

INDUSTRIAL RAILWAY SOCIETY

Founded 1949



Celebrating 75 Years



IRS

Registered Charity No. 1177413



E-Bulletin

No. 1135
January 2025

E-Bulletin 1135 - January 2025

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BULLETIN INFORMATION

Editor	Martin Shill
Address	Spring Cottage, Hilcop Bank, Aston, Wem SY4 5SB
Email	bulletin@irsociety.co.uk
Editorial Assistant	Richard Sherwood
IRS Website	www.irsociety.co.uk
Bulletin 1135	This is accompanied by: <ul style="list-style-type: none">➤ 1136 Overseas Bulletin January 2025➤ 1137 Teesside List 1 January 2025➤ 1138 19EL Amendment List 1 January 2025➤ 1139 19EL Amendment List 1a Postcode index correction leaflet➤ 2025 Book Sales Catalogue
Photos	Topical photos for inclusion in the Bulletin are welcome. For digital photos reduced size images are acceptable - minimum resolution 1000 x 1500 pixels. Please e-mail to bulletin@irsociety.co.uk .
Next Bulletin	March 2025 – items for inclusion should reach the Editor by 10th February . The digital versions of the Bulletin should be available by 5th March . Even if you don't receive the email with the Newsletter notifying you of this, you should still be able to view or download them on or after that date by logging in on the E-Shop Members page.
Cover Photo	The closure of the Bord na Móna system has seen a number of their locos acquired by the heritage sector, including some imported to mainland UK. This group, recorded by <i>Mark Hambly</i> perched on 2ft gauge wagons at a soggy Statfold on 16 th November, evidently brought Irish weather with them. BnM "Heavy Haul" rebuild LM407 heads the line-up, followed by Wagonmasters LM319 (HE 8926), now owned by <i>Ted McAvoy</i> but temporarily stored at Statfold, LM200 (HE 6233 - the earliest Wagonmaster still in original condition), and LM334 (HE 8941), one of the final batch delivered in 1981. Missing from this group is a representative of the cardan shaft 4WDH design produced by Hunslets as the successor to the Wagonmaster – instead LM407, in its current form, represents the final development of that line.

MEMBERS



New Members

Please welcome *Dave Humphries, Andy Linford, Royston Morris, Reginald Pauffley, Adam Saunders, David Senior, Roy Thurley* and *Philip Tugwell* who have joined the IRS recently. Please also welcome back *Gareth Roden* who has rejoined after a short absence.

DECEASED MEMBERS

We have been notified of the death of *Geoffrey Tribe* who passed away following a short illness. Our condolences go to his daughter *Zoe* and all his family and friends.

SUBSCRIPTION RENEWALS

These January Bulletins will be the last issued to those members whose subscriptions expire in December 2024 and who do not renew. The IRS Chairman, Ian Bendall, wishes to thank all those who have renewed promptly, and it is very humbling that so many members have volunteered an extra donation, which by the beginning of December had reached, including gift aid, more than **£780**. Every penny will go to promoting the objectives of the Society, and its publications, several of which are nearing completion.

If you are due to renew, but have not yet done so, could we ask you to please do so **as soon as possible**, either online at the [E-Shop](#) or by returning the letter sent out with the November Bulletins. Of course, it is understandable that some members will decide not to renew. We thank them for their support and wish them well in the future.

CHANGE OF ADDRESS

A reminder that a member's **change of address or corrections to an address** should be notified by email to subs@irsociety.co.uk or to the Bulletin Editor at Spring Cottage, Aston, Wem, Shrewsbury SY4 5SB. Failure to do so will cause delay to receiving the bi-monthly distribution and adds to the workload of volunteers who have to chase up returned envelopes. Please note that **changing the address on the E-Shop account does NOT change the membership address**. The two address lists are separate (more than half the E-Shop accounts are not members). Therefore if you have an E-Shop account you must change that as well through the 'My Account' tab (at the top right of the screen).

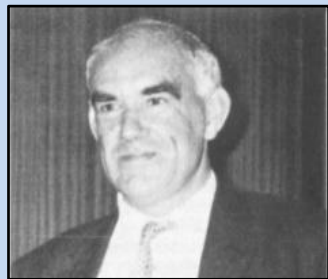
2025 AGM



A date for the diary – the 2025 AGM will be held at the [Chasewater Railway](#) on **Saturday 12th April**. Full details will be included in the March Bulletin, but the intention is that the IRS special will be hauled by one of the two Sentinels there and it is hoped a second steam loco and one of the diesels will be performing on freight trains.

PHOTOGRAPHIC COMPETITION

The Aidan Fuller Memorial Trophy and the Doug Semmens Memorial Trophy



The purpose is threefold - to help us remember two of the Society's pioneers, to attract new photographs for publication, and for fun. The rules:-

1. The contest is for one black-and-white or colour print per entrant per category
 - **Industrial Steam** for the **Aidan Fuller Memorial Trophy**
 - **Industrial Non-steam** for the **Doug Semmens Memorial Trophy**.Industrial locomotives and railcars in preservation are included, but not mainline ones unless they also saw industrial service.
2. The photographs must have been taken by the entrant personally during the **calendar year 2024**.
3. Please do not submit entries that might offend individuals or organisations that cooperated in their taking.
4. The ideal print size is between 6in x 4in and 7½in x 5in, this range being adequate for reproduction. Other sizes may be accepted, 5in x 3½in being the smallest practicable, but the judges will be asked not to give extra credit for size. The main criterion is pictorial merit.
5. The entries will be judged by the members present before the start of the AGM. In the event of a tie, the final judgment will be made by the Chairman of the meeting.
6. The winners will be announced and the awards made during the afternoon. **For security reasons, the trophies will be retained by the Society**, but each winner will also receive a voucher for purchases to the value of £20.00 from the IRS sales stand during the same period. If such purchases were made earlier in the day, a cash refund may be claimed.
7. Entrants agree that their submissions may be published in the **Bulletin** and/or the **Industrial Railway Record** during the following two years. Entrants are requested to agree that their entries may be retained for use in any IRS publication, but that is optional.
8. Please attach, to the back of each photograph, a label giving the entrant's name and address, the caption (including the category if it is not obvious) and instructions to return the photograph in due course or to retain it for use in IRS publications. Alternatively, the same information may be written onto the back of the print, but please do not use fugitive ink which might damage others, and remember that a ball-point pen will probably damage the front.
9. Please do not submit irreplaceable or otherwise valuable prints. Entries are invited on the understanding that their value is that of a "High Street" film-based or digital-based reprint.
10. Entries must be submitted to Rob Pritchard, IRS Photographic Contest Organiser, 9 Ash Close, Malvern, Worcestershire, WR14 2WF by **31st March 2025**. Judging will be by members attending the AGM on 12th April.

NEW PUBLICATIONS

EL Index



**1 to 19EL
INDEX**

Digital Download
Excel Spreadsheet



A new version of the EL index, referencing all entries in the entire series, including 19EL and 19EL Amendment List 1, has been compiled by Guy Tritton and is available as an [online download](#) from the E-Shop at. The price remains unchanged at £12.

This is an Excel Spreadsheet. If you do not have Excel on your computer you will need to download (or use online) a free Excel viewer to read it. Unfortunately it will not be possible to produce a printed version because the format, covering nineteen EL volumes, is far too wide to fit on a page.

ARCHIVE

Archive Opening Days

Due to all the effort and hard work that has gone into relocating the archive into the new building at Statfold we intend to open twice per month, Wednesday in the first week of the month and the third Thursday of each month. Having said that, due to the New Year holiday period January will be Wednesday of the 2nd week (8th January) and then Thursday 16th January. Subsequent dates early in 2025 are 5th February, 20th February, 5th March, 20th March, 2nd April and 17th April.

Please contact Ian Bendall (chairman@irsociety.co.uk) to confirm appointments.

Donations to the Archive

Ron and Rose Beal (per Andrew Waldron)

A collection of some 170 books

Peter Best

Forty-five Yorkshire Engine Co. locomotive drawings

APPEALS

Ruston 48DLZ axle springs

Chris Coombs

I am restoring and, hopefully, completing a project that I started in 1987, based on RH 425798. The axlebox springs that came with the chassis are very tired and not the shape that they were when the loco left Lincoln. I am looking for a spring drawing, or the dimensions of a new spring, or a better set of springs. If you can help please contact Chris Coombs, 07788 194443, or chriscoombes3@hotmail.co.uk.

SOCIETY VISITS

A reminder that there is an email list administered by Huw Williams, which will allow members to be made immediately aware of any visits planned. Please email Huw (huw.williams212@btinternet.com) if you wish to be added to the list. If you are already on the list please remember to inform Huw **if you change your email address**.

We are very keen to increase the number of sites to which we organise visits, but they are difficult to arrange without a known "inside" contact. If any member has such contact information for a site, whether industrial or heritage, which might be of interest to our members for a group visit, Huw Williams would be glad to hear about it. However, please don't try to organise a visit directly on behalf of the IRS. It can lead to confusion if our name is being used and we are not aware of it.

FUTURE VISITS

Transport for London, Acton Museum Depot[19EL/153], 28th January



A guided tour of Transport for London's Acton Museum Depot visit has been arranged for **Tuesday, 28th January at 2pm**. As well as the hall containing the large railway exhibits the storage areas, containing a variety of small items not included in the public open days, will be included in the tour. The collection is huge but we have particularly requested it should include information (drawings, photos) on the shunting locos (steam, diesel and battery). The charge is £12 per head. It is open to non-members but they must also purchase £2 day membership. Payment in advance is required, and will be non-refundable after 13th January. This visit is fully booked but if you would like to be added to the reserve list in case of cancellations please let the Bulletin Editor know (bulletin@irsociety.co.uk).



FACILITY TOURS: BEHIND THE SCENES AT BCIMO



The Black Country Innovative Manufacturing Organisation is a not-for-profit Research and Technology Organisation and operator of the Very Light Rail National Innovation Centre (VLRNIC), a world-class centre for rail innovation based in Dudley in the West Midlands. They have offered the IRS a presentation of their work on 5th March. It will be comprised of a presentation of the VLR concept and other aspects of BCIMO's work, a Q&A session, then a safety briefing and a full site tour. The site tour will be on foot and will include the railway tunnel (for which a hard hat, hi-vis jacket/vest and safety boots will be required). Unfortunately rides along the 2.2km line will not be available. (Those will only be on offer for a Family Day on 25th May aimed at the general public rather than railway professionals). If you would like to join the IRS visit on 5th March the charge is £6 each. Non-members are also required to take out day membership for £2. The maximum number of attendees is thirty and, because of the level of interest expressed by members, initially non-members will be restricted to being guests of members with one per member, although that restriction may be removed if fewer members than expected have booked by 1st February. Bookings can be made online at www.irsshop.co.uk/bcimo, by Paypal to subs@irsociety.co.uk, by bank transfer to Lloyds Bank, sort code 30-65-22 account 80782968, or by cheque payable to Industrial Railway Society and sent to Andrew Smith, 16 Whitborn Close, Malvern, Worcestershire WR14 2SP.

The Black Country Museum is just up the road from the BCIMO site. Group discounts are available for parties of 15 or more, currently charging £19.25 (or £18.25 for seniors) compared to the normal rate of £25.95 (seniors £24.95). As the BCIMO visit should be finished by about midday there would be time to spend the afternoon there. The Manning Wardle is outside the main entrance so you don't need to go in just to see that but there are plenty of other attractions – see <https://bcm.com/>. If you would be interested in going to the Museum please contact the Bulletin Editor (bulletin@irsociety.co.uk) to see if there are sufficient to qualify for the group discount. Payment for that would be cash on the day the booking needs to be confirmed in advance.

IRS DISCUSSION (IO) GROUP



Members are reminded that the IRS has an active on-line discussion group. Membership is currently over 800, and discussions cover a wide range of topics, of both current and historical interest. It is proving very popular as a means of keeping IRS members (and many non members) in touch. To join please either email moderator@irsociety.co.uk requesting an invitation, or follow this [link](#) and click on the "Apply for membership of this Group" button.

SOCIETY CONTACT INFORMATION

Click for the [Society Website](#) or the [E-Shop](#).

Contact Addresses

Role	Name	Address	E-Mail
Chairman	I.R. Bendall	25 Byron Way, Melton Mowbray, Leicestershire, LE13 1NY	chairman@irsociety.co.uk
Hon. Secretary Hon. Technical Librarian	H. Williams	Stamford House, Thornton Street, Barrow on Humber, Lincolnshire DN19 7DG	secretary@irsociety.co.uk
Hon. Treasurer	A.C. Smith	16 Whitborn Close, Malvern, Worcestershire, WR14 2SP	treasurer@irsociety.co.uk
Hon. Sales Officer	S. Geeson	24 Dulverton Road, Melton Mowbray, Leicestershire LE13 0SF	sales@irsociety.co.uk
Hon. Archivist	Vacant		archivist@irsociety.co.uk
Hon. Editor Industrial Railway Record	C. Shepherd	Creak Hill, 1 Easton Lane, Ainthorpe, Whitby, YO21 2LF	editor@irsociety.co.uk
Hon. Bulletin Editor (UK)	M. Shill	Spring Cottage, Aston, Wem, Shrewsbury SY4 5SB	bulletin@irsociety.co.uk
Hon Bulletin Editor (Overseas)	H. Williams	Stamford House, Thornton Street, Barrow on Humber, Lincolnshire DN19 7DG	osbulletin@irsociety.co.uk
Administration Officer	D.A. Kitching	30 Carleton Road, Poynton, Cheshire SK12 1TL	admin@irsociety.co.uk
MEMBERSHIP			
Change of Address	M. Shill	Spring Cottage, Aston, Wem, Shrewsbury SY4 5SB	subs@irsociety.co.uk
All other membership queries	D.A. Kitching	30 Carleton Road, Poynton, Cheshire SK12 1TL	admin@irsociety.co.uk
UK RECORDS OFFICERS			
Hon. Records Officer	R. Waywell	29 Caldbeck Close, Gunthorpe, Peterborough, PE4 7NE	records@irsociety.co.uk
Correspondence	I.R. Bendall	25 Byron Way, Melton Mowbray, Leicestershire, LE13 1NY	hist.records@irsociety.co.uk
Current News – Industry	I.R. Bendall	25 Byron Way, Melton Mowbray, Leicestershire, LE13 1NY	

MoD Locomotives (Current and Historical)	C. Billingham	28 Mill Road, Fareham, Hants, PO16 0TT	c.billinghurst@ntlworld.com
Ex-BR Locomotives In Industry	A.J. Booth	26 Great Bank Road, Herringthorpe, Rotherham, S65 3BT	brlocos@irsociety.co.uk
Northern Ireland & Eire	A.J. Waldron	1 Hazel Pear Close, Horwich, Bolton, BL6 5GS	ireland@irsociety.co.uk
Industrial Rolling Stock and Operations	D. Monk-Steel	15 Chelwood Walk, Holgate, York, YO26 4UH	ops@irsociety.co.uk
EL Production Industrial Railcranes	A.J. Bettaney	24 Albert Road, Fairfield, Stockton – on – Tees, TS19 7EW	railcranes@irsociety.co.uk
Non-Loco Worked Lines Preserved Wagons	G. Feldwick	22A Ropers Lane, Wareham, Dorset, BH20 4QT	nonloco@irsociety.co.uk
Network Rail and Contractors	E.W. Knotwell	35 Hall Drive, Harefield, Uxbridge, Middlesex UB9 6LA	contractors@irsociety.co.uk
Preservation (Current and Historical)	M. Morgan	29 Groby Road, Ratby, Leicestershire, LE6 0LJ	mick.d.morgan@btinternet.com
Modelling	J. Sanders	36 Avondale, Ellesmere Port, Cheshire, CH65 6RW	jeff.ds@ntlworld.com
OVERSEAS RECORDS OFFICERS			
ALL current reports	H. Williams	Stamford House, Thornton Street, Barrow on Humber, Lincolnshire DN19 7DG	osbulletin@irsociety.co.uk
Historical reports:			
Benelux and Indian Sub-Continent	S.D. Darvill	4 Rue de Sainte Tréphine, St Nicolas du Pélem, 22480, France	benelux@irsociety.co.uk
France	E. Fresné	7 Rue de Coatigoff, 29150 Chateaulin, France	france@irsociety.co.uk
Germany & Austria	B. Rumary	25 Kingscombe, Gurney Slade, Radstock, Somerset, BA3 4TH	germany@irsociety.co.uk
Spain & Portugal	R. Waywell	29 Caldbeck Close, Gunthorpe, Peterborough, PE4 7NE	records@irsociety.co.uk
Cuba	G.A. Leach	279 Uttoxeter Road, Mickleover, Derby, DE3 5AF	
China	R.N. Pritchard	9 Ash Close, Malvern, Worcestershire, WR14 2WF	
None of the above			foreign@irsociety.co.uk

INDUSTRIAL NOTES AND NEWS

Compiled by the Editor from reports submitted to the Records Team and reports posted on the IRS IO Group Site.

