at Derby Litchurch Lane, Oxford and York before being withdrawn again in October 1987.

Nos. 97251 and 97252 both received InterCity Executive livery for their new role along with a protective mesh over the cab front windows (to protect from flying coal). However, they were detested by steam enthusiasts. Despite being painted to blend in with the coaching stock they were clearly still a diesel, plus they were always marshalled behind the steam locomotive so the raspy Sulzer 6LDA28-B engine was always audible. After 1988, No. 97251 appears to have had very little, if any, use and was stored at Old Oak Common, while No. 97252 soldiered on until 1991 when it was replaced by a Mk.1 brake coach fitted with a generator.

All three ETHELs were dispatched to Inverness before the end of the same year for possible reactivation, again for use on Scottish portions of sleeper services, to work with InterCity's unexpected fleet of no heat Class 37s, Nos. 37152, 37221, 37251, 37505, 37510, 37683 and 37685. Unfortunately, it was decided to convert more Mk.1 brake coaches as generator vehicles and the ETHELs remained stored at the Highland capital until the final pair were officially withdrawn in November 1993. There would be no further reprieve and all were moved to MC Metals in Glasgow and cut up in August 1994.

## 'DEAD LOAD' VEHICLES

### CLASSES 35 & 42

Withdrawn in May 1973 and December 1972 respectively, Class 35 'Hymeks' Nos. D7076 and D7096 were taken on in August 1974 by the Research Department for use at the Old Dalby test track in Leicestershire as 'dead load' vehicles as part of a track deformation experiment. They were joined by Swindon-built Class 42 'Warship' No. D832, formerly named *Onslaught*, that had originally been acquired by the RTC at Derby as an APT-P transmission test bed (for which it was allocated the number 97401, but never carried). Once the trials were over, the 'Warship' returned to Derby, while the 'Hymeks' appear to have moved to the Mickleover test track. By 1977 all three had moved to the RTC departmental sidings at Eggington Junction, where they were dumped with 'Clayton' No. S18521 (D8521).

No. D832 was finally withdrawn in June 1979 and preserved soon after, making its debut at the Derby Works Open Day in September of the same year in primer green. Owned by the Bury Hydraulic Group at the ELR, it is currently restored to BR green and outbased at the Severn Valley Railway. The two 'Hymeks' were withdrawn in November 1982 and placed on BR's tender list. No. D7096, by now back at Old Dalby, was considered to be in too poor condition to restore so was purchased as a source of spares for No. D7076, which was acquired by Tim Hanson. The latter arrived at the Bury Transport Museum in February 1983 and currently wears BR blue, while No. D7096 was scrapped at Marple & Gillott, Attercliffe in February 1986.

■ The concluding part of this second instalment covering Derby RTC's unpowered locomotives, including a full table, will appear in the October issue.

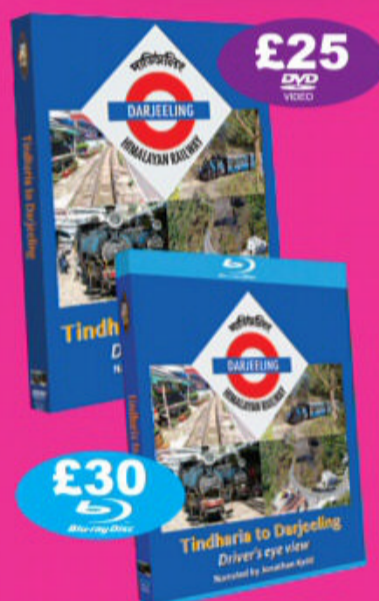


Two Class 35 'Hymeks' entered departmental use as 'dead loads'. No. D7076 was fortunate enough to make it into preservation, and was caught at Toddington on the Gloucestershire and Warwickshire Railway on July 26, 2015. Classmate No. D7096 ended its days as a spares donor for D7076. Rob Hodgkins/Creative Commons (CC BY-SA 2.0)



Celebrating more than 40 years in preservation, former Class 42 'Warship' No. D832 *Onslaught* served some time in departmental use as a 'dead load', just like a couple of its diesel hydraulic cousins, 'Hymeks' Nos. D7076 and D7096. Here it is captured in its preserved existence on the East Lancashire Railway crossing the River Irwell on June 2, 2019. Andrew/Creative Commons (CC BY 2.0)

# Have you ever had the feeling that you'd like to visit Darjeeling?



Right now that's a little difficult of course, but our fabulous video will take you there (before the pandemic) to take a ride over the Darjeeling Himalayan Railway.