ENGLAND

Arlington Fleet Services, Eastleigh Works

[19EL/97]

John Dicks and Chris Weeks, 9th November.

08567 JOHN ARLINGTON STEVENS (Crewe /1959), 323 539-7 CHEVIOT (Gmd 4861/1955), 18014 (CE B4660.14/2023) and 18015 (CE B4660.15/2023) were all noted from a public vantage point.

On 19th November *Mike Kennard* noted one of the class 18 locos through an open door of Unit 1; the other was said to be behind it. By 3rd December they were both in the open but had been moved further down the yard:



08567 and 2991 (RH 480692/1962) were busy in the works yard. 01508 (RH 466617/1961) was visible inside the loco shed through the open door.

Ashton Packet Boat Co. Ltd., Guide Bridge

[19EL/154]

John Pitman, 31st October.

An **RCHS** visit.

HE 6012/1960 and a passenger vehicle was giving trips on the upper section of the railway. RH 200761/1941 and WR 7967/1978 (presumed) were giving trips from the bottom to the top. Later DORIS (RH 418776/1958) was dragged out of its shed, repairs carried out, and replaced RH 200761 working the visitor train. RH 200761 then shuttled back and forth at the bottom end between trains. Also in use was a Lister which had arrived about four weeks before (L 10225/1938 assumed). HE 2820/1943 was still under repair in the boat workshop; RH 264252/1952, dismantled, was stored in Adam's loco shed.

Alex Bettaney, 23rd October.

Viewed from Milmoor Lane - the works gates were closed for lunch. In the main yard were 506/1 (AB 506-1/1969 reb AB /1989) and 506/2 (AB 506-2/1969 reb AB /1989), both green/red/yellow; 426 (TH 170V/1966), SECR green; LAURA (AB 646/1979 reb HAB 6767/1990 reb HE /2004), red, at the far end of the yard; and MADDIE (HE 6662/1966), brown. Also present (in the cutting bay) were four DB Cargo Bogie Open MXA wagons.

British Steel (Jingye), Lackeby Works, Middlesbrough**[19EL/230]***Alex Bettaney, 30th November.*

Stabled on the **Concast Sidings throat** were EMMA (TH 281V/1978), dark green, and LADY POTTER (RR 10214/1964), yellow, Ed Murray Hire loco. OOU in the **Slab Bay Loop** were 269 (GECT 5466/1977), 260 (GECT 5429/1977), 265 (GECT 5462/1977), 257 (GECT 5426/1977), 276 SPAWOOD (GECT 5474/1978), 253 (GECT 5416/1976) and 266 (GECT 5463/1977), all Corus yellow/silver except 276 which has SSI branding.

British Steel (Jingye), Scunthorpe Works**[19EL/130]***Justin Edwards, 6th August.*

This information is gathered from photos taken on a Branch Line Society (BLS) tour. The names of the sidings and buildings listed are as on the BLS map of which lines were covered by the tour. The wagons are listed in the order they were recorded. Each paragraph represents a complete line of wagons on a siding. Lettering on individual wagons is provided in quote marks in the style seen on the wagon, ex mainline wagon numbers are given in brackets. Wagons were empty unless marked as having a load, though it was not always possible to tell with open wagons.

General Observations

None of the wagons have any form of handbrake or continuous brake. Instanter and three link couplings seem to be used indiscriminately though most appear to be three link couplings. Most couplings had white spray paint on them which looks like the spray used for dye for non destructive metal testing.

All wagons have roller bearings.

The colour of a wagon is a bit subjective; some listed as brown could be rust coloured. Where the livery is marked as having ends painted white, orange or white/orange the colour is extended from the headstocks onto the sides or frame of the wagon. The orange used seems to have faded quite a lot and a new black and yellow livery has been introduced. Numbers are usually on the wagon frame and are made of individually cut out pieces of metal about 6-8 inches high that are welded to the frame and painted white. In addition many wagons have the number sprayed on the frame, stanchions and sometimes floor in multiple locations.

Abbreviations: SWB=Short wheel base, LWB=Long wheel base. Mainline wagons are described by their TOPS code

227 Loop (on the line between Winn's Sidings and AFRPS Shed)

Four wheel low SWB open 8232, 8104, 8233, 8210, 8119, 8241, 8223, 8226 Most if not all marked "SCRAP WAGON MAX 30 TON" (black with orange strapping)

Winns Sidings

Siding 2: Unidentified molten metal torpedo with housings over each end removed, molten metal torpedoes 68, 54, coke car C5

Siding 3: Bogie flats 5502 "DO NOT LOAD 17.8.." (last bit indiscernible) (rust with white ends) , 5503 "DO NOT LOAD 17.86T" (rust with white/orange ends), 5501"18.24T DO NOT LOAD" (rust with white ends), 5504 "DO NOT LOAD 18.17T" (rust with white ends), 5731, 5734 (also carried previous number SC5002), 5726 (also carried previous number SC500(8?)), 5730, 6610, 6603, 6605, 6607, 6609, Four wheel flat 2282

Iron Road: Molten metal torpedoes 56, 59 (both with housings over each end removed)

Tube Side: Four wheel open SWB medium - 4 wagons including 8234 (all black with yellow strapping)

Middle Road: Bogie flats 6207 (orange with white ends), 6208 (rust with orange/white ends and blue bogies), 6215 (rust with orange/white ends), 6204 (rust with orange/white ends), 6213 (rust with orange/white ends and blue bogies), 6203 (rust with orange ends) (loaded with frames from loco 29 and two Janus cabs), Four wheel open SWB low 8017, 8018, 8012, 8212 (all marked "SCRAP WAGON MAX 30 TON") (all black with orange strapping)

Anchor Exchange Sidings

Siding 12: Mainline BDA, BAA, BEA, BDA, BFA, 4xHTA

All other sidings at this location were empty

Brick Shed Junction

8107 Medium side SWB Open (black with yellow strapping) Dumped off the rails with damage to one axlebox. (Later in the day this was seen dumped off the rails at the north end of the Heavy Repair Bay)

7503 Bogie flat (rust with white/orange ends and bogies) with *loco 8.702* probably being used to remove wagon 8107 as a huge forklift was also on site here

Muck Bank

Four wheel open SWB medium 8221, 2215, 2212, 8064, 8022 (BTP24xxx), 8059, 8245 plus about 3-4 others (all black with yellow strapping)

Mill Exchange Sidings

Siding 8: Bogie flat 6105 "INTERNAL BILLETS MAX LOAD 100 TONNES" (rust, 1 bogie white)

Siding 11: Approximately 8 mainline FYA wagons

Siding 13: Mainline BEA, BBA, BEA, BEA, BBA, BEA

Siding off south end of Siding 11: Four wheel low SWB open 8031 (7), 8216 (8), 8034 (5), 8116 (6), 8090 (4), 8032 (1), 8088 (2), 8039 (3) All marked "SCRAP WAGON MAX 30 TON" (black with orange strapping) The numbers in brackets were sprayed on the sides of these wagons. Bogie flats 6111 (rust with white ends and bogies), 6110 (rust with white ends), 6112 (rust, one bogie had black/yellow chevrons on the side) all marked "INTERNAL BILLETS MAX LOAD 100 TONNES", in addition 6111 had "STRUCTURAL USE ONLY" sprayed on.

Loop between Points 409 and 413 on west side of Medium Section Mill

Bogie flats 5718 (rust/brown with white/orange ends), 5703 (rust), 5716 (also carried sprayed on number 6706) (rust/brown with orange ends), 5707 (rust/brown with orange ends), 5720 "SET 1" (rust/brown with white/orange ends), 5713 "75t" (rust/brown with orange ends and blue bogies), 5711 "SET 1" (also carried faded number 6704) (rust/brown with white/orange ends), 5721 "75T" (also carried faded number 6718) (rust/brown with orange ends). 8.719 (MaK 1600.019/1996) removed 5721, 5711, 5713, 5720 and propelled them towards the Mill Exchange Sidings

Inside Former Bloom and Billet Mill

BBM2: Bogie flats: 5432, 5429, 5425

Siding on west side of Former Bloom and Billet Mill

Bogie flats: 7501 (rust, white bogies and ends), 7504 (rust, orange bogies and ends), 7502 (rust, one bogie black/yellow chevrons, one orange), 7510 (rust, one bogie orange, one bogie white), 7511 (rust, white ends) All these wagons originally lettered "INTERNAL BILLETS MAX LOAD 100 Tonnes" but much of this lettering on these wagons was worn away.

BOS Yard

Siding 2: Bogie ex ingot casting cars XXX, XXX, XXX,XXX, 214 (rust with wasp stripes on end buffer beam)

Siding 3: Bogie ex ingot casting cars 225 (rust with wasp stripes on end buffer beam), 218 (rust), 220 (rust), 207 (rust), 233 (orange with wasp stripes on end buffer beam)

Siding 4: Siding 2: Bogie ex ingot casting cars 222 (rust with wasp stripes on end buffer beam), 208 (rust), 211 (rust), 210 (rust), 226 (rust with wasp stripes on end buffer beam)

Siding east end of Mill Shop Running Road: Bogie ex ingot casting cars 202 (rust with wasp stripes on end buffer beam, 228 (white), 227 (rust), 205 (rust), 204 (rust, buffer beam not seen)

5 Bay loop: Approximately 20 mainline FIA and FYA wagons loaded with billets of various sizes

In transit at south end of Blast Furnaces (towards BOS Plant)

Loco 72, Molten metal torpedo 60, Loco70

BOS Plant

Molten metal torpedo 42

Leaving BOS Plant (destination unknown) Loco 70, Molten metal torpedoes 46, 62

Torpedo Repair Bay

Wagons listed in number order

Molten Metal Torpedoes 41, 43, 44, 47, 51, 52, 53, 63, 65, 67, 69

Bogie Flats 6601 (rust with orange ends), 6602 (rust, orange ends, blue bogies) loaded with unknown piece of equipment, one other wagon in 66xx series

Siding to Bar Mill

Molten Metal Torpedoes 45, 57

South Compound

Coke car 03 (yellow), Bogie flat fitted with scaffolding round the edge and carrying unidentified items 6101 "INTERNAL BILLETS MAX LOAD 100 Tonnes" (rust with white ends and the remains of black/yellow chevrons on the bogies), Warflat loaded with unknown items 2286 (red/yellow with white ends), Bogie flat fitted with scaffolding round the edge and carrying unidentified items 6186 Bogie flat fitted with scaffolding round the edge and carrying unidentified items (rusty, with white/orange ends)

Heavy Repair Bay (south end)

Siding 6: Warflat 5028 "50t" (brown with orange ends) , Loaded with a large lifting frame marked "HIGHLINE LOCO LIFTING APPLIANCE 30 TONNE SWL, 8601 "MAX 50T" "LONG PLATE SCRAP ONLY" (brown with white/orange ends)

Unnamed siding between siding 2 & 3: Frames of loco 76 supported by two very short wheelbase four wheel wagons numbered U121 and U123 (previously casting car match wagons)

Barclays Loop

Bogie Flats 5435 (brown with white/orange ends), 5433 "BILLET WAGON 84 TON MAX" (brown with white/orange ends), 5434, 6194

Heavy Repair Bay (north end)

Pig Caster Stay Road: Four wheel open SWB mediums 8122 (ex BTP24470), 8024, 8243 (BTP243x4), 8213, 8211 (BTP 24409), 8099 (BTP24537), 8071 (BTP243xx), 8019 (BTP24576), 8009, 8007 (BTP2438(7?)), 8005 (BTP24529) (All white with a red panel in the middle except 8213 which had a blue panel)

Off the rails next to Pig Caster Road: Bogie flat 6711 no bogies being cut up

Siding 5: Bogie ex ingot casting cars 213, 212, 230, 221, 201 (previously numbered 235) (all rust except 230 (white))

Siding 6: Bogie flats 5912 (red/blue/red with blue bogies), 5601 "BSC SCUNTHORPE GROUP APPLEBY FRODINGHAM WORKS" (black with white ends), 5609 "Corus Rail" (black with white ends), 5602 "BSC SCUNTHORPE GROUP APPLEBY FRODINGHAM WORKS" (black with white ends), Four wheel LWB flat 2062 (black)

Siding 8: Four wheel open wagons 2218 SWB medium*, 2206 SWB medium*, 8109 (BTP24435) SWB medium*, 2081 LWB medium*, 2084 LWB high*, 2087 LWB high*, 8248 SWB medium, 2051 LWB medium, 2204 SWB medium, 8002 SWB medium, 2203 SWB medium (all black with yellow strapping except 2084 & 2087 which were dark brown though largely coated in a very light coloured dust) Those marked * were loaded with the remains of scrapped wagons

Off the rails on ground next to siding 8 were: Bogie flat 5522 no bogies (black with white/orange ends). Four wheel SWB chassis only 8038 (ex BTP24355) (This chassis only had a BTP number on it but 8038 has previously been seen with plate BTP24355) (black with white/orange ends), BTP24518 (rust) (stacked on top of BTP24355). Two other unidentified four wheel SWB rusty chassis' also seen

Siding at foot of High Line incline

Four wheel LWB flat 2287 (rust), bogie bolster 5309 (carries number 2288 as well) (rust) both loaded with a single skip hoist

On mainline adjacent to Coke Oven Weighbridge Loop

Bogie flats 6164 (MODA95275) (green with yellow buffer beams), 6163 (MODA95292) (beige), 6162 (MODA95245) (green with yellow buffer beams), 6159 (MODA95247) (beige), 6161 (MODA95258) (beige), 6160 (MODA95253) (green with yellow buffer beams), 6165 (MODA95269) (beige), 6167 (MODA95265) (beige), 6166 (beige)

Redbourn Semi Finished Steel Stockyard

Siding B2: Bogie flat 5431 "INTERNAL BILLETS" (black)

Siding C1: Several unidentified internal user bogie flats

Siding C2: Mainline wagons in number series 83 80 4736 xxx including 107, 112, 115, 131, 132, 137, 142, 147 also 83 80 4647 007

Siding C3 Mainline Network Rail long welded rail wagons (Perch & Porpoise I think)

Siding D2: Four wheel SWB flat 2210* (black with white/orange ends), bogie flats 5507 (rust with white/orange ends), 5516* (rust with white/orange ends), 5715* "75t" "20.9T" (brown with orange ends and blue bogies). Those marked * had test weights on them

High Level Lines

Three unidentified coke cars seen, one red (I think just a thick layer of iron ore dust), one yellow (though mainly dirt colour) and the third so dirty no colour discernible. These were all running with the cab at the north end of the High Lines

Rail Service Centre

Sidings 4,5 & 6: Large numbers of mainline wagons in the number series 83 80 4636 xxx and 83 80 4647 xxx

Welding Plant Sidings 1 & 2 Mainline Network Rail long welded rail wagons (Perch & Porpoise I think) loaded with rail

Trent High Level Sidings

Mainline moderate number of HTA and BQA wagons. The BQA didn't look like they had moved for a long time with buddleia growing up through the mesh floors. Also a small number of BBA, BEA and Salmon

Trent Low Level Sidings

Mainline moderate number of HTA

Siding adjacent to Medium Section Mill Entrance C

Bogie flats 6170 "75T INTERNAL BILLET TARE 22T" (rusty white, red buffer shanks), 6171 "75T INTERNAL BILLET TARE 22T" (rusty white, red buffer shanks), 6181 "INTERNAL BILLET 75T" (rust with white ends), 6182 "INTERNAL BILLET 75T" (rust with white ends), 6189 (rust with white ends), 6183 (rust with white ends), 6188 "INTERNAL BILLET 75T" (rust with white ends)

Welfare Loop

Bogie flats 6108 (rust with one white bogie), 6106 (rust, one bogie black/yellow chevrons, one orange), 6109 (rust one bogie white, other not seen), 7503 (rust with white/orange ends and bogies) (7503 had previously been seen at Brick Shed Junction)

Slab Yard New Loop

Mainline BDA and BBA wagons

Caster 5 Loop

North Siding: Bogie flats 5705 (brown), 5717 (red with brown or orange ends), 5706 (brown with orange ends), 5710 (brown with orange ends)

South Siding: Bogie flats 5704 (also carried the number 6703 sprayed on) (brown with orange ends), 5725 (also carried the number 6705 sprayed on) (brown with orange ends), 5722 "75T" (brown with orange ends), 5701 (brown with orange ends)

Scrap Bay Dead End Road

Three 100 tonne billet bogie flats (black with yellow ends and bogies)

Clayton Equipment & UK Rail Leasing Ltd., Loughborough

[19EL/124 & 126]

Tom Dovey, 6th November.