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The 2 foot gauge railway was filmed from the front of an iconic B class steam engine during some spectacularly sunny weather in March 2020. You will follow the old Hill Cart Road which twists and turns through the foothills of the Himalayan mountains. This is the second half of the line from Tindharia (roughly half way) to the summit of the line at Ghum and the last few miles to the end of the line at Darjeeling itself



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# Around the UK (by rail) in Seven Days

In the first of an occasional series of reader photo travelogues, **Mike Cooper** decides to explore post-lockdown Britain in summer 2021 courtesy of a seven-day All Line Rover. All words and pictures by the author.



**DAY 0:** Great Anglia Class 720 No. 720537 arrives at Ipswich with the 1Y10 09.02 from London Liverpool Street on June 24.



**DAY 0:** Colas Rail Class 70/8 No. 70816 leads No. 70814 through Doncaster's Platform 1.

My home town of Harwich was not the place to start my Rover as, even though it is a large port with travellers arriving from Europe (in pre-Covid times), Greater Anglia closed its ticket office in 2019 in favour of a solitary ticket machine, so I plumped for Doncaster instead. Having tested positive for coronavirus in early January (thankfully only mildly, although my wife had to spend 10 days in bed) and being double jabbed in February and May, even though the Delta variant was gathering momentum in the country, I still felt confident in my travel arrangement come June 24, when I had my advance ticket to Doncaster. I had a backpack for my camera equipment and daily rations, and a small wheeled-suitcase for my seven-day clothing requirements, come rain or shine – and a supply of face masks for the trains, stations and hotels.

**Ticket Type:** Seven-day All Line Rover  
**Equipment:** Canon EOS 750D, 18-55mm kit lens, Canon 75-300m zoom lens



**DAY 1:** Colas Rail Class 56s Nos. 56113 and 56090 moving through Platform 3 at Doncaster en route to Crewe on June 25.



**DAY 1:** A pair of electric-only 'Azumas' at Edinburgh Waverley, Nos. 801212 and 801217, with the latter ready to take 1E16 15.00 to London King's Cross.





**DAY 2:** View of Inverness station on June 26, looking southwest towards the train shed, with ScotRail Class 158 No. 158721 ready to leave Platform 2 with 1A48 09.02 to Aberdeen, while classmate No. 158711 arrives into Platform 4.



**DAY 2:** CrossCountry 'Super Voyager' Class 221 No. 221136 about to depart Platform 2 at Dundee, with Scotrail Class 170/4 No. 170411 parked in Platform 3.



**DAY 3:** Avanti West Coast Class 390 No. 390121 in Platform 1 at Glasgow Central about to depart with 1M05 09.34 to London Euston on June 27.



**DAY 3:** A sequentially numbered pair of TfW Class 175s Nos. 175008 and 175007 in Platforms 9 and 10 at Crewe, the former DMU having arrived from Holyhead and the latter on its way to Chester.

Hotels were booked at a rough average of £50 per night. My rover was a worthwhile, enjoyable, and, I purport, cost-effective trip, with a wide variety of locomotive traction viewed and more than 800 photographs taken. Those presented here are just a tiny selection.

The downsides were two-fold. Firstly, wearing a face mask for upwards of 10 hours a day on trains and station platforms was uncomfortable, although I appreciate this protocol was necessary and the majority of people were also following these instructions, too. The second was having to wheel my suitcase around with me on station platforms.

However, there were definitely benefits to travelling under Covid-19 restrictions with fewer fellow passengers – I had a seat by a window on all of my journeys, and that dreaded suitcase was easily stored in the luggage areas! [B](#)

ARE YOU PLANNING A JOURNEY?

IF you are considering embarking on a rail-based trip anywhere in the UK and wish to share your experience, *Rail Express* would like to hear from you! Whether you have a single day trip, a multi-day excursion or a week-long extravaganza in mind using one of the huge range of UK rail rovers, you simply need to keep a record of your journey, along with the images you have taken en route. Email [railexpresseditor@mortons.co.uk](mailto:railexpresseditor@mortons.co.uk) with an outline of your itinerary and to find out more.



**DAY 4:** DB Cargo Royal Mail EMU Class 325 No. 325013 passing through Platform 4 at Stafford on its way to Willesden Depot.



**DAY 4:** An unusual coupling with DRS Class 68 No. 68033 leading GBRf Class 66/7 No. 66705 *Golden Jubilee* through Stafford with a couple of flats from Crewe to Bescot Engineers' Sidings on June 28.



**DAY 5:** Now with Freightliner, Class 59/0 No. 59004 *Paul A Hammond* waits to leave Westbury with the 7B12 Merehead Quarry-Wootton Bassett loaded stone consist on June 29.



**DAY 5:** A view of Eastleigh Arlington Depot sidings on June 29, with a converted ROG Orion parcels service Class 319/3 No. 319373 in the centre.



**DAY 5:** South Western Railways newly-introduced Class 701 No. 701022 at Eastleigh station with a test run to London Waterloo on June 29, due off at 19.00.