Partially visible amongst mainline locomotives stabled at the rear of the former Brush Falcon Works were 18002 (CE B4660.2/2022) and TH 184V/1967.

Cobra Middlesbrough Ltd., Middlesbrough Goods Yard

[19EL/230]

Alex Betteney, 24th November.

Viewed from Forty Foot Road. In the Goods Yard was Ed Murray hire loco ELIZABETH (TH 276V/1977), dark green.

A.V. Dawson Ltd., Port of Middlesbrough

[19EL/232]

Alex Betteney, 10th November.

Viewed from Depot Road and Forty Foot Road. Plinthed outside the **Automotive Coil Store** was 7900/58 (RSHN 7900/1958), AVD red, and in the **Coil Store lorry park** "ELEANOR DAWSON" (Bg/DC 2725/1963), AVD red.

In **Middlesbrough Goods Yard**, at the North End, were 08410 (Derby /1958), dark green, and 08598 (Derby /1958), Potter Group yellow. At **Ayrton Store** were 08912 (Hor /1962), dismantled, BR blue, off track; 08774 ARTHUR VERNON DAWSON (Derby /1960), AVD red; and 08600 (Derby /1958), AVD red, temporarily OOU by the tank cleaning gantry.

Cliff Shepherd, 15th November.



This view of the former NER Middlesbrough Town Goods, now operated by A.V. Dawson Ltd as part of its Port of Middlesbrough development, was taken on 15th November. The company has improved the layout of sidings creating more space to store road salt at the former Cobra site which it also controls. Freightliner hauled trains transport polyhalite fertiliser from Boulby Mine to Tees Dock and Dawson's Ayrton store, although casual observation suggests that most goes to Tees Dock. It is clear, given the current size of the salt stockpile, that there have been numerous trains bringing salt to the yard including 66538 which had just arrived on the 09.27 from Boulby. The locomotive has run round and been attached to a rake of empty wagons on the next siding ready to depart. Meanwhile Dawson's yellow 08 shunter (presumed 08598) has removed five of the recently arrived wagons and will propel them on the line to the rail discharge point on the right. Here, standing next to the piles of salt, is Ed Murray & Sons Ltd's ELIZABETH (TH 276V/1977) which had been previously hired to Cobra. On the left, DB Cargo's 66074 had earlier worked in with steel from Margam and, having been unloaded in Dawson's Automotive Coil Store, is about to depart. Next to it was Dawson's dark green shunter (presumed 08410). Also visible on the far left is the Heidelberg cement depot, now road served, that once had its own Ruston & Hornsby diesel shunter.

EP Industries Ltd, Pye Bridge, Derbyshire**[19EL/55]***Brian Cuttall, 10th November.*

992 DANNY (Wkm 11622/1986) was still present stored off track at right angles to the road.

Road/Rail vehicles noted were:

Quattro	1641	99709 910071	Caterpillar Excavator
SPL Powerlines	LRB2 SE61 GCZ	99709 917102-4	Volvo FE LRB17
AP Webb	RAIL063	99709 910001-5	JCB Heavy Lift
AP Webb	RAIL062	99709 910004-9	JCB JS175W Super Railer Excavator
AP Webb	RAIL061	99709 910007-2	JCB JS175W Super Railer Excavator
Van Elle	VERM001	99709 942054-6	Genie Accessrailer 300 (at EP for over a year)
EP Industries	225	99709 940410-2	Komatsu PW130 Excavator (ex-Quattro 225)
EP Industries	1098-17	99709 940544-8	Colmar T10000FS Excavator (stored with cab partially dismantled)
EP Industries	104-23	99709 940549-7	Colmar T10000FS Excavator (stored partially sheeted)

Another Colmar T10000FS Excavator is stored next to the above machine (thought to be EP Industries 1096-15, 99709 940542-2 but not possible to confirm from outside the yard).

The public footpath adjacent to the lower yard has been officially closed during the last month with a short diversion in place to the nearby trail. The lower yard can still be partially viewed from the trail, and two Road/Rail vehicles were noted there:

QTS	"RRE38"	99709 919085-9	Sennebogen 643 Telescopic Crane (no longer carries QTS branding or QTS fleet number)
QTS	RRE24	99709 911284-6	Colmar T10000FSC Tracked Excavator (partially dismantled - at EP for over a year)

Freightliner Maintenance Ltd., Midland Road, Leeds**[19EL/261]***Alex Bettaney, 23rd October.*

Viewed from Midland Road. Several mainline locos were present but no industrial locos could be seen. Also present were Harsco RGH-20C rail grinders DR79261 & DR79271.

Gemini Rail Services UK Ltd., Wolverton**[19EL/32]***Stephen Ebbs, 26th October.*

D4118 (Hor /1962) was noted from a passing train in Wolverton Centre Sidings.

Hitachi Rail Europe, Heighington, Newton Aycliffe**[19EL/78]***Alex Bettaney, 13th October.*

The site was viewed from the public footpath which skirts the Northern perimeter. In the yard, stabled outside the 'Q' Sheds, were Zephir 2631/2016, yellow/blue, type LOK 20.300, and 08663 (Hor /1959), BR Blue, as well as number of IEP units (807002, 807007, 8070xx, 810008, 810009 & 802207)

Hitachi Rail Europe Ltd., Stoke Gifford**[19EL/91]***Chris Weeks, 16th November.*

Hegenscheidt-Express E604/2016 was noted from a passing train.

Hunslet Engine Company, Barton-Under-Needwood**[19EL/203]***Alex Bettaney, 20th October.*

Viewed from the adjacent public footpath. Present in the yard outside the workshop were 460 (GECT 5425/1977), grey/yellow; 08530 (Dar /1959), Freightliner (G&W) orange/black; DH50-1 (TH 278V/1978 reb HE 9376/2011), dark blue/orange; AB 660/1982 (reb HAB 6769/1990 & HE /2004), Hunslet blue; 08401 (Derby /1958), green; 08296 (Derby /1960), blue; 08933 (Dar /1962), MRL blue; and (RACHAEL) HE 7003/1971, faded maroon.

Liberty Steels, Stocksbridge Works**[19EL/259]***Malcolm Braim, 26th November.*

33 (YE 2740/1959) and 35 (YE 2635/1957) were visible in the works yard. A passing member of staff said that 38 (YE 2798/1961) was "shut up in the garage" awaiting an engine change.

Locomotive Maintenance Services, Loughborough**[19EL/125]***Tom Dovey, 6th November (with photos).*

Viewed from surrounding public roads, the yard contained a large quantity of steam locomotive components, most carrying no identification. Alongside the Summerpool Road fence the following components were discernible; the frame, cab and separate driving wheels of 62712 MORAYSHIRE (Dar /1928); a frame and cab (assumed YE 2474/1949); the boiler from 34039 BOSCASTLE (Bton /1946 reb Elh /1959); a boiler numbered 17 and saddle tank (both assumed from HE 2880/1943) and the

almost complete CENTRAL ELECTRICITY AUTHORITY MIDLANDS DIVISION (RSHN 7684/1951). Being worked on in front of the workshop was a rolling frame carrying No 72 on the buffer beam (assumed VF 5309/1945, latterly at Mountsorrel Community Heritage Centre).



Alex Bettenev, 24th November.

A previously unknown/unreported site. The security guard advised that the rail equipment visible had been present from around a year but due to stacks of containers it wasn't visible from the road. The vehicles located here are/have been under refurbishment in a workshop adjoining the short test track/running line.

Noted from Priestman Road was TNS 107 (Robel 56.27-10-AG38/1982), MCL yellow. Also present was some R/R plant:

MCL	424		Matisa LCR04 tamper
MCL	252	99709 977002-3	R/R Multicar pick-up with crane [reg. LK56 MSX]
MCL	PRT38	99709 010896-7	R/R Chieftain 40t bogie trailer
MCL		99709 000169-1	Richter & Muller HSB2 Ballast Brush

Austin Moss, c/o Windmill Animal Farm, Holmeswood**[19EL/119]**

Andrew Waldron, 4th November.

The Windmill Animal Farm railway is a separate operation (see page 45) but Austin Moss retains his workshops and a siding at the station, where some items of stock are stored under cover. The old stock shed is now the Austin Moss Museum Collection.

In the **workshop** were five locos and the ex-Porthcawl 1930s open carriage, the latter awaiting restoration. The five locos were:

- "The Flying Barstool" (Moss-AJ /1989), built using a bar stool from an American Diner, cushion seat and back rest, plus fold down handlebars and powered by an ATCO Lawnmower engine, new to the RH&DR as a single seater inspection car, but it proved to be a flop and only lasted in service for just over two years.
- The new build 0-6-2DH S/O, fitted with a Perkins 3-cylinder diesel, still under construction. It incorporates the cylinders from a former SL Rio loco; the engine and wheels have been fitted.
- The frames, wheels, smokebox and tender of a 4-4-2 which, once complete, will be known as RED DRAGON III, because it will be the third miniature Atlantic of that name and incorporates parts of the 1909 Basset Lowke. Completion could be in 2025 or even 2026, as it is a "hobby project"
- An American-style Atlantic, said to have originally been started by Glaze in the USA in about 1948, but not completed. Dave Madden worked on it at his home in Somerset before the loco returned to Austin Moss, who is close to finishing it, after which it will return to Dave Madden
- A rolling chassis which came from a site in Oxford about four months before and is believed to have been built over 50 years ago by a machine operator at Morris Motors in Cowley. The plan is to use it for an 0-6-0 tender engine.

In the **Museum** were GOLDEN JUBILEE (Barlow /1963), green, operational but not used for four years; 14 (WalkerG /1985), blue, not run for over fifteen years, fitted with a Austin petrol engine, and behind it the last surviving original Lakeside semi open carriage built by Barlow in Southport; 278 (SL 17-6-79/1979), blue, the spare loco for the Windmill Farm Railway; DUKE OF EDINBURGH (Barlow /1950), grey; PRINCE CHARLES (Barlow /1954), red, no engine; PRINCESS ANNE (SL /1971), due for a repaint and possible return to use as spare loco; PRINCESS ANNE (Barlow /1948), green, a non-runner; and DUKE OF EDINBURGH (Barlow /1948), operational but which tends to derail on points - the pony wheels require some adjustment.

At the **covered station** owned by the Windmill Animal Farm were four items of stock as owned by Austin Moss. There was a Pullman car, ex RH&DR; the 4w brake van built on a Heywood chassis, ex-Eaton Hall and latterly on Andrew Neale's garden line near; a bogie carriage chassis said to be ex RH&DR but originally R&ER; and a 4w drop ballast wagon, built on a Barlow carriage bogie and ex Dudley Zoo, due to be restored and then go to the New Haigh Hall Railway Group for track ballasting. (The new build 0-6-2 s/o might also go to Haigh, if the money can be found and one of the Barlow locos might at some point go on loan to the group).

Ed Murray & Sons Ltd., Casebourne Road, Hartlepool**[19EL/231]**

Alex Bettenev, 29th November.

Viewed from the perimeter fence. Present in the yard were LOCO No.9 (TH 287V/1980), dark green; TH 288V/1980, black with yellow cab; 306 (GECT 5383/1973), yellow; CHARLIE (S 10107/1963), on road trailer in yellow/grey undercoat cab; 3 (Moyses 1365/1976), dismantled, yellow; and Robel 54.12-107 AD183/1980, yellow. 'Lackenby Tool Van No.1' was mounted on a bogie Warwell wagon

Harry Needle Railroad Company, Barrow Hill**[19EL/56]**

Brian Cuttall, 31st October (view only).

Outside the HNRC Shed were 08956 (Dar /1962) and 37422 (EE 3526-EEV D955/1965). 37402 (EE 3534-EEV D963/1965), not HNRC owned, was nearby with its lights on. Stabled in the Roundhouse Shed yard were 20066 (EE 2972-RSHD 8224/1961), BR blue livery, and 37612 (EE 3357-RSHD 8400/1963). Still on the line near the compound was 37602 (EE 3209-RSHD 8328/1962) and a class 08 (assumed 08571).

Brian Cuttall, 15th November.

08956, green, lettered 'SERCO', was in use shunting 37419 (EE 3581-EEV D980/1965), BR Inter City livery, and an unidentified (not currently numbered) Class 37 in BR 'Large Logo' blue livery with yellow cabs and a 'Scottie Dog' emblem on the bodyside. Outside the HNRC Shed were 37424 (EE 3539-EEV D968/1965) and 37607 (EE 3232-VF D757/1963). Stabled in the

Roundhouse Shed yard was 37612 (EE 3357-RSH 8400/1963). 37602 was still stored on the line near the compound with a Class 08 (08571 assumed).

Brian Cuttell, 29th November (view only)

37425 (EE 3552-EEV D981/1965), BR Regional Railways livery, was in use shunting 37422, dark blue, and 08956. Stabled in the Roundhouse Shed yard were 37424, BR Large Logo blue livery but not currently numbered apart from 37424 on the cab front, and 37612. 37602 was still stored on the line near the compound.

Harry Needle Railroad Company, Worksop

[19EL/180]

Brian Cuttell, 18th October (view only).

Visible from the Tesco car park were 01526 (TH 307V/1983), 01546 (TH 273V/1977), 08818 4 MOLLY (Derby /1960), 08892 (Hor /1962), 37716 (EE 3221-RSHD 8341/1963) and 47847 (BT 536/1964) and GAFFER (HE 7189/1970).

ICL UK (Cleveland) Ltd., Tees Dock Terminal, Grangetown

[19EL/231]

Alex Bettaney, 23rd November.

Outside the Hopper House (South End) were H 043 16 (EE 2122-VF D312/1956), RMS blue/grey, and BLUEBIRD (HE 8998/1981), light blue (the spare loco). Outside the Hopper house (North End) were 08899 MIDLAND COUNTIES RAILWAY 175 1839-2014 (Hor /1962), faded Midland maroon, awaiting fitters attention, and 40.008 (TH 261V/1976 reb YEC L124/1996), yellow - awaiting removal to RSS later in the week.

Ministry of Defence, Copehill Down Battle Training Area

[19EL/362]

John Dicks and Chris Weeks, 9th November.

430 (RH 466621/1960) remains OOU here.

Nemesis Rail Ltd, Burton-upon-Trent

[19EL/204]

Brian Cuttell, 17th October.

Noted from a passing train were 33 (EEV 3998/1970), 08575 (Crewe /1959), 09014 (Hor /1961), 20903 (EE 2989-RSHD 8241/1961), 20904 (EE 2763-VF D488/1959) and HST Power Car 43076 (Crewe /1977).

Northern Heritage Engineering Ltd., Darlington

[19EL/78]

Alex Bettaney, 25th October.

Successors to North Bay Railway Engineering Services Ltd. A late afternoon visit found just two staff present, and only the erecting shop open. The company currently uses units 4, 6 and 7 for its operations. Unit 4 is the boiler shop, unit 6 is the erecting shop and unit 7 is the machine shop. On this occasion no photographs were permitted due to the sensitive nature of one of the locomotives under construction. Present in the erecting shop were a ¾ scale Foden lorry (NBRES 029/2022), under construction; (1ft 11½in gauge) MOUNTAINEER (0-4-0TT OC NBRES 010/2020), boiler only (rolling chassis was not seen and was presumed to be in one of the other workshops); 6in scale (Burrell?) Traction Engine NHEL BR047/2024; boiler NHEL BR048/2024 (tubed and with firebox, but no smokebox or chimney fittings). In the yard was STEAMPLEX (AK 93R/2013 reb of MR 5877/1935), green, part sheeted, for sale.

No mention of BH 859, which was put in the care of NBRES by the Waterford & Suir Valley Railway after it was given to them by the National Trust (*for restoration to working order, although it has been reported that NHEL are not prepared to undertake that work so the Black Hawthorn's future is currently uncertain*).

PD Ports Teesport, Tees Dock, Grangetown

[19EL/232]

Alex Bettaney, 23rd November.

Viewed from Tees Dock internal roads. Stabled by the maintenance shed were 08847 LOCO 1 (Hor /1961), light grey; 08613 H 064 LOCO 3 (Derby /1959), RMS Locotec, PD ports branded blue/grey; 08483 BUNGLE (Hor /1958), BR Black with RMS white sticker. Stabled at the South end of the yard was 08788 H 068 LOCO 2 (Derby /1960), RMS blue/grey.

West Coast Railway Company, Carnforth

[19EL/120]

Brian Cuttell, 23rd October (view only).

Identified from the railway station platforms were 08418 (Derby /1955), EWS red & yellow; 47355 (BT 598/1965), black livery, stored, lettered Fragonset; 47760 (Crewe /1965), 47768 (BT 487/1964), numbered 47555, stored, green undercoat; 47787 (BT 519/1964), stored; 47802 (BT 682/1966), 47854 (Crewe /1965), 57001 (BT 637/1965 reb BT /1998), stored; 57005 (BT 593/1965 reb BT /1999), blue, stored; 57006 (BT 599/1965 reb BT /1999), stored; 57313 (BT 652/1965 reb BT /2004) and 57601 (BT 521/1964 reb BT /2001). Also seen were a Class 08 in maroon livery, 555 (Hor /1959) assumed and a stored damaged Class 37 (WCRC maroon, no number on side visible, assumed 37712 according to internet reports).

An unidentified rail crane was visible towards the south of the depot from passing trains.

Stephen Ebbs, 16th November.

Noted from a passing train was OK 26880/1979 (reb Newag 275/2016), midway between the site's southernmost building and the former Crag Bank station. By 27th November it was a lot closer to Crag Bank, and on 4th December it was not visible at all from the West Coast Mainline.

NON-LOCOMOTIVE WORKED LINES

These notes incorporate observations received up to 5th December 2024. Please send observations to the Hon. Records Officer - Non-Locomotive Worked Lines (*Graham Feldwick*) nonloco@irsociety.co.uk .

ENGLAND

Cleanova Ltd, Hambridge Road, Newbury, Berkshire RG14 5TR

Myles Munsey, 14th November (with photo).

The non-locomotive worked line here is almost directly opposite Newbury Racecourse station and was last reported in July 2022. At the time the company was called Celeros (and before that Plenty and SPX) but has now been sold to Cleanova. At the time I was unable to venture inside owing to stringent Health and Safety concerns.

Passing by recently, and quite by chance I observed that the trolley that is pushed back and forth to move heavy equipment (often industrial sized pumps) in and out of the shed was parked outside, and could be photographed. It had been positioned there to receive an inwards load.



Forest of Dean, Gloucestershire

Graham & Lesley Feldwick, 12th - 15th October. The drift mines in the Forest continue to produce coal, and each has a narrow gauge railway with a mixture of rope and hand haulage. The mines are all privately operated commercially by freeminers, and at best are only active once or twice a week. Currently 4 are pulling coal, with 2 others preparing to do so, with several either on care and maintenance, or disused.

Freeminer's Folly, near Bream (1ft 5½in gauge)

The railway here has not been used recently, as a new mine entrance is being located further down the hillside. The track running up from the previous drift entrance to a wagon turntable remains in place, with two tubs at the top. Despite the steepness of the hillside this is an extremely wet and muddy site.

This mine has been the most active for some years, and has a good reserve of coal.

Hopewell Mine, Cannop (2ft 0in gauge)

A fully loaded tub was standing by the tippler, and drilling was being carried out within the mine. The track running up from the mine entrance looked well used. Two tubs were noted stored at the end of the line, outside the haulage shed.

Briquetting trials are still being progressed here, in a building at the top end of the yard.



A loaded tub at Hopewell

(Graham Feldwick)

Monument Mine, Bixslade, Cannop (1ft 7½in gauge)

We found that maintenance work was being carried out underground, with coal production due to restart shortly. As always the mine was very busy, the opportunity being taken to work on the surface too. The railway remains unchanged and had been recently used. A single pit-prop wagon was noted alongside the track on its side.

Morses Level, Mallards Pike (1ft 9in gauge)

Located just along from Mallards Pike, the gated stone portal of this old mine can be found below road level. It has been on care & maintenance for many years with no plans to work it. The railway runs for some distance underground, and runs out and up a short incline to ground level. There was no recent sign of use, but two tubs could be seen, as usual, approximately 50 metres inside from the entrance.

Reddings Level, Ruardean (1ft 7½in gauge)

Not visited on this occasion, we were told that this mine is in operation.

Wallsend Colliery, near Mallards Pike (2ft 0in gauge)

This mine was not in use, due sadly to the loss of the lead freeminer here, who had died suddenly just over a week previously.

New Venture Mine, near Mallards Pike (1ft 6in gauge)

Situated above Wallsend, this very traditional Forest mine, set up on a steep bank under the trees, had been in use, and the short line to the waste tip has been extended to accommodate more material. There is an incline line down the hillside to facilitate taking the coal to a waiting vehicle, but this had not been used recently.



New Venture – waste tip on the left, and line to the incline on the right.
(Graham Feldwick)

International Timber Ltd, Parkend, Gloucestershire

Graham & Lesley Feldwick, 11th October.

The small narrow gauge system here consists of two parallel tracks set in the concrete yard and used for timber treatment. Two 4w flat wagons were noted from the usual viewpoint through the security fence at the rear of the works.

Harbour, Herm, Channel Islands

Steve Turk.

Rarely reported, photographs taken in May 2018 of the disused standard gauge line and the preserved crane here can be found on the internet. The crane was built by Bray, Waddington & Co. No.3117 and was used as required for large loads. The railway ran the complete length of the harbour for approx. 100 yards.

[49.46997561173107,-2.454056134793803 - Instant Street View](#)

[Herm Island | Instant Street View](#)

HRO: is anyone able to supply a more recent sighting please?

Cliff Railways

East Hill Lift, Hastings, East Sussex

Steve Turk / BBC News, 24th October.

On 23rd October Hastings Borough Council's planning committee approved a listed building application seeking permission to make repairs to the top station building. The application involves the removal and replacement of damaged stones within the building, as well as the removal of the steel beams and restraint plates. The lift, which is claimed to be the steepest funicular in the UK, was closed for repairs between 2022 and 2023.

Bridgnorth Cliff Railway, Castle Hill, Bridgnorth, Shropshire



Steve Turk / BBC News, 22nd October.

The cliff railway was closed for two days to allow new cables to be fitted. The current steel wire ropes have "performed well", Bridgnorth Cliff Railway said, and have lasted longer than previous ropes, but it decided to change them after learning about a better alternative at a presentation.

Engineers are to change both the haulage and balance ropes on the track, which runs between High Town and Low Town. The railway said the new ones have been wound in a different way and the presentation was given by HM Inspectorate of Mines, which regulates funicular railways.

The railway reopened in March after being closed for more than a year while repairs were carried out to a nearby wall.

Crewe Basford Hall**[19EL/38]***Martin Shill, 4th December*

A class 18 (CE B4660.6/2022 assumed) was noted from a passing train in its usual position at the virtual quarry.

DB Cargo Ltd, Doncaster Wood Yard**[19EL/258]***Adrian Booth, 27th October.*

Zephir 2926/2021 was alongside the ATS tyres garage.

GB Railfreight, Eastleigh Yard**[19EL/98]***Mike Kennard, 3rd December.*

08511 (Dar /1958) and 08683 (Hor /1959) were both busy in the East Yard.

Hasland, Derbyshire*Brian Cuttell, 8th October.*

Green liveried D8096 (EE 3002-RSHD 8254/1961) and D8107 (EE 3013-RSHD 8265/1961) were noted running 'light engine' from Carlisle Upperby Depot to Barrow Hill Depot.

Brian Cuttell, 18th October.

Locomotive Services locos D1924 (BT 686/1965) and D1935 (BT 697/1966), both BR green, were noted passing through, hauling a Doncaster West yard to Crewe ECS.

Brian Cuttell, 8th November.

HST power cars 43089 + 43159 RIO WARRIOR with a set of trailers was noted moving from the MR Butterley to the East Lancs Railway for their DMU gala. The set returned to the MR Butterley on 11th November.

Brian Cuttell, 12th November.

Locomotive Services 57003 (BT 560/1965 reb BT /1999) was noted towing 20118 (EE 3024-RSHD 8276/1962), 20132 (EE 3603-EEV D1002/1966), both in BR Railfreight grey, and 37409 (EE 3530-EEV D959/1965), BR 'Large Logo' blue, from Crewe to Barrow Hill Roundhouse. 57003 then returned to Crewe.

Network Rail, Holgate Engineering Works, York Old Works**[19EL/249]***Alex Betteney, 26th October.*

An [Engine Shed Society](#) visit.

The building in which the Network Rail site is housed, on an 18-acre site, was completed in 1884 by the North Eastern Railway as a carriage works. The Carriage Works finally closed in 1996, but although part of the works site was sold and redeveloped with new-build offices the main workshop buildings survived to become Thrall Europa in 1997, with orders to build 2,500 wagons for English Welsh and Scottish Railway Ltd, only to close again once these orders were completed in 2002. The site continued to be used for railway purposes under the name of Trinity Rail, under which some of the site was rented by Network Rail, who eventually purchased the site outright in 2009. The yard was refurbished and re-aligned in 2019. Its main purpose is now the maintenance of the RHTT (Rail Head Treatment), the MMT (Mobile Maintenance Trains), MPV's (Multi-Purpose Vehicles), some on-track plant machinery and the wagon fleets. Other activities on site are provision of Mobile Wheel Lathes, Logistics Operations and Facilities Management.

There are 50 wagons in the RHTT fleet, mainly formed as 2-vehicle or 3-vehicle sets and 32 MPV 2-car units throughout the UK, some maintained at other locations, with 8 of the 32 based at York. With 400 modules the MPV and RHTT fleets can be used for a variety of tasks, most of which is seasonal, including Sandite & Water Jetting during the winter, and weed and bank side spraying during spring and summer. The main RHTT season lasts for 12 weeks during Autumn, during which the Holgate depot provides 24/7 staff support and a stabling base for a locomotive operator. The remainder of the year is spent maintaining, overhauling and cleaning the RHTT wagons ready for their next use. It is proposed to increase the RHTT fleet to supply further capacity, particularly for the South of England which suffers more than other parts of the country.

There are two Hegenscheidt Mobile Wheel Lathes maintained here. Each wheel lathe cost £1million to purchase, and can be transported to locations as required. The Wheel Lathes are used to profile the wheels; five hundred wheelsets can be turned in a year. It can take just 45 minutes to turn one wheelset. On this occasion, both of the Mobile Lathes were present in Bay 8.

The on-site Logistics Operation deal with arrivals and departures from the Klondyke Sidings, Rail movements, Traversers and the Zephir and Colmar Road/Rail shunters. The team also deal with wheelset, warehouse and road movements, Training Support and assist the National Railway Museum by providing a road/rail interface for vehicles which have a height restriction (those unable to pass under Leeman Road rail overbridge).

Network Rail owns over 2,500 wagons, some of which are maintained and overhauled at the Holgate Depot. Plans to repurchase an unused section of the land which had been sold for offices have been dropped with a 'swap' for Alliance House which had been owned by York City Council. The Alliance House building cannot be knocked down, or at least two walls must remain erect if it was to be re-purposed. The old carriage works Canteen Building is currently disused in a poor state of repair and fenced off. The land acquired by the council is currently being levelled to provide a new car park.

A turntable has been installed at the far side of the works, replacing the turning triangle close to York Station, the land for which was used to construct the Network Rail Signalling, Training and Welding Facility, and Regional Operations Centre. The turntable was acquired from Ferme Park (London), and was installed following renovation in Cleethorpes. The turntable is fenced off from the main site although access via a foot gate is possible.

The engineering works building itself is split into 12 “bays”, each “bay” having 3 roller shutter doors opening onto the North End traverser, with an additional 2 bays known as the welding bay. Two lines each run the full length of the building, adjacent to the entrance road, between bays 8 and 9, known as the “Alleyway”, and at the far end of the site beside the perimeter fence which adjoins the York avoiding lines (officially known as the ‘Slow Lines’). A traverser is operated at the North end of the building, whilst previous traversers on site have been disposed of (by 2019).

Klondyke yard, outwith the boundary of the site, is used for storing vehicles awaiting repairs or maintenance at the Holgate Works.

Vehicles including wagons are noted in the following report :

Bay’s 1, 2 & 3

These bays were effectively empty, being used to maintain RHTT wagons and their modules, once the season is over. Some items, such as engines, were stored awaiting maintenance/overhaul.

Welding Bay

This is a 2-road bay, each road capable of holding a single vehicle. The function of storing vehicles here has ceased; the bay is currently used for stripping and refurbishing engines used on various on-track plant machinery. The engines present were noted to be Volvo.

Bay’s 4 & 5

These were in use for checking over stored MXA ‘Falcon’ wagons, to decide on whether to refurbish or scrap them. These bays are normally in use for carrying out VIBT on the RHTT wagons.

Present were (wagons) 29017, 29048, 29076, 29081, 29233, 29241, 29247, 29286, 29311, 29318 and 29321.

Bay 6

This was used for storing KFA sleeper carrying wagons which had been part of a project to refurbish the, however, the wagons were awaiting parts from Europe, delaying the completion of the project.

Present were (wagons) 97103, 97105, 97106, 97127, 97129 and 97130

Bay 7

This is the ‘Goods In’ store, which also houses some general stores, and electric charging points for a fleet of works fork-lift trucks. It was the old machine shop in the carriage works.

Also on charge (on its road wheels) was Crab type 2100E Zephir 2412/2012, yellow/blue, used for shunting single wagons from the works on and off the traverser.

Bay 8

These are used for storing wheelsets, however, in Bay 8 were two Hegenscheidt ‘Mobiturn 2’ mobile wheel lathe units. The machines are powered by mains electricity using a conduit cable, and mounted on four rail wheels; a 4-wheel swarfe truck would be attached when in use (these were both off-track by the Wheel Lathe units). One unit carried the number ‘7’ with a works number of 101416/2007; the second unit carried no number, works number 101417/2007.