**DAY 6:** The first of its class and SWR Class 450 No. 450001 is still presenting the former South West Trains livery as it comes through Eastleigh's Platform 3 on June 30.



**DAY 6:** On June 30 GBRf Class 66/7 No. 66789 *British Rail 1948-1997* moves slowly through Eastleigh's East Yard.



**DAY 7:** EMR Class 222 No. 222101 arrives into the lush foliage (!) of Sheffield's Platform 2 at 11.59 on July 1 with 1C47 from London St. Pancras.



**DAY 7:** DB Cargo Class 67 No. 67012 in Doncaster West Yard on July 1.



**DAY 7:** TransPennine Express Class 185 No. 185133 about to leave Doncaster on July 1 with the 12.42 service to Manchester Piccadilly.

## BOOK CORNER

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No. D1015 *Western Champion*, also guising as D1040 *Western Queen*, heads the return 'The Cornishman' charter, the 16.11 from Penzance-Tame Bridge Parkway, during Penzance's Maze Day celebrations on June 26, 2014. Across the platforms, a FGV HST awaits its next working to London Paddington. Jack Boskett

## DTG's *Western Champion* returns to main line action

September date pencilled in for the welcome comeback of the ever-popular 'Thousand'.

AFTER nearly five years away from main line duty, the Diesel Traction Group's Class 52 No. D1015 *Western Champion* is scheduled to be back on Network Rail metals on September 25 when it will be one of the locomotives in charge of Pathfinder Tours'

'Champion Torbay Express'. This is booked to start at Eastleigh (with a GBRf Class 66/7) to Bristol, where the 'Thousand' will come on for the run to Kingswear.

*Champion's* last main line sortie was on December 17, 2016, heading 'The Yuletide East Yorkshireman' from Swindon, Kidderminster (where the Class 52 came on) through to Scarborough. It was on the return trip that Maybach 'B' engine failed, the special continuing on one power unit.

In recent months, an overhauled MD655 unit has been lifted in at Kidderminster and a multitude of items given attention. These include the periodic testing of the air receivers, a replacement tube stack (part of the transmission heat exchanger) and attention to the paintwork.

Testing of the locomotive continues on the Severn Valley Railway prior to No. D1015's much-heralded return to the main line. **E**

### Dive-under delight

UK RAILTOURS' 'The York Deviator', currently due to run on October 9, is expected to be one of the first charter trains to use the new dive-under at Werrington, three miles north of Peterborough – this is where the Spalding 'Joint' line diverges. Tracklaying took place on the two-track section at

the end of July. The southern junction of the dive-under is called Marholm Jn (after a village one mile away), while the northern junction with the existing 'Joint' line is named Glington Jn (again named after the village one mile away).

**RARE TRACK**

### A date to remember

RAIL EXPRESS' last Railtour column erroneously gave the date of Retro Railtours' jaunt from Chesterfield to Ravensglass and Whitehaven using a pair of Rail Operations Group Class 37s as August 29. Not so, it is Saturday,

August 28. The compiler tenders apologies and blames 'age problem!' For late availability, contact Retro on 0161 330 9055 or email: [info@retrorailtours.co.uk](mailto:info@retrorailtours.co.uk)

**VINTAGE TRACTION**

### 'Chopper' and 'Deltic' appetisers

LOCOMOTIVE SERVICES is operating two charters under its Inter-City banner, using two Class 20s and a 'Deltic'.

**Saturday, November 20**  
**'The Jolly Slateman'**

Derby, stations to Crewe and Chester to Blaenau Ffestiniog and Llandudno. One of LSL's Class 37s will also be officiating on this tour. This is an all First Class tour using Mk.1s.

**Wednesday, December 1**  
**'The Deltic Delight'**

Wolverhampton, stations to Warrington Bank Quay to Newcastle via Tyne Valley line. Return is via York and Huddersfield. This is an all First Class tour using Mk.3s.

**VINTAGE TRACTION**

Class 40 return

CLASS 40 Preservation Society's No. 40145 is nearly ready to return to main line action. Furthermore, it will be in its original guise – as D345 in all-over green.

The locomotive has been receiving considerable attention and a repaint at Locomotive Services' Crewe depot. Repaint done, the 'Whistler' will move into the depot to have windows fitted and much of its electrical equipment reconnected and tested, including the On-Train Monitoring Recorder (OTMR).

The locomotive's first appearance in its green guise once more will be at the East Lancashire Railway's Diesel Gala on Friday/Saturday September 17/18. However, its main line return must wait a little longer and is currently scheduled to take place on Saturday, October 30, when, with D213, both 'Whistlers' are booked by Locomotive Services to run a Preston-Plymouth charter, working in multiple. Such an occurrence is last believed to have taken place in the mid-1980s.



Class 40 Preservation Society's No. 40145 is due to return to the main line in October, fronting a railtour in its original livery as D345. In that colour scheme it rests at Rawtenstall on the East Lancashire Railway on July 10, 2018. foundin\_a\_attic/Creative Commons (CC BY 2.0)

Covid still wreaking havoc with tours

THE 'Here, There & Everywhere, Yet Again' tour, planned by Pathfinder Tours on July 30/31, was postponed with only five days' notice by DB Cargo (operator), due to staff shortages caused by the need to self-isolate to comply with Covid regulations. DBC stated: "Due to an increase in the number of colleagues either off ill or self-isolating due to Covid-19, it is with regret that DB Cargo UK has had to cancel a planned two-day charter service due to run this coming weekend. This is not a decision we have taken lightly and we would like to apologise sincerely for the disappointment and disruption caused to Pathfinder Railtours' passengers. We will work with Pathfinder to rearrange the planned charter as soon as is practicably possible."

FORTHCOMING DIESEL/ELECTRIC TRACTION TOURS FOR SEPTEMBER

Date	Tour Name	Route	Motive Power	Promoter
1	Chatsworth House	London Victoria-Chesterfield	DBC Class 67x2	BBP
2	This Time it's Personal Day 1	London Victoria-London Gateway-Harwich-Wembley-Euston	GBRf Class 66, 73/9x2	GBRf
3	This Time it's Personal Day 2	London Euston-Wembley-Eastleigh-Acton Lane-Euston	GBRf Class 73/1, 59, 08, 73/1	GBRf
3	Golden Age of Travel	London Victoria-Kent circular	DBC Class 67x2	BBP
3	Torquay at Leisure	Swansea, Cardiff, Newport-Torquay, Paignton	WCRC Class 47/57	WCRC
3/4	This Time it's Personal Overnight	London Euston-Birmingham-Bromsgrove-Mossend-Glasgow	Class 86, GBRf 73/1x2, 92, 20x2	GBRf
4	This Time it's Personal Day 4	Glasgow Exhib. Centre-Oban-Mossend-Newcastle-Carlisle	GBRf Class 20x2, WCRC 33, LNER 91, 60	GBRf
4	Classic Afternoon Tea	Hereford, Newport, Cardiff-Tenby	WCRC Class 47/57	NB
4	Settle & Carlisle Circular	Stoke on Trent, stations to Leyland-S&C avoiding Carlisle	LSL Class 47x2	SR
5	This Time it's Personal Day 5	Carlisle-Preston-Bescot-Soho-London Paddington	GBRf 66, CFA 50x3, 66, 69	GBRf
5	Torquay at Leisure	Birmingham, Cheltenham, Gloucester-Torquay, Paignton	WCRC Class 47/57	WCRC
8	Champagne Afternoon Tea	London Victoria-Surrey Hills circular	DBC Class 67x2	BBP
8	Cambrian Coast Express II	Bristol, stations to Wellington-Pwllheli	DBC Class 67 & NR Class 97x2	PT
10	Scarborough at Leisure	Llandudno, Chester, Crewe, Manchester-Scarborough	WCRC Class 47/57	NB
10	Rail Ale Festival Shuttle	Sheffield-Barrow Hill Roundhouse-Sheffield	37510 & Class 57	ROG/RR
11	Great British Seaside: Hastings	London Victoria-Hastings	DBC Class 67x2	BBP
11	Settle & Carlisle Circular	Scarborough, stations to Skipton-S&C avoiding Carlisle	LSL Class 47x2	SR
11	Only Freight Track and Horses	London Paddington-Tytherington Quarry, Westerleigh	Freightliner Class 66, DBC Diesel tba	UKR
11	Galloway Fifties	Tame Bridge Parkway, stations to Carlisle-Stranraer	CFA Class 50 50007 & 50049	PT
11	Rail Ale Festival Shuttle	Sheffield-Barrow Hill Roundhouse-Sheffield	37800 & Class 57	ROG/RR
17	Murder Mystery Lunch	London Victoria-Surrey Hills circular	DBC Class 67x2	BBP
17	Harrogate: Victorian Spa Town	Birmingham, Derby, Nottingham, Sheffield-Harrogate	WCRC Class 47/57	NB
18	Arundel Castle	London Victoria-Arundel	DBC Class 67x2	BBP
18	York at Leisure	Telford, Shrewsbury, Crewe-York	WCRC Class 47/57	NB
18	Mazey Day Cornishman 2021	Birmingham New Street, stations to Bristol-Penzance	GBRf Class 66 & CFA 50007 & 50049	PT
18	Settle & Carlisle Coastal Statesman	Milton Keynes, stations to Hartford-S&C-Cumbrian Coast	LSL Class 47x2	SR
22	Historic Bath	London Victoria-Bath	DBC Class 67x2	BBP
22	Edinburgh Explorer Statesman	Wolverhampton, station to Lancaster-Edinburgh	LSL Class 47x2	SR
23	Chelsea Flower Show	Manchester, Stoke on Trent, Birmingham-London Euston	WCRC Class 57	NB
25	Cornish Coastal Pullman	Swansea, stations to Bristol-Penzance	LSL HST	MP
24	Dinner hosted by Michael Roux Jr	London Victoria-Surrey Hills circular	DBC Class 67x2	BBP
25	Champion Torbay Express	Eastleigh, stations to Bristol-Kingswear	GBRf Class 66 & DTG Class 52 D1015	PT
25	Shrewsbury in Autumn	London King's Cross, Potters Bar, Stevenage-Shrewsbury	DBC Diesel tba	UKR
26	Sunday Lunch to North Wales	Birmingham, Coventry, Wolverhampton-Holyhead	WCRC Class 47/57	NB
25-27	Lord of the Isles Statesman	Ely, stations to Leeds-Inverness, Kyle of Lochalsh	LSL Class 47x2	SR
29	Highclere Castle	London Victoria-Newbury	DBC Class 67x2	BBP
29	North Wales Pullman	Skegness, stations to Sleaford-Llandudno	WCRC Class 47/57	WCRC
30	Historic Oxford	London Victoria-Oxford	DBC Class 67x2	BBP