Alleyway

Previous visits had found this in use as wagon storage, however, on this occasion, no wagons were present. Previously the alleyway also had two steel hoods ex Thrall built BYA/BRA steel wagons, but these had been disposed of at least seven years previous.

Traverser

The 130te capacity traverser was built by Mechan Ltd of Darnall, and whilst not plated, a data panel in the cab gave a works number of W09767/2019. The traverser is powered by electric conduit and runs for a distance of 145 metres which is shorter than its predecessor. Previous traversers have been disposed of, though their tracks at the South end of the depot is still visible in the road surface.

Yard

In the yard between the traverser and the boundary fence/yard gates were:

DR 76903	99709 131003-4	Windhoff High Output Plant System power unit (also carried 113)
DR 92432		Plasser & Theurer NPW-RT Materials Handling Train Power wagon
DR 92440		Plasser & Theurer MFS-SB Swivel Conveyor wagon
DR 92476		Plasser & Theurer MFS-T Hopper wagon with water tank
DR 97503	99709 484003-0	Robel 69.40/4-UK TSU Traction Supply Unit
DR 97603	99709 559003-7	Robel 69.45/4-IC Intermediate Car
DR 97803	99709 580003-0	Robel 69.60/4-UK MMU Mobile Maintenance Unit

Also wagons 29003, 29025, 29034, 29037, 29346, DR 92705, WHD 97310 and 99709 9301001-3.

Bay's 9 & 10

These bays were being used for the maintenance on-track plant and Windhoff MPV's.

In Bay 9 were:

DR 76905	99709 131005-9	Windhoff High Output Plant System power unit (also carried 115)
DR 76910	99709 131010-9	Windhoff High Output Plant System power unit (also carried 124)
DR 76922	99709 131022-4	Windhoff High Output Plant System power unit (also carried 31)
DR 92437		Plasser & Theurer MFS-SB Swivel Conveyor wagon

Also wagons WHD 97308 and WHD 97309

In Bay 10 were :

DR 92431		Plasser & Theurer NPW-RT Materials Handling Train Power wagon
DR 76503		Plasser & Theurer RM900RT Ballast Cleaner
DR 76801		Plasser & Theurer 09-16/CM Tamper

Bay 11

This bay is used for storing RHTT wagons between seasons. Present were Kirow S&C delivery wagons 37709228001-7, 37709228002-5, 37709228003-3, 37709228004-1, 37709378022-1; Modular Support Beam wagon 979120; Cowans Boyd LWRT Chute wagon 979508; and wagon 93334. Also present was a large lifting frame supported by four 'A'-frame wagons (permanently connected), constructed by DPMS Ltd (Sheffield), CFB01-CFB04/2023 which is used in conjunction with an overhead crane for lifting and moving modules from the LWRT wagons.

Bay 12

This bay is also used for wagon storage, but also contains a pit where modules and RHTT wagons are thoroughly cleaned between duties. The bay was empty, apart from THE SCALLYWAG 99709 979119-3 (Colmar 8794/2022), yellow, a type SL120E, delivered new in April 2022 and maintained by Fitzgerald Plant, Cwmbran. The loco was on charge during the visit.

At the **Fuel Point** were 66847 top'n'tail 66848 with RHTT wagons 642018 and 642009 (Set 12)

In the sidings outside the works ('Independent Lines') were 37254, 66849 and 66850. Following the visit, 37116 top'n'tail 37175 with wagons 642020 and 642021 had returned to stable with (3J51) York Thrall to York Thrall (via Bridlington) RHTT.

19EL lists a Windhoff Battery locomotive at this location. However, after delivery and initial testing, it was moved to an unknown location; the loco will remain listed here until the location has been determined.

With extended thanks to the organisers and staff for arranging and hosting the visit.

Network Rail Infrastructure Ltd., Rail Innovation and Development Centre, Melton Mowbray [19EL/125]

Alex Bettaney, 27th October.

Viewed from Melton Commercial Park, public footpaths and adjoining waste ground. Noted were RSS hire locos CD40 4618/3 GARY (CE B4618.3/2006) and CD40 4618/4 PUSHY-PULLY (CE B4618.4/2006), yellow. Also present was GBRf's 47749 (Crewe /1965) and EMUs 387101, 701502, 810001, 810003 (810004 was believed to be out on test and not seen) and the six unidentified Consillia/Bance trailers (these sited with a tracked crawler machine branded "Bridgeway").

Stafford Station

Brian Cuttell, 17th October.

60532 BLUE PETER (Don 2023/1948) and support coach were noted passing through en route from Toton Depot to Crewe.

ON TRACK PLANT

Billingham, Belasis Lane AP, Teesside

Alex Bettaney, 17th October.

Visible from Belasis Lane was Present was Story R/R Liebherr A900CZW excavator 1319 (99709 940073-8).

Billingham LC, Station Road, Billingham, Teesside

Alex Bettaney, 28th October.

Viewed from St. Davids Close.

Story	UID		R/R Liebherr A900CZW excavator
Story	1302	99709 020045-9	Chieftain 5M trailer

Darlington Park Lane OTPD, Darlington

Alex Bettaney, 26th October.

Viewed from passing train/station platforms.

DR 97501	99709 484001-4	Robel 69.40/4-UK TSU Traction Supply Unit
DR 97601	99709 559001-1	Robel 69.45/4-IC Intermediate Car
DR 97801	99709 580001-4	Robel 69.60/4-UK MMU Mobile Maintenance Unit

Darlington Up Side AP, Darlington

Alex Bettaney, 13th October.

Viewed from Neasham Road Retail Park.

Story	0694	99709 911320-8	R/R JCB JZ140 crawler
Story	1163	99709 010769-6	Chieftain 5M trailer

Work was taking place to create a new car park, platforms and station entrance adjacent to Neasham Road.

Doncaster West Yard

Adrian Booth, 27th October.

Present were R/R baskets 99709-912400-7, 99709-912401-5 and 99709-912464-3.

Adrian Booth, 22nd December.

Present were R/R baskets FR1404, FR1405 and FR1409 and 99709-912400-7

DB Cargo UK Ltd., Tees Yard - Up Yard, Newport, Middlesbrough, Teesside

Alex Bettaney, 9th November.

Viewed from the Wilderness Road. Stabled off track at the far South-East corner of Tees Yard were:

Story	0991	99709 940758-4	R/R Liebherr A900CZW excavator
Story	0992	99709 940759-2	R/R Liebherr A900CZW excavator
Story	1161	99709 010767-0	Chieftain 5M trailer
Story	1162	99709 010768-8	Chieftain 5M trailer

DB Cargo UK Ltd., Tees Yard, Thornaby, Teesside

Alex Bettaney, 2nd November.

Viewed from The Viaduct (road). In the Network Rail Compound was Network Rail R/R Aquarius Road2Rail trailer R2RT7 (99709 071013-5).

Eaglescliffe Station, Stockton-On-Tees, Teesside

Alex Bettaney, 27th October.

Viewed from the station car park and footbridge. Work was taking place to replace track work, install a new footbridge and a new car park on the 'Down' side of the station. The following railway plant was noted, parked in the 'V' of the junction :

AP Webb	RTE011	99709 911313-3	R/R Atlas 215LCR/RA350RR Heavy Lift crawler
AP Webb	RTE013	99709 911315-8	R/R Atlas 215LCR/RA350RR Heavy Lift crawler
AP Webb	RTE019	99709 911356-2	R/R JCB JZ140/RA310RR crawler
AP Webb	RTE038	99709 911393-5	R/R JCB JZ140/RA310RR crawler

Also one of AP Webb TS15 914108-4 or TS17 914116-7 R/R dozers

The track relay had been completed and work was taking place to weld the rails in place, with equipment being carried on Permaquip trollies.

Alex Bettaney, 2nd November.

SB Rail	DRK 81623		Kirow KRC250UK Heavy Duty Diesel Hydraulic Crane
SB Rail	DRK 81626	99709 319012-9	Kirow KRC250S Heavy Duty Diesel Hydraulic Crane
AP Webb	RTE013	99709 911315-8	R/R Atlas 215LCR/RA350RR Heavy Lift crawler
AP Webb	RTE019	99709 911356-2	R/R JCB JZ140/RA310RR crawler
AP Webb	RTE033	99709 911402-4	R/R JCB JZ140/RA310RR crawler
AP Webb	TS12	99709 914105-0	R/R CAT D4K dozer
AP Webb	TS17	99709 914116-7	R/R Komatsu D51EX dozer
AP Webb	TR34	99709 011301-7	Rail-Ability 20t trailer
AP Webb	LLBB07	99709 000148-5	Richter & Muller HSB-1 ballast brush

Crane runner wagon DB996112 plus other wagons not identified. At least two further RRV's were present (RTE 011 and RTE 038 perhaps?) and a further ballast brush.

Alex Bettaney, 9th November.

Viewed from the station car park, footbridge, Railway Terrace and Beechwood Terrace.

BB Rail	DRK 81611		Kirow KRC1200UK Heavy Duty Diesel Hydraulic Crane
AP Webb	RTE011	99709 911313-3	R/R Atlas 215LCR/RA350RR Heavy Lift crawler
AP Webb	RTE013	99709 911315-8	R/R Atlas 215LCR/RA350RR Heavy Lift crawler
AP Webb	RTE016	99709 911335-6	R/R Atlas 215LCR/RA350RR Heavy Lift crawler
AP Webb	RTE019	99709 911356-2	R/R JCB JZ140/RA310RR crawler
AP Webb	RTE033	99709 911402-4	R/R JCB JZ140/RA310RR crawler
AP Webb	TS16	99709 914110-0	R/R Komatsu D41E dozer
AP Webb	TS17	99709 914116-7	R/R Komatsu D51EX dozer
AP Webb	TR34	99709 011301-7	Rail-Ability 20t trailer
AP Webb	LLBB04	99709 000076-8	Windhoff ASB Ballast Brush (identity assumed)
AP Webb	LLBB07	99709 000148-5	Richter & Muller HSB-1 ballast brush

Elmec Solutions Ltd, Ripley, Derbyshire

Brian Cuttell, 17th August.

Some clearance work had taken place in the yard recently with most machines moved nearer the buildings. Identified were:

ELM022	E10 RRV	99709 912010-4	Volvo FL6 lorry with Access Platform
ELM024	E11 RRV	99709 912012-0	Volvo FL6 lorry with Access Platform
E13 RRV		99709 912018-7	Volvo FL6 lorry with Access Platform
ELM 095	WTC 02	99709 919037-0	Volvo FL6E lorry with Access Platform (ex-Network Rail)
E19 RRV		99709 919058-6	Renault Kirax Modular lorry

Elvanfoot Station, South Lanarkshire

Stephen Ebbs, 13th December.

On the down side were parked Storey Liebherr A924 R/R excavators 1337 (99709 940949-9), 1339 (99709 940950-7) and 1341 (99709 940952-3).

Intertrain, Balby, Doncaster

Adrian Booth, 22nd December.

5467	99709-940585-1	R/R excavator (FY02 VHH)
E1340	99709-010059-2	Flat trailer

Network Rail Infrastructure Ltd., Rail Innovation and Development Centre, Lodge Lane Industrial Estate, Tuxford, near Retford, Nottinghamshire

Alex Bettaney, 27th October.

Viewed from Lodge Lane Industrial Estate

DR 76504	Plasser & Theurer RM900RT Ballast Cleaner
DR 76701	Plasser & Theurer VM80NR Ballast Cleaner
DR 76802	Plasser & Theurer 09-2X/CM Tamper
DR 92477	Plasser & Theurer MFS Power Car
DR 92478	Plasser & Theurer MFS Power Car

Also Plasser & Theurer MFS conveyor wagons DR 92900, DR 92901, DR 92902, DR 92909, DR 92910, DR 92911, DR 92913, DR 92914, DR 92915, DR 92916 and DR 92919; all forming High Output Ballast Cleaner set HOBC 5.

Network Rail, Middlesbrough Carriage Sidings, Middlesbrough, Teesside

Alex Bettaney, 1st November.

Viewed from the A66 road.

VolkerRail	DR 75401	Matisa B41UE Tamper
VolkerRail	DR 75402	Matisa B41UE Tamper

Alex Bettaney, 19th November.

Viewed from the A66 road. Present was VolkerRail Matisa B45 Tamper DR 75303.

Alex Bettenev, 30th November.

Viewed from the A66 road. Present was SBRail Plasser & Theurer Unimat 09-4x4/4S Dynamic Tamper DR74002.

Network Rail, Middlesbrough Depot, Middlesbrough, Teesside

Alex Bettenev, 23rd November.

Viewed from the A66 road.

Aquarius	YE64 WNO	99709 976104-8	4wDM R/R Landrover 461968/2004
Aquarius		99709 009401-9	LTE trailer

Redcar Down Siding Access Point, Redcar, Teesside

Alex Bettenev, 5th October.

Viewed from Birdsall Row.

Story	0695	99709 911319-0	R/R JCB JZ140 crawler
Story	0694	99709 911320-8	R/R JCB JZ140 crawler
Story	BD04	99709 914090-4	R/R CAT D4G Dozer
Story	0990	99709 940757-6	R/R Liebherr A900CZW excavator
Speedy		99709 909321-0	Pandrol CD400SP-IQ Clip Driver

Also a UID Story Trailer

Alex Bettenev, 1st November.

Viewed from Red Lion Street was Story R/R Liebherr A900CZW excavator 1211 (997909 940801-2).

SES Rail, Balby, Doncaster

Adrian Booth, 22nd December.

Present were trailers T104 and T117.

Skelton OTM Sidings, Skelton Junction, York

Alex Bettenev, 26th October

Viewed from a passing train. Noted was VolkerRail Matisa B66UC+C Tamper DR 75504

Stafford Network Rail Compound

Stephen Ebbs, 5th November.

Noted from a passing train on Tuesday 5th November.

Network Rail	GN14 ZCV	99709 917079 4	R/R MAN TGM with MEWP Module (conv by Geismar)
Network Rail	GN64 RZU	99709 917059 6	R/R MAN TGM with MEWP Module (conv by Geismar)

South Bank Junction Access Point, South Bank, Middlesbrough, Teesside

Alex Bettenev, 3rd November.

Viewed from Smiths Dock Road.

Story	1301	99709 020044-2	Chieftain 5M trailer
Story	1306	99709 020049-1	Chieftain 5M trailer

Tollerton Warehill Lane AP, (Tollerton Down Side AP), Tollerton, near York

Alex Bettenev, 27th October.

Present in the yard adjacent to the access point were:

Readypower	SB309	99709 911436-2	R/R Doosan DX235LCR-5 crawler
Readypower	CDC 7	99709 915006-9	R/R GK&N Services Rail Jet/Vac "Rail Cyclone" [DX67 EJF]
Readypower	RCDC12	99709 978009-7	R/R Unimog U400 flat-bed (with tank) [FP04 HZE]

VP plc, t/a Torrent Trackside, Harrison Street, Rotherham, South Yorkshire

Adrian Booth, 14th December.

Torrent	T114052	99709 909143-8	Pandrol Fastclipper
Torrent	T122137	(99709 909182-6)	Pandrol Fastclipper
Torrent		99709 909293-1	Pandrol Fastclipper



99709 909293-1, 27th October (Adrian Booth)

York Station Car Park Compound, Cinder Lane, York

Alex Betteney, 26th October.