Promoter codes: BBP – British Belmond Pullman, MP – Midland Pullman, NB – Northern Belle, PT – Pathfinder Tours, ROG/RR – Retro Railtours on behalf Rail Operations Group, SR – Statesman Rail, UKR – UK Railways, WCRC – West Coast Railways.

## Express Mailbag

Your letters, emails, feedback and other comments are always welcome. Contact us at: *Rail Express*, Media Centre, Morton Way, Horncastle, Lincolnshire LN9 6JR; or email: [railexpresseditor@mortons.co.uk](mailto:railexpresseditor@mortons.co.uk). The editor reserves the right to edit all letters, and the views expressed here are those of the writer and do not necessarily reflect those of the magazine.



### HST HEART TO HEART

WITH all the interest lately about HSTs, I was looking through my photos and came across the one I enclose. I have not seen any photos similar. It was taken on Tuesday, June 25, 1982 at Leeds City station. The loco is 46033 on the 09.55 to Newcastle and the HST is on the 10.00 to Plymouth with power car 43198 (in view) trailing. It took my interest because of the large heart and the words HEART-LINE over the cab window. I'm sorry, but that is all the information I have.

**Richard Cresswell**  
Wakefield

*Can any reader shed more light on these unusual graphics? Ed*



### STARS AND STRIPES

HERE is a picture taken of a train on display at the Battlefield Line in Shackerstone, Leicestershire. The British Rail Class 25 diesel electric locomotive D7523 is named after the 35th president of the United States, John F Kennedy. Being a big follower and admirer of the late president, I had been meaning to see it for a long time, but for a while it was based at the West Somerset Railway before being acquired by Battlefield (via the Epping Ongar Railway). I managed to wangle this photograph through the assistance of a friendly curator at the museum, as it was in a siding away from the main collection. It is a little sad that the engine is in need of some loving care and restoration, but in a few years it may be back in pristine condition and another trip there will be on the cards.

**Mark Dabbs**  
Wallsall



### YOUNG SNAPPER

I AM 10 years old and have attached some of my best railway photographs. I will be spending the summer developing my photography skills with the aid of my new (Nikon D3400) camera, so there will be much more to come! You can also view my photographs and blog on [lwrail.com](http://lwrail.com). All of the content is written and produced by me.

**Lewis Kane**  
By email



*We wish you many happy hours with your new camera, Lewis, and look forward to seeing the results. A couple of the images you sent are: (above left) LNER Azuma 800101 heading south through North Queensferry with the 07.52 Aberdeen to London Kings Cross service on June 26; and (above right) DB Cargo 66127, still in EWS maroon and yellow livery, heading east through MetroCentre with the 10.25 Carlisle New Yard to Tees New Yard on June 3. Ed*



### BOGIE MYSTERY

THE Ivatt Diesel Re-creation Society has received a photo from Andy Walker of bogies from Class D16/1 10000 at Carlisle depot on July 12, 1968. Given that 10000 was scrapped in January of that year, the questions arise – why and how the bogies made their way to Carlisle?

The bogies fitted to Class D16/1 were very similar to those fitted to Class Em2 and the Class 600 Warships, but there are small detail differences which let us confirm that these bogies are indeed from 10000/1. Given that we have a photo of 10001 in a scrapyard with its bogies in the summer of 1968, we can be certain that these are from 10000.

It has been suggested that they were there to be used as accommodation bogies, or in connection with Workington steelworks. However, information is scarce. If any reader has knowledge about this, the IDRS would be grateful to receive it.

**Andrew Hoseason**  
By email

*If you can help, please contact Rail Express and we will forward the information. Ed*

### EVERY LITTLE HELPS

I'M surprised you haven't done a feature on the rail network Tesco uses. Its trains seem to be going all over the country now, connected to that about a feature on DIRFT. A new bridge has just been put in place to extend the rail complex even more. Both these subjects could be linked. Would make a good feature?

**Dave Williams**  
By email

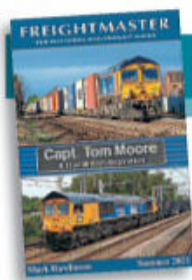
*We are considering a whole raft of in-depth new features for the magazine, including modern freight flows, so your Tesco suggestion would fit in well there, thank you. We are always pleased to receive ideas about any part of the magazine. Ed*



### abc Rail Guide 2021 Supplement

By Pip Dunn  
Published by Crecy Publishing  
[www.crecy.co.uk](http://www.crecy.co.uk)  
80 pages, colour, PDF. Free

THE last edition of this popular guide to the UK rail scene was published in December 2020, and lockdown restrictions meant that many readers were unable to take their guide with them as travel opportunities were severely curtailed. However, now that restrictions are easing, many are returning to the rail network and Crecy has therefore provided a digital supplement to bring the guide up to date in summer 2021. The style and comprehensive content is consistent with the print guide, with additional information focusing on Irish railways, London Transport and light rail systems. Best of all, the supplement is free and can be delivered to your inbox by emailing [railguide2021@crecy.co.uk](mailto:railguide2021@crecy.co.uk)



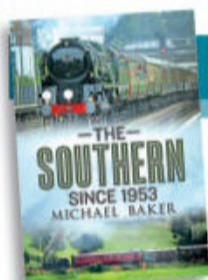
## Freightmaster PDF

By Mark Rawlinson  
Published by Freightmaster Publishing  
[www.freightmasterpublishing.uk](http://www.freightmasterpublishing.uk)  
145 pages, colour, PDF. £11.50

FREIGHTMASTER has long been the gold standard for current information about loco-hauled rail freight movements, and the decision to move to an online-only format at the end of last year met with a generally positive response. However, aficionados of the former print product will be pleased with this compromise (updated quarterly) that delivers information in a traditional book layout, but in a digital format. Workings, many over a 24-hour period, are covered at about 80 geographic locations across the UK (compared with more than 110 in the online version). As well as traditional freight flows, some loco-hauled passenger workings (notably Chiltern Mainline and TPE Class 68 turns, as well as GWR 'Night Riviera' sleepers) are also included. One of the biggest attractions of Freightmaster data is accurate and full headcodes. This information is often not available on open-source train reporting platforms, and although it can be found elsewhere online, there is considerable value to having it consolidated in a single publication.

## CORRECTION

ON page 16 of the last issue (August), an image of No. 08645 *St Piran* was incorrectly credited. The photo was taken by Andrew Triggs. Apologies to both parties for this error.



## The Southern Since 1953

By Michael Baker  
Published by Fonthill Media  
[www.fonthillmedia.com](http://www.fonthillmedia.com)  
160 pages, B&W/colour, paperback. £20.00

READERS hoping for a detailed chronological analysis of development within the area covered by the former BR Southern Region will not find it in this book. Instead, however, Michael Baker has produced a wonderful potpourri of images, old and new, scattered randomly throughout the publication. Why the author chose 1953 as a starting point rather than the perhaps more logical nationalisation date of 1948 isn't clear, but this album provides an impressive medley of contrasts – from the young trainspotters crowding round a Class 24 at Ashford in 1959 to the low-key commuters standing in the background at London Bridge while a 'Networker' pauses in front of the iconic Shard skyscraper.

Definitely a book to dip into rather than a cover-to-cover read, but a fascinating selection nonetheless of images covering part of the UK rail network that has changed more significantly over 60-plus years than many will realise.

! Full disclosure: This review was based on a digital copy of the publication, so we have been unable to assess print and production quality.



## Got something for review?

Send books, DVDs or other items to the editor at: *Rail Express*, Media Centre, Morton Way, Horncastle, Lincolnshire LN9 6JR



**RAIL EXPRESS**  
@railexpress

Happy 20th Birthday Voyager!!  
@Central Rivers 🎂🍰



**David Harries**  
@DaveHarries  
I would be happier if they were a bit less... er... fragrant on board. Happy birthday, though.



**RAIL EXPRESS**  
MAGAZINE

HOT off the press from [Mortons Books!](https://www.mortonsbooks.co.uk/)  
This book tells the story of Bristol-area railways over the last 50 years, featuring exceptional photographs taken by rail employees which give a unique insight into railways around Bristol and the surrounding areas.