Viewed from the "Cinder Lane" footpath diversion. Present were :

Aquarius	YS07 RSJ "MANDY"	99709 976005-7	4wDM R/R Land Rover 110 hood pick-up
Aquarius	YH64 JWU "WILMA"	99709 976108-9	4wDM R/R Land Rover 130 crew cab pick-up
Aquarius	(LTE034)	99709 009436-5	Aquarius Load Tray Extension



MPV DR 98932 (Windhoff 2591/2001) and DR 98982 (Windhoff 2592/2001) at Stockport, 16th November, forming the 3S70 Wigan-Wigan (Martin Shill)

PRESERVATION AND PLEASURE LINES

Compiled by the Editor from reports submitted to the Records Team, and from reports posted on the IRS IO Group and Heritage Railway social media sites.

ENGLAND

Barrow Hill Engine Shed Society. Staveley

[19EL/58]

Brian Cuttell, 31st October (view only).

Identified in the Roundhouse Shed yard were 27066 (BRCW DEL229/1962), cabs sheeted, and 45105 (Crewe /1961).

Stored EMU trailer 76762 was still present in the sidings near the entrance.

Restored LT Brake vans B583 & B584 were still present in the sidings near the Rampart C&W Shed awaiting eventual removal.

EMU 62364 departed Barrow Hill c12th August to RSS Wishaw, then was later reported moved to the East Kent Railway (followed some two months later by 76762).

Brian Cuttell, 15th November (view only).

D2868 and 03066 were both stabled next to the platform with a BR Mk1 coach sandwiched in-between.

In the Roundhouse Shed yard were 27066, cabs sheeted, and 45105, plus Locomotive Services' 20118 (EE 3024-RSHD 8276/1962) and 20132 (EE 3603-EEV D1002/1966).

Brian Cuttell, 29th November (view only).

In the Roundhouse Shed yard were 27066 (cabs sheeted), 45105 and 82008 (BP 7892-AEI 1029/1961) plus Locomotive Services' 20118 and 20132 (both in BR Railfreight grey livery).

Restored LT Brake van B584 was still present in the sidings next to the Rampart Shed. Next to it was an old red liveried London Transport tube coach. It is reported that this is 'Q Stock' car 4417 from Acton Museum for attention by Rampart C&W. It left Acton on 21st November bound for Barrow Hill. Restored LT Brake van B583 returned to Acton Museum on the same lorry being used to transport 4417 north to Barrow Hill.

Internet: [Website](#); [Facebook](#)

Bluebell Railway

[19EL/223]



Colin Alliez, 11th October.

The [Giants of Steam Gala](#).

The working locos were 6989 WIGHTWICK HALL (Sdn /1948), 32424 BEACHY HEAD (Bluebell /2007), 34059 SIR ARCHIBALD SINCLAIR (Bton /1947 reb Elh /1960), 60007 SIR NIGEL GRESLEY (Don 1863/1937) and 73082 CAMELOT (Derby /1955).

At [Sheffield Park](#) were No.27 PRIMROSE (Afd /1910), stripped to frames; No 263 (Afd /1905), SECR lined green; 84030 (Bluebell /2011 reb from Dar /1956), frames/wheels & bunker; 80151 (Bton /1957) and 92240 (Crewe /1958), black/oxide brown, outside the Carriage Shed. In the Workshop were 323 BLUEBELL (Afd /1910) and 72 FENCHURCH (Bton /1872), partially stripped.

On display in [SteamWorks](#) were No.65 (Afd /1896), SECR lined green; 21C123 BLACKMOORE VALE (Bton /1946),

stripped of boiler cladding & casing; No.592 (Longhedge /1901), SECR lined green; B473 (Bton /1898), SR lined olive green; 55 STEPNEY (Bton /1875), Stroudley Improved Engine Green; 27505 (Bow 181/1880), unlined black; 75027 (Sdn /1954), BR lined green; and No.3 CAPTAIN BAXTER (FJ 158/1877) dark red.

In the [Atlantic Shed](#) were 96 NORMANDY (9E /1893), cab/tanks & boiler cladding off, and 30583 (N 3209/1885).

At [Horsted Keynes](#) were 80100 (Bton /1955), part sheeted, and No.4 SHARPTHORNE (MW 641/1877), unlined peeling blue/rust.

Not seen were 847 (Elh /1936), said to be in store at Horsted Keynes, and 31618 (Bton /1928) and 1638 (Afd /1931), locked in the Carriage Shed at Sheffield Park.

Internet: [Website](#); [Facebook](#); [Instagram](#)

[Bluebell Railway Giants of Steam Gala 2024](#)



Filmed mainly on 12th October, this video features the working locos: 32424 BEACHY HEAD, 6989 WIGHTWICK HALL, 73082 CAMELOT and 34059 SIR ARCHIBALD SINCLAIR. Highlights include: 60007 blasting away from Horsted Keynes in the glorious sunshine, 32424 on pre grouping stock, 73082 making lots of noise and 6989 opening up nicely at Freshfield Bank. Double headers including a recreation of the S&D on a double header with 73082 & 34059 and 32424 & 60007. Also featuring in this video as a bonus on the Keighley & Worth Valley Railway during their Autumn Steam Up on Saturday 5th October is LB&SCR Terrier No 72 FENCHURCH and LNWR Webb Coal Tank No 1054.

Length: 29 mins 42 secs



Bure Valley Railway, 13th November (with photos).

Christmas Comes Early - Batteries Included.

Our new battery electric locomotive has arrived at Aylsham from Clayton Equipment Ltd. This is the first all new design and build battery electric locomotive for passenger haulage on a UK statutory regulated railway of any gauge. The locomotive weighs 13.6 tonnes and will be capable of hauling our heaviest trains.

It has been great to be working with a British Railway engineering manufacturer, a tribute to British Railway Engineering as we approach [#railway200](#)

The locomotive will now undergo a period of commissioning and testing before entering service.

Internet: [Website](#); [Facebook](#); [Instagram](#)



[Railway's First-of-its-Kind Electric Locomotive to Help Beat the Heat](#)



An ITV news item on the new Bure Valley battery loco.

Length: 2 mins 35 secs

Crich Tramway Village, near Matlock

[19EL/61]



Alex Bettaney, 20th October.

The Museum site dates from the early 1960's with the tramway following the alignment of an 1841 Mineral tramway built by George Stephenson. Since then the site has developed to house the National Tramway collection (including some overseas examples). The tram line runs for approximately one mile from Town End to Glory mine with intermediate stops at Stephenson Place, Victoria Park and Wake Bridge, with the tram sheds being located at the South end of the line.

The main depot, workshop and exhibition Hall is located at Crich, with a fan of lines; a traverser (constructed by the Chesterfield Crane Co, w/n 05/4961, and powered by conduit electric) is the means of transferring cars between sheds.

Stabled in the **Depot Yard** was 058 JOHN GARDNER (Solhütte 692/1999 reb of Solhütte 7808/1978), red, with 4w open trailer 061.

Inside the **Workshop** was G.M.J. (RH 326058/1952 reb TMS /1969), maroon/yellow.

Inside the **Running Sheds** was EEDK 717/1927, green.

At the side of the **Exhibition Hall** was RH 373363/1954, dismantled, rusty frames only - off track. Inside were 47 (BP 2464/1885), brown and 46 (Pritchard /1941).

At **Wake Bridge** was a small collection of mining memorabilia displayed here by the Peak District Mines Historical Society, including WR 3492/1946, yellow, minus battery box (boarded over to make a seat), two 4w mine tubs, ex Ladywash Mine, and a 4w Kibble mounted on rail wheels.

RH 223741/1941 (reb TMS/1964) was not seen (last reported 9/2024).

Internet: [Website](#); [Facebook](#)

Elsecar Heritage Centre

[19EL/260]

Adrian Booth, 4th November.

ELIZABETH (TH 138C/1964 reb from S 9584/1955), the wooden tub and guard's van EXETER remain on site surrounded by security fencing. No change, apart from the grass having been cut.

Great Central Railway, Loughborough

[19EL/127]



Tom Dovey, 17th November (with photo).

A visit to join the final Loughborough workshop tour of 2024, provided by the 34039 Boscastle Locomotive Ltd group.

In the **South Yard** were the boilers from 63601 (Gorton /1912); 45491 (Derby /1943) and SIR LAMIEL (NBH 23223/1925).

Inside the **Workshop** were 48305 (Crewe /1943) undergoing cylinder repairs; D6535 (BRCW DEL127/1960); 27056 (BRCW DEL244/1962); the wheelsets and frame/cab of 63601; rolling frames and tenders from SIR LAMIEL and 34039 BOSCASTLE (Bton /1946, boiler at Locomotive Maintenance Services for repair); plus the rolling frames only of 45491; 45305 (AW 1360/1937) and 70013 OLIVER CROMWELL (Crewe/1951, boiler at Tyseley for repair).

The storage sidings north of the workshop held various tenders; the cab and boiler of 45305; S 9370/1947, fully sheeted, and RH 480690/1960 (reb Resco L106/1978), part sheeted.

Internet: [Website](#); [Facebook](#)



RH 480690

Great Western Society, Didcot

[19EL/186]



Chris Weeks, 16th November.

A full site visit/guided tour/

Locomotives noted were 1014 COUNTY OF SOMERSET (Llangollen-GWS under construction incorporating parts of Sdn /1950), 1338 (K 3799/1898), 1340 TROJAN (AE 1386/1897), 1363 (Sdn 2377/1910), 2999 LADY OF LEGEND (Riley-GWS 3540/2018 incorporating parts of 4942 Sdn /1929), 3650 (Sdn /1938), 3738 (Sdn /1937), 3822 (Sdn /1940), 4079 PENDENNIS CASTLE (Sdn /1924), 4144 (Sdn /1946), 5051 DRYSLLOWYN CASTLE (Sdn /1936), 5227 (Sdn /1924), 5322 (Sdn /1917), 5572 (Sdn /1929), 5900 HINDERTON HALL (Sdn /1931), 6023 KING EDWARD II (Sdn /1930), 6106 (Sdn /1931), 6697 (AW 985/1928), 6998 BURTON AGNES HALL (Sdn /1949), 7202 (Sdn /1934), 7808 COOKHAM MANOR (Sdn /1938), No.5 (GE /1857), HC 1026/1913 under overhaul, 2409 KING GEORGE (HE 2409/1942 reb GWS /2022), BONNIE PRINCE CHARLIE (RSHN 7544/1949), 604 PHANTOM (Derby /1959), D9516 (Sdn /1964), ATHENA (BT 301/1961), D1023 WESTERN FUSILIER (Sdn /1963) on a five year loan from the NRM, DL26 (HE 5238/1962), (5) DerbyC&W /1960 (reb GWS/c1985), 18000 (BBC(S) 4559-SLM 3977/1949), steam railmotor 93 (Sdn /1908 reb Tyseley-Llangollen /2007-2009) with trailer 92, diesel railcar 22 (Sdn /1940), PWM4303 (Wkm 7506/1956), Wkm 6892/1954 and Wkm 6948/1955.

On the broad gauge line were FIRE FLY (FFP 1989) and IRON DUKE (Resco /1985 incorporating parts of RSHN 7135/1944), together with the covered second class and open third class (built c1984). Other items of rolling stock noted were:

Carriages and NPCCS

GWR: 111, 190, 231, 290, 316, 333, 416, 484, 536, 565, 752, 814, 820, 824 b/o, 933, (975), 1111, 1159, 1184, 1289, 1357, 9520 (1580) body only, 1941, 2202, 2232, (2356) 47886, 2511 b/o, 2671, 2796, 2862, 2913, 3030, (3299), 3655 frame only, 3755, 3756, 3963, 4553, 5085, 5787, 5952, 7285, 7313, 7371, 7372, 7976, 9002, 9083, 9112 QUEEN MARY, 9113 PRINCE OF WALES, 9118 PRINCESS ELIZABETH, 9635.

Tool and Riding Vans

1, 47, 56, 109 frame only, 109 body only, 135, 263.

LMS

33002 frame only.

Notes: The body of 824 was on the frames of 33002; the body of 1580 was on the frame of 3655 and numbered 9520, the body of 2511 was on the frames of 109. The part-body of Bristol and Exeter 250 was not seen.

BR Mk2

(5458), (5495). BR Mk3: 10527.

Passenger Rated Tank Wagons

DW101. SR: 4409.

Cranes

95204, ADW205, ADW537, S&R18820, S&R23059

Small Plant

OK R/R MH 5S Super Railer 99709 970048-3

Freight Stock

1 (Rectank), 135, 205, 745/795, 1000, 10153, 11152, 17447, 18553, 19818, 32337, 32338, 41934, 42193, 42239, 42271, 43949, (56400), 63066, 68684, 70335, 79933, 80659, 80668, 80789, 82917, 84997, 84998, 84999, 85000, 89268 b/o, 91200, 92943, 94835, 100377, 101720, 101836, 105599, 105742, 105781, 105860, 110664, 110711, 110772, 112843, 113026, (535) 116954, 117993, 143698, 145428, 146366, 299855, 516673 (WGB4167), 517791 (WGB4166), 741583, 749039, 901002, 950592, 985007, unnumbered Plated Glass Coral A wagon, unnumbered BD container, unnumbered BD container, UID 4w u/f/o (listed as 24201 on PRSL), 230956 ex mainline (FL Basford Hall), 609051 ex mainline (DB), 923235 ex Swanage. 110664 and 113026 were located at Didcot LIP (mainline servicing shed).

Gauge 2ft: 4w slate wagon.

Internet: [Website](#); [Facebook](#); [Instagram](#)

Hopetown Darlington

[19EL/80]

Martin Shill, 28th November (with photos).

On display in the **North Road Station** building were DERWENT (Kitching /1845), 1463 (Dar /1885) and 39 (RSHD 6947/1938), as well as a full size model of LOCOMOTION. The Exhibition Hall of the **Carriage Works**, transformed into a Christmas Grotto, housed the working replica of LOCOMOTION (Loco Ent 1/1975), with a replica chaldron wagon and carriage EXPERIMENT packed with wrapped presents:



The adjacent **Store** contained a number of railway artifacts and models, including the model Stockton & Darlington railway layout. In the open, next to the adventure playground, was D6898 (EE 3376-EES 8419/1964), restored to BR green livery. A bridge gave access to the Viewing Gallery of the **A1 Steam Locomotive Trust workshop** on the opposite side of the railway line. However, on the first and third Saturdays of the month the workshop is open to the public, allowing a closer view of 2007 PRINCE OF WALES under construction. It currently consists of a rolling chassis (minus the leading bogie although the wheelset is in front of it), the smokebox and cab. The three cylinder monobloc casting was on the floor, and a number of other parts were in the workshop, as well as the tender body and frames. The boiler remains 570 miles away, at Meiningen Works, Germany (construction of the second boiler on order from Meiningen has been deferred as it will not be required for at least seven years). In addition to the number 2007 on the cabside its future Network Rail registration number 98807 has been chalked below, although it is likely to be 2027 at the earliest before it enters service, and that will depend on finance being available. The **North Road Locomotive Works (1861 Shed)** was not open but RH 279591/1949 was standing outside. *Alex Bettaney reports that RH 279591 moved to the Carriage Works for a Halloween event in October, returning to the 1861 Shed afterwards (evidently Hopetown consider that the sight of a 48DS is ideal for scaring the children!).*

Internet: [Website](#); [Facebook](#)