## Covid-19 'Pingdemic' hits rail services throughout the UK

RAIL operators and Transport for London (TfL) are cutting services because of the [rising number of staff self-isolating](#). Reduced timetables have been introduced on railways across England in an attempt to improve reliability after a spate of last-minute cancellations.



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**RAIL EXPRESS**  
@railexpress

Great afternoon @CreweHC catching up with old traction/rolling stock friends. Still closed to public but may be open end next month. Big thanks to Mike Lenz and team.



**Dave Kirwin**  
@DaveKirwin  
They really could do with some undercover protection for their exhibits.



**RAIL EXPRESS**  
@railexpress

I'm sure they agree with you. APT aside, this is being looked into.



**Dave Kirwin**  
@DaveKirwin  
Oh good, I know it's easy to say they should be under cover but fully realise the huge cost it would entail.



**That tall bloke**  
@BlackCatMini  
Good news – I am today driving the shuttle service between Norwich and Yarmouth across my favourite bit of line past the legendary Berney Arms! Now if I could just remember if the yard controller said "take the 08" or "take the unit on 8" 🤔



**M&GNJRS**  
@MGNJointRailway  
The official ex-works photo of our Class 31.



Celebrating our 21<sup>st</sup> Birthday in August 2021

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## 00 Gauge (1:76 Scale)

### Steam locos



R3861 Class 8P 'Merchant Navy' 4-6-2 35017 "Belgian Marine" in BR green early emblem (Hor) ..... £188  
OR76J27001 Class J27 0-6-0 1010 in LNER black (Oxf) ..... £94  
OR76J27001XS Class J27 0-6-0 1010 LNER black - Digital sound fitted (Oxf) **NEW** £179



OR76J27002 Class J27 0-6-0 65837 in BR black early emblem (Oxf) **NEW** £94



H4-P-016 SECR P Class 0-6-0 31556 in BR black early emblem (Hat) (RRP £99) ..... **BARGAIN** ..... £84

### Diesel locos



2536 Class 25/3 25155 in BR Blue single central double arrows and headcode blinds - weathered (Hel) ..... £161.46



3463 Class 33/0 33023 in BR blue grey roof and orange cantrail stripe - weathered (Hel) **NEW** ..... £143.65



3458 Class 33/0 33025 in BR Civil Engineers 'Dutch' grey and yellow - weathered, marks where nameplates & crests removed (Hel) **NEW** £143.65



3459 Class 33/0 33029 in Direct Rail Services blue (Hel) **NEW** ..... £135.15



3462 Class 33/0 D6508 "Eastleigh" in 1990s BR green small yellow panels (Hel) **NEW** ..... £135.15



3451 Class 33/0 D6515 "Lt Jenny Lewis RN" in BR green small yellow panels - as preserved - Ltd Ed for Olivias Trains (Hel) ..... £159



H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" (Hat) (RRP £150) ..... **BARGAIN** ..... £119



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150) ..... **BARGAIN** ..... £119



H4-66-024 Class 66 66727 in GBR/First group "Andrew Scott CBE" (Hat) (RRP £150) ..... **BARGAIN** ..... £119



H4-66-033 Class 66 66743 in GBR/Royal Scotsman (Hat) (RRP £150) ..... **BARGAIN** ..... £119



R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor) ..... £158

### Electric locos



8655 Class 86/0 86036 in BR blue (Hel) ..... £161.46



8651 Class 86/0 E3114 in BR blue small yellow panels, blue bufferbeams and lion on wheel emblem (Hel) ..... £161.46

### DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) ..... **BARGAIN** ..... £89



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) ..... **BARGAIN** ..... £99



19400 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and shirtbutton emblem (Hel) **NEW** ..... £160.65  
19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem (Hel) **NEW** ..... £160.65  
19403 GWR AEC diesel railcar W20W in BR crimson and cream dark grey roof and white cab rooves (Hel) **NEW** ..... £160.65



19402 GWR AEC diesel railcar W21W in BR crimson and cream grey roof (Hel) **NEW** ..... £160.65

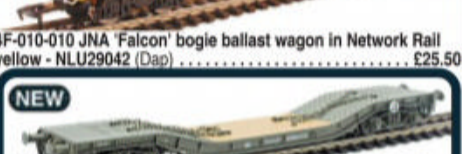


19405 GWR AEC diesel railcar W26W in BR green speed whiskers grey roof (Hel) **NEW** ..... £160.65  
19404 GWR AEC diesel railcar W32W BR green speed whiskers white roof (Hel) **NEW** £160.65

### Wagons



OR76TK2007 12 ton tank wagon "BP British Petroleum/Shell" (Oxf) ..... £18.50  
4F-010-009 JNA Falcon bogie ballast wagon Network Rail yellow - NLU29008 (Dap) ..... £25.50



4F-010-010 JNA 'Falcon' bogie ballast wagon in Network Rail yellow - NLU29042 (Dap) ..... £25.50



OR76WW001B Warwell A Ministry Of War Transport MS1 (Oxf) **NEW** ..... £28.50

### Track - Code 100 Streamline

SL-100 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ..... £3.60  
SL-100 Pack of 25 (Pec) ..... £90  
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3.60  
SL-102 Pack of 25 (Pec) ..... £90

### Track - Code 75 Finescale

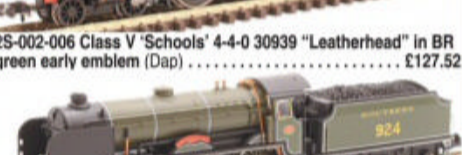
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) ..... £4.50  
SL-108F Box of 25 (Pec) ..... £112  
SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ..... £3.70  
SL-100F Pack of 25 (Pec) ..... £92

## N Gauge

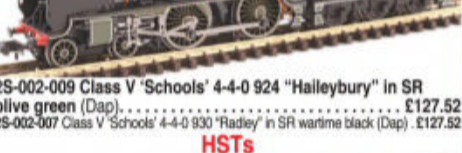
### Steam locos



25-002-010 Class V 'Schools' 4-4-0 30915 "Brighton" in BR green late crest (Dap) ..... £127.52

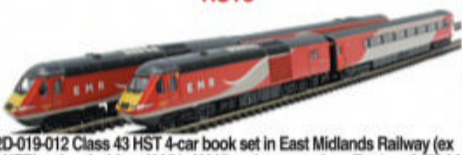


25-002-006 Class V 'Schools' 4-4-0 30939 "Leatherhead" in BR green early emblem (Dap) ..... £127.52



25-002-009 Class V 'Schools' 4-4-0 924 "Haileybury" in SR olive green (Dap) ..... £127.52  
25-002-007 Class V 'Schools' 4-4-0 930 "Radley" in SR wartime black (Dap) ..... £127.52

### HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches (Dap) ..... £175.94

### Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car BIMU IET 'Azuma' 800209 in LNER (Kat) ..... £178



K10-1671 Class 800/0 5-car BIMU IET 800021 in GWR green (Kat) ..... £178

### Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ..... £3.20  
SL-300 Pack of 25 (Pec) ..... £80

## O Gauge (1:43 Scale)

### Steam locos



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750) **BARGAIN** ..... £579



H7-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750) ..... **BARGAIN** ..... £579

### Diesel locos



4033 Class 50 50019 "Ramillies" in BR departmental 'Laira' blue - weathered (Hel) **NEW** ..... £619.65



4029 Class 50 in BR large logo blue black roof - unnumbered (Hel) **NEW** ..... £594.15

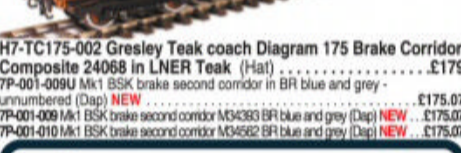


4032 Class 50 in revised Network SouthEast light blue - unnumbered (Hel) **NEW** ..... £594.15

### Coaches



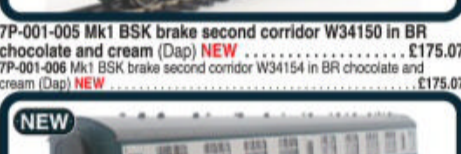
H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak (Hat) ..... £179  
7P-001-009 Mk1 BSK brake second corridor in BR blue and grey - unnumbered (Dap) **NEW** ..... £175.07  
7P-001-009 Mk1 BSK brake second corridor M34383 BR blue and grey (Dap) **NEW** ..... £175.07  
7P-001-010 Mk1 BSK brake second corridor M34662 BR blue and grey (Dap) **NEW** ..... £175.07



7P-001-005 Mk1 BSK brake second corridor W34150 in BR chocolate and cream (Dap) **NEW** ..... £175.07  
7P-001-006 Mk1 BSK brake second corridor W34154 in BR chocolate and cream (Dap) **NEW** ..... £175.07



7P-001-205 Mk1 SK second corridor M25362 in BR blue and grey (Dap) **NEW** ..... £175.07  
7P-001-203 Mk1 SK second corridor W24164 BR chocolate and cream (Dap) **NEW** ..... £175.07



43CCD002 Ford Cortina MkII Crayford Convertible Ermine White/Green (Oxf) **NEW** £22.50

## Any or Multiple Scales

### Digital decoders

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ..... £20  
R8249 Box of 6 (Hor) ..... £130  
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ..... £17  
DCR-8PIN-Direct Box of 5 (Hat) ..... £77  
DCR-8PIN-Direct Box of 10 (Hat) ..... £136

### Digital controllers

524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) ..... £159.50  
DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) ..... £310