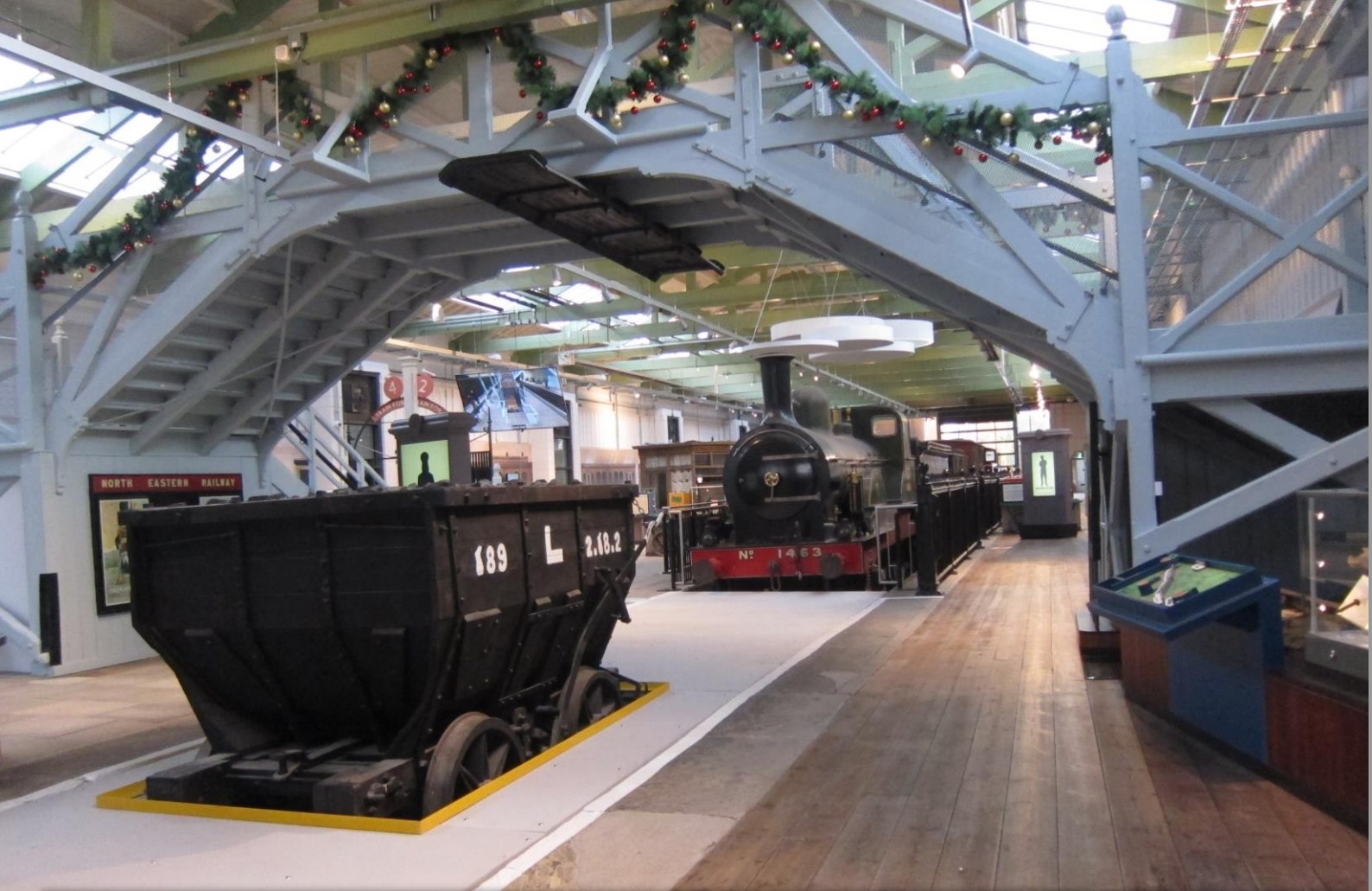


Built as an 0-6-0ST for Appleby-Frodingham Steel, in preservation RSH 6947 was rebuilt as a side tank, on which the builder's name is now emblazoned.



Hopetown has both the oldest surviving loco built in Darlington, DERWENT, built by Kitching in 1845 for the Stockton & Darlington Railway (and later used in industrial service), and the last loco built commercially in Darlington, D6898, which left the Stephenson works on 28th April 1964.





Above: A general view of the North Road Station, with the Londonderry Collieries chaldron wagon L189, Tennant 2-4-0 1463 and the footbridge recalling the time when these were two separate platforms.

Below: A general view of the A1 Locomotive Trust workshop, with P2 2007 and its tender under construction.





Work progresses on the construction of the P2, although it seems likely to be some time before it is united with its boiler, which currently remains at Meiningen Works, Germany (below, 8th September).

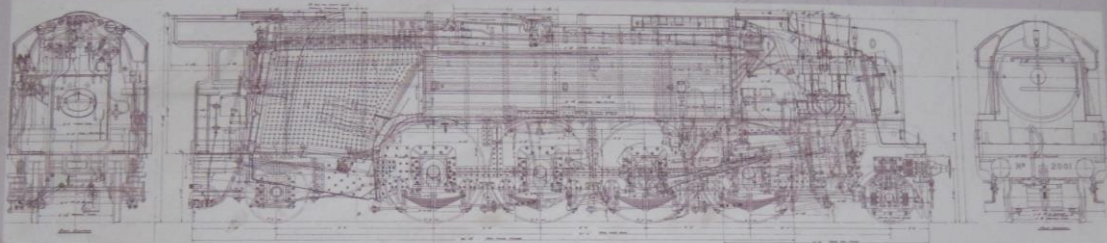




The only original P2 to use Lentz poppet valve gear was the first, No.2001, the other five being fitted from new with Walschaert's valve gear, and 2001 was subsequently altered to conform. Nevertheless, the new-build will feature a modified form of the Lentz gear and revised steam passages which it is believed will improve performance. The casting is also narrower than the original, to give the finished loco a wider route availability. This is the monobloc three-cylinder casting viewed from the rear, with at the bottom stuffing boxes for the piston rods on each of the three cylinders and slide bar seatings above. Above those on the two outer cylinders are the inlet and outlet housings for the poppet valves. On the inside cylinder lack of room below the smokebox means they are instead located to the left of the stuffing box. Welded above the input poppet valve housings are the cast steel steam ports. Unlike the original P2 design these are not part of the casting because that caused excessive heating of the exhaust steam. The square mounting to the right of the middle stuffing box is the feed to the exhaust steam injector. For a more detailed explanation see the [video presentation](#) by the late David Elliott, formerly the project engineer.

No. 2001 Cocko' the North

2-8-2 Three Cylinder Express Passenger Engine



Cylinders, Motion & Valves:

Cylinders (3)	21" X 26"
Motion	Lentz Rotary Cam
Steam Valve	8" Poppet
Exhaust Valve	9" Poppet

Boiler:

Max Diameter	6' 5"
Distance between tubeplates	18' 11 3/4"
Firebox Length	10' 9"
Pitch	9' 4 1/2"
Diagram No.	106

Boiler & Heating Surface:

Firebox	6' 5"
Tubes (121 X 2 1/4")	18' 11 3/4"
Flues (43 X 5 1/4")	10' 9"
Total Evaporative	9' 4 1/2"
Superheater (43 X 1.244")	106
Total	3490.5 sq.ft.
Grate Area	50 sq.ft.
Boiler Pressure	220 psi

Wheels & Wheelbase

Leading Wheels	3' 2"
Coupled Wheels	6' 2"
Trailing Wheels	3' 8"
Tender Wheels	4' 2"
Tractive Effort (at 85% boiler pressure)	43,462 lb.
Length over buffers	73' 8 3/8"
Engine Wheelbase	37' 11"
Tender Wheelbase	16' 0"
Total Wheelbase	64' 0 7/8"

Weight (full)

Engine	110T Scwt
Tender	55T 6cwt
Adhesive	80T 12 cwt
Max Axle Load	20T 10cwt
Water Capacity	5000 Gallons
Coal Capacity	8T 0cwt

LOCOMOTION

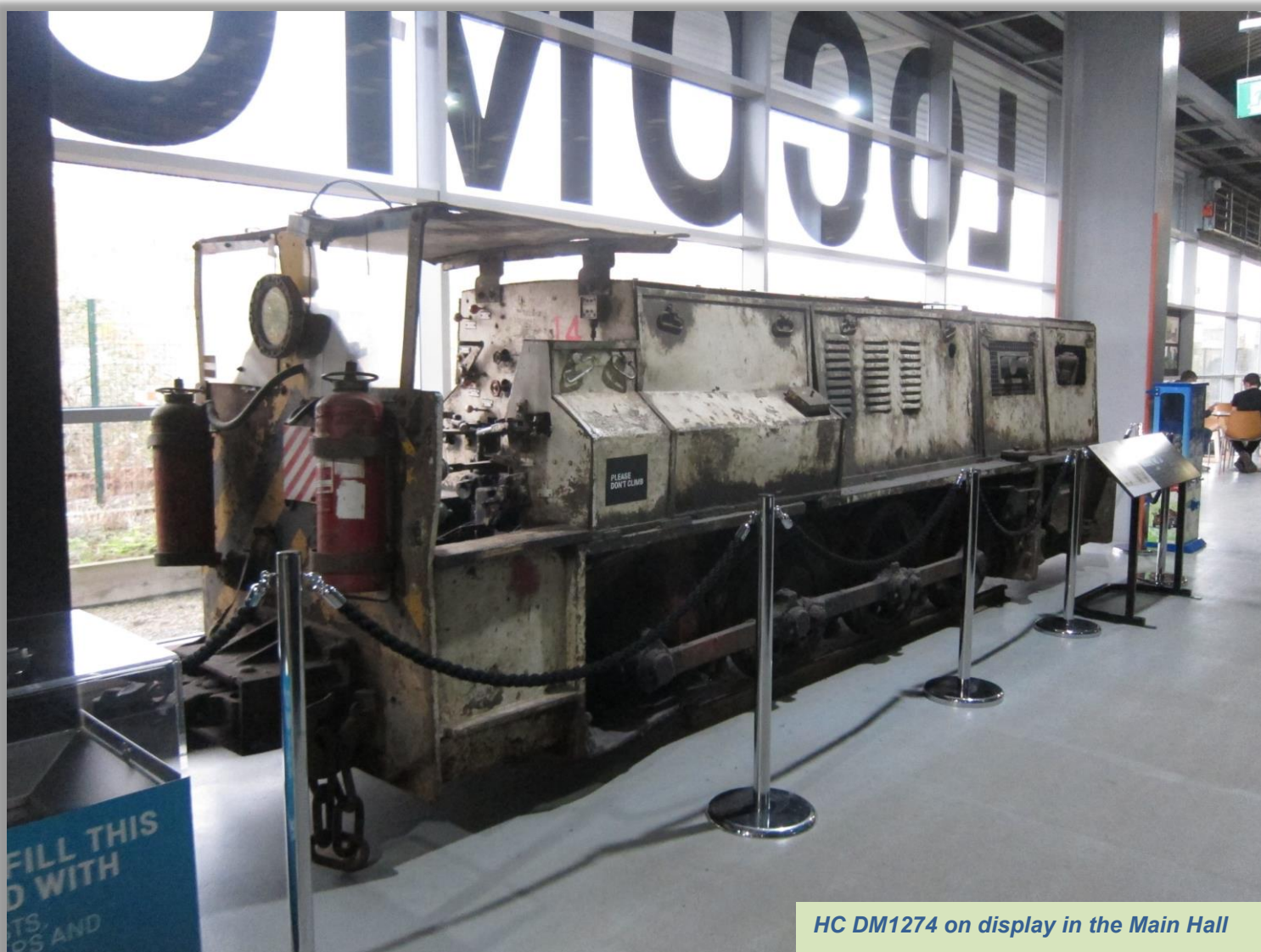
Martin Shill, 16th November (with photos).

Outside in the **yard** were D2090 (Don /1960), 08911 MATEY (Hor /1962), Pacer 142001 and the unrestored carriage of EMU 4308 (behind the Main Hall).

In the **Main Hall** were 2090 (Lancing-Elh /1937), green; 3131 (EE-Elh /1938); LEV1 RDB975874 (Leyland /1978); 41001 (Crewe /1972); the prototype APT-E; 306 017 (MetCam /1949); 71001 (Don /1959); 5000 (Crewe 216/1934); 14 (HC DM1274/1961); 1621 (Ghd /1893); ROCKET (RS 19/1829); (SANS PAREIL) Hackworth /1829; IMPERIAL No.1 (AB 2373/1956); 34051 WINSTON CHURCHILL (Bton /1946); 43102 (Crewe /1978); LOCOMOTION (RS 1/1825); 790 HARDWICKE (Crewe 3286/1892); 75S (HC-Siemens 6/1898); the replica SANS PAREIL (BRE(S) /1980); DELTIC (EEDK 2007/1955); D200 (EE 2367-VF D395/1957); 1 (Stoke /1917); 60103 FLYING SCOTSMAN (Don 1564/1923), the replica ROCKET (LocoEnt No.2/1979 reb FlourMill /2010); the 1984 Maglev car; 910 (Ghd /1875), under restoration; and several wagons.

By comparison with the crowded Main Hall the **New Hall** was a haven of peace and quiet. Its construction has allowed some of the industrial railway exhibits to be displayed more clearly than they were in the Main Hall. On display were (LYON) GS(H) /c1849; 901 (Dar /1919); No.1 (BE /1905); Wkm 899/1933; 66 AEROLITE (Ghd /1869); 49395 (Crewe 5662/1921); H001 (S 10003/1959); 31018 (BT 71/1957); MR 4217/1931, green; JUNO (HE 3850/1958); 13079 (Dar /1953), black; also a 1965 ZZA snowplough, 74/007 (Matisa 48573), Smith crane 12407, two velocipede cars, NER snowplough No.12 and several wagons, including industrial internal use.

Internet: [Website](#); [Facebook](#)





Above: Fletcher 2-4-0 910 has been brought back from Kirkby Stephen to Shildon for cosmetic attention in the workshop area of the Main Hall.

Below: One of the industrials on display on the New Hall is the Hetton "Grasshopper".





SENTINEL SHUNTER 1959

Three years after the Clean Air Act came into force to tackle air pollution from the burning of coal, Sentinel introduced this diesel-hydraulic shunter fitted with a Rolls-Royce engine.

In an effort to move away from steam power, a trial by the National Coal Board at a colliery near Pontefract tested running Sentinels on methane pumped out of the mine.

Although this experiment in alternative power was unsuccessful, the shunter's usability and overall clean appearance were widely praised and it won the Council of Industrial Design's Capital Goods Design Award.

This vehicle ran for almost 50 years at many industrial locations, including Seaham harbour and on the Bass brewery network in Burton-upon-Trent.



Sentinel shunter 10003 in use at the Bass Brewery Burton-upon-Trent, in April 1961.
Image: SSA Models of Hull Collection (The late R Munday)

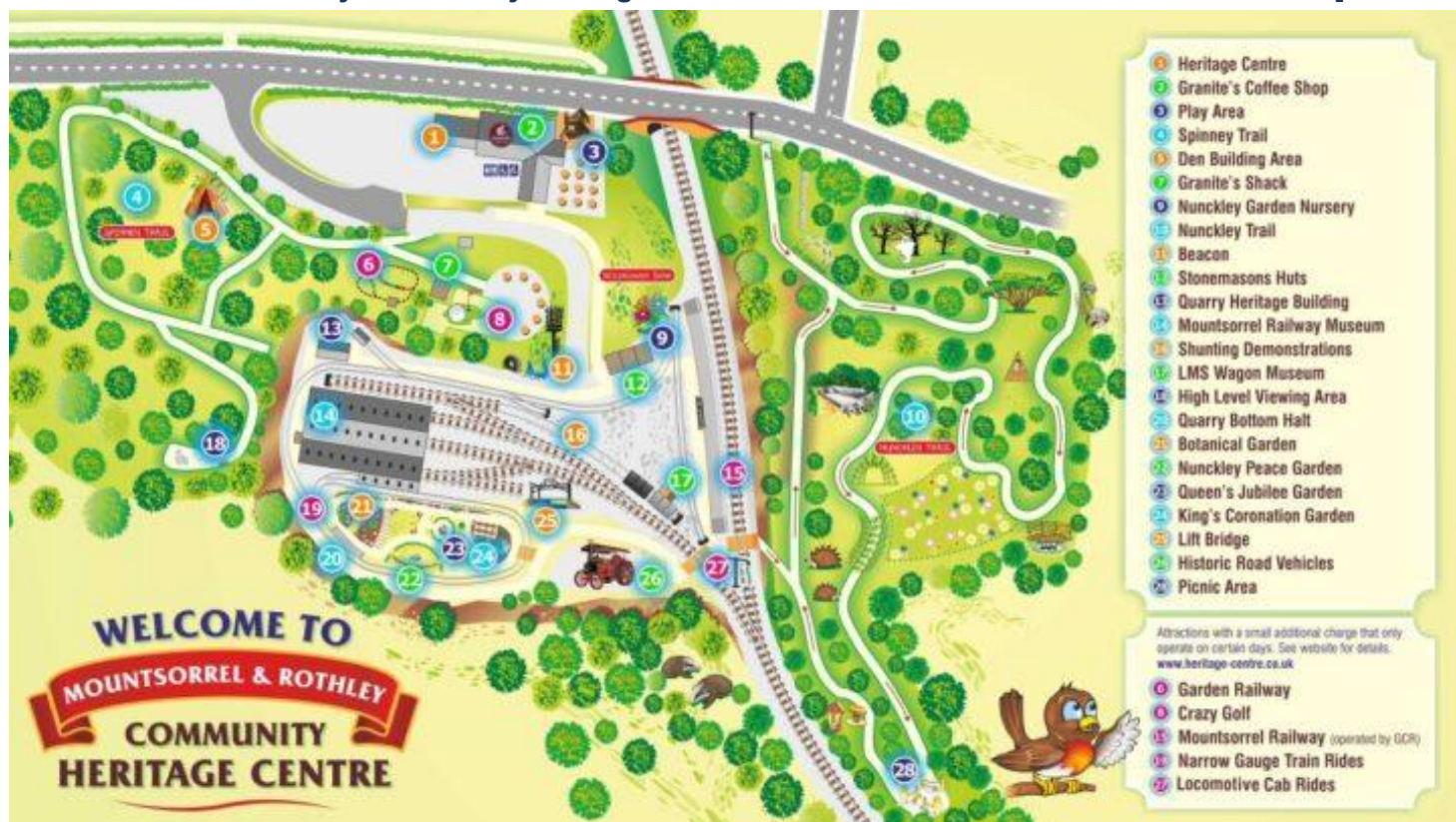


More modern industrial traction is represented by S 10003.
Amongst wagons on display is a 1962 side tipper built to transport Sheffield's sewage (left).



D2090 has been with the NRM for nearly fifty years, not having had to move very far as it was latterly based at York. 08911 came rather later, from Thornaby in 2004, and has seen periods of hire since.





Tom Dovey, 6th November (with photo).

A £2 charge is now payable to enter the quarry area where the railway items are housed. In the railway museum were BE 314/1906, faded lined green, and DE320498 (Wkm 7595/1957), green. In the combined workshop/n.g. shed area were RH 393304/1955, green; COLIN McANDREW & C^o (AB 1223/1911), lined green; MR 22070/1960, yellow, and ex Chesterton Junction PW Materials Depot shunter 85049 MALCOLM (RH 393325/1956), yellow:



Internet: [Website](#)



Northampton & Lamport Railway, 7th November (with photo).

AJAX (AB 1605/1918) is to leave the Isle of Wight Railway to join the NLR. It has been on the Isle of Wight for more than fifty years and, although it was once used as a working locomotive, in recent years it has been a mainstay of the Train Story Rail Discovery Centre. The IWSR trustees decided to look for a new home for AJAX where it would be returned to operational use. Following the NLR's visit to the Island and inspection of the locomotive, an agreement was reached for the transfer for a nominal sum. AJAX initially served at the Richborough Military Port, Kent. After the war it was sold to the Anglo-Persian Oil Company, working at Llandarcy Refinery, near Swansea, and later at various ironstone quarries. She finished her industrial service at Harlaxton Ironstone Quarries, near Grantham, being withdrawn in 1968. It was bought by Henry Frampton-Jones, who placed her on loan to the IWSR in 1972. No major restoration work was carried out for more than

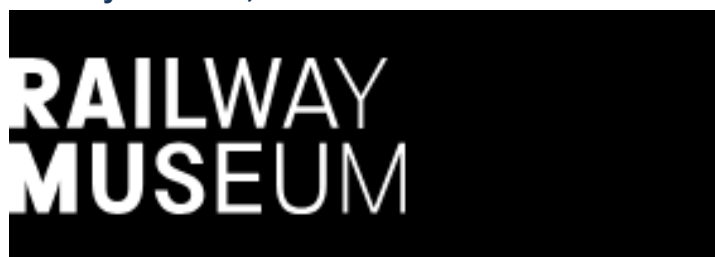
twenty years until a full overhaul was completed. AJAX hauled its first public passenger train during 2005 and was in service until the end of 2014, when it was withdrawn for overhaul. By then the IWSR had been able to build up a fleet of more suitable locomotives and AJAX was placed on display in Train Story. Peter Taylor, chairman of the IWSR, said "We're delighted to have found a new home for AJAX where she will be returned to steam and will operate in service again for people's enjoyment. "



Internet: [Website](#); [Facebook](#); [Instagram](#)

Railway Museum, York

[19EL/253]



Alex Bettaney, 26th October.

Noted from a passing train. In the yard outside the [Main Hall](#) were D2860 (YE 2843/1961), BR green; 09017 (Hor /1961), NRM maroon; and DMUs M51562 (DerbyC&W /1959), BR blue, and (51922) DerbyC&W /1960, BR green.

Viewed from Cinder Path, in the [South Yard](#) was (CME 13 DE 331553) 8wVB 25t Crane Cravens C8153/1907, black. It was noted that the NRM South Yard is no longer connected to the

national rail network, the link line being truncated at a buffer stop just outside the boundary gate.

Mark Lamb, 6th November.

Only the Main Hall and North Halls were open - other areas are being redeveloped.

In the **Main Hall**, on the **turntable lines**, were 4003 LODE STAR (Sdn 2231/1907), 4468 MALLARD (Don 1870/1938), 26020 (Gorton 1027/1951), 47798 PRINCE WILLIAM (Crewe /1965), 84001 (NBH 27793/1960), AGENORIA (FosterRastrick /1829), 737 (Ash /1901), Shinkansen motor car 22-141, KF7 (VF 4674/1935), W43002/253001 SIR KENNETH GRANGE (Crewe /1976), 373308 (GEC-Alstom /1995), 28249 (MetC&W /1915), 82 BOXHILL (Bton /1880), 30925 CHELTENHAM (Elh /1934), 92220 EVENING STAR (Sdn /1960), 990 HENRY OAKLEY (Don 769/1898), No.1 (Don 50/1870), C1 (Bton /1942), 3 (BuryC&K /1846), ROCKET (RS 4089/1934, sectioned), 1275 (D 708/1874), 8143 (MV/Met Cam /1925), 6229 DUCHESS OF HAMILTON (Crewe /1938) and D8000 (EE 2347-VF D375/1957), sheeted, under restoration.

Around the walls were RA36 (HE 9423/1990), 390 (SS 4150/1896), LIVINGSTON THOMPSON (Boston Lodge /1885), PET (Crewe /1865), BAUXITE No.2 (BH 305/1874) and 35029 ELLERMAN LINES (Elh /1949 reb Elh /1959), sectioned.

In the North Hall were D9002 THE KING'S OWN YORKSHIRE LIGHT INFANTRY (EE 2907-VF D559/1960), No.4 (AEC-Park Royal /1934) and MAX (Zagro 80969/2022).

Internet: [Website](#); [Facebook](#)

South Yorkshire Transport Museum, Rotherham

[19EL/261]



Adrian Booth, 4th November.

HC 1689/1937 remains in place here.

Internet: [Website](#); [Facebook](#)

Supreme Attractions Ltd., Lakeside Miniature Railway, Southport

[19EL/164]



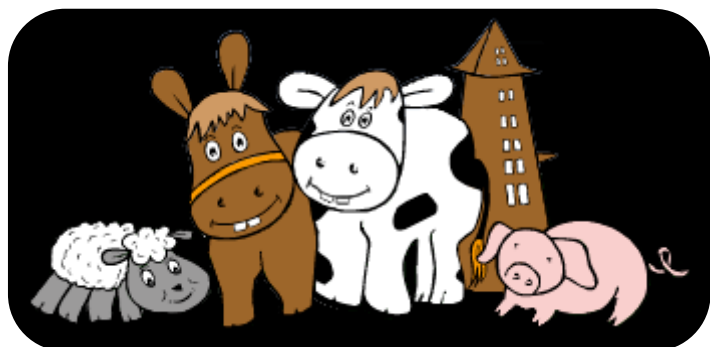
Andrew Waldron, 4th November.

The railway was locked up; the track had not seen any recent use. According to Austin Moss JENNY (MossAJ /2006 reb LSL /2022) is currently OOU with a seized pump. The site nameboards now refer to the railway as the Southport Pleasureland Miniature Railway.

Internet: [Facebook](#)

Windmill Animal Farm Railway, Holmeswood

[19EL/126]



Andrew Waldron, 4th November.

DUDLEY (Guest /1957) is not in good health; spares are hard to find, and one of the powered axles does not function correctly. The stock is comprised of four ex Liverpool Garden Festival semi-closed carriages, three being in use at any one time. The stock is maintained by Austin Moss, one carriage having been recently repainted and its brakes overhauled.

Internet: [Website](#); [Facebook](#); [Instagram](#)



Alex Betteney, 23rd October.

The museum is currently open Wednesdays to Sundays, although underground tours will be suspended from December 2024 to March 2025 whilst a new electric (more eco-friendly) winder is installed. Caphouse Colliery dates back to c1780, then known as Overton Colliery, and continued operation under successive owners until, under the National Coal Board, it closed in 1985. It re-opened as the Yorkshire Mining Museum in 1988 and became the National Coal Mining Museum in 1995.

Beside **New Road** was PROGRESS (RSHN 7298/1946), maroon, with 6-plank open coal wagon "SIR JOHN L.L. KAYES BART" No.9. Outside the Hub building was 713007 (CE B0182B/1974), white, plinthed by the rear door; also EIMCO 12B Rockershovel No.10805, white, plinthed on the grass by the Conference Room.

Under the **Screens** were HE 7307/1973, maroon (one side repainted) and No.47 (TH 249V/1974), maroon (one side repainted, number carried on the other side), together

with 4w 6-plank open coal wagons D17/29 and 21M.

At the **Kellingley Memorial** were two 2ft 6in gauge 4w black mine tubs, No.605 and one UID.

In the **yard** were six rusty mine tubs, c.2ft gauge.

By the Coach park was 17, a 2ft 6in gauge 4w LWB mine tub, rust/white.

At the **Cable Tramway** (Lower terminus) was a 2'3" gauge 4w cable-hauled covered Manrider, green. The Cable hauled tramway ran from opposite the drift mouth to a location parallel to where Smith crane 11108 stands. The tramway has been lifted bar a short section on which the manrider stands, with part of the trackbed overgrown, and most landscaped beneath the Adventure Playground.

Inside the **Technology Gallery** were a 4ft gauge UID 4w Little Eaton Gangroad open wagon (un-flanged wheels), a narrow gauge UID 4w 3-plank mine tub (displayed with replica horse) and narrow gauge UID 4w SWB flat wagon mounted with a drill.

In the **Underground Tour** were a number of narrow gauge wagons: a 4w 4-plank mine tub outside the deputy's office, a 4w 4-plank mine tub, a 4w 2-plank mine tub (3-sides) and a 4w 2-plank mine tub in the 'gallery' next to the 'Stables', a 4w flat wagon (with central rope wheel) adjacent to the hauler, and a 4w flat wagon with two sides and a vertical central hole (by mine shaft).

A short section of 'hung' monorail line exists in a mining display for moving mining machinery.

The 'Hub' Mining Lives Exhibition was not investigated on this occasion

In the car park was 4wVB 5t Crane TS 11108/1929, rusty, plinthed with jib raised.

Inside the Blacksmiths Shop at **Hope Pit** was HC DM1433-HE 8581/1978, green, over an inspection pit, with a white 4w mine tub. Outside were a 4w mine tub and an unidentified 4w wagon, both sheeted, also a narrow gauge wagon tippler with a LWB mine tub, white inside.

Inside the **loco garage** (viewed through a crack in the door were No.1 COMPO (CE B3538/1989) and (No.7) CE, both white, identity assumed.

In the **pit yard** were MANTON (HC D1121/1958), green, plinthed; HC DM1356/1965, white, sheeted, identity assumed; also 4w 7-plank open coal wagon CHATTERLEY WHITFIELD 1986

In the **top yard** (by the Winding House) was NCB 44 (HE 6684/1968), maroon, derelict, with two 4w 10t double hopper coal wagons and 4-wheel 7-plank open coal wagon CHATTERLEY WHITFIELD 1922 (YKSM 1996.772).

In the **storage area** were RH 379659/1955, green/red/black; HE 7530/1977, blue/rust; HC DM746/1951, rust, identity assumed; GMT /1984 in white/rust, identity assumed; HE 6273/1965, red oxide, inside 'ripped' restoration tent; and std gauge 4wVB 7t Crane T&H 1766/1963, green/grey, jib removed. Also noted were four 4w covered manriders, a 4w Metro Bug and five 4w mine tubs. Outside the Storage Area was 20 (HE 9271/1987), white/rust, a 4w mine tub and 4w covered Manrider, white/rust.

At the Platform were (Gauge 2ft 6in) a 4w covered Manrider, 4w Metro-Bug BUZZER and a 4w mine flat, all in white.

Outside the **'Power House'** were RH 375347/1954, NCB blue/yellow, and RH 480679/1961, white, as well as a 4w mine tub and 4w EIMCO 21B long reach Rockershovel EM122, white (YKSM 1997.883).

The **Power House** was locked, but visible inside were Atlas 2463/1944 and HC DM655/1949, identity assumed; also a 4w covered Manrider, NCB Blue (YKSM 1996.695), a 4w covered explosives wagon (ex Calverton Colliery) and a 4w EIMCO 12B Rockershovel

Inside the **Pony Discovery Centre** was a 4w replica pit tub and "ERIC" in his stable.

Internet: [Website](#); [Facebook](#)



Eric and Finn



Between 1937 and 1963 Rustons built nearly one thousand, four hundred examples of what might loosely be described as the '20DL family'. Flameproofed 20DLG RH 480679, currently displayed with a mine tub off-track at Caphouse Colliery, was one of the last batch of four delivered between 1961 and 1963.

(Anthony Heale-Barton)

SCOTLAND

Ayrshire Railway Preservation Group, Doon Valley Railway

[19EL/274]



Archie Thom (Chairman ARPG), 19th October.

After all the ups and downs of the past year, when we faced the loss of all the Dunaskin buildings with all that entailed, two ARPG members – two directors in fact – have dug deep into their own pockets and have bought the café and the shop for the continuing future use of the Doon Valley Railway. Furthermore the bothy has been secured as well

and the Dalmellington Parish Development Trust have awarded a grant of £40,000 towards the cost of the proposed new stock storage shed. Taken together with the funding already in place work on building the shed can start in earnest more or less immediately, with the expectation that the shed will be ready for occupying by next summer. It has also been confirmed that the branch line from Dalrymple Junction to Dunaskin is being handed over to Gibson Engineering, with the ARPG having been given a special interest in the section from Patna to Dunaskin. This should eventually allow heritage trains to run between Patna and Minnieve, possibly even Pennyvenie; the ARPG also now owns a substantial area behind the station building as well as the land over the burn where the “reserve collection” is stored on sidings.

As time went on, it became clear that Mr Jackson was not going to be able to sell the buildings either as quickly or as profitably as he had hoped. So far only the brick store and the joiner's shop have passed into other hands. Apart from allowing the eventual purchase of three important buildings for ARPG use, this has also meant that the contents of the museum have been allowed to stay in place until now, although the situation regarding the museum is likely to change soon. Over the past year work has continued on the refurbishment of the wagon repair shed to allow it to become the new museum. The new concrete floor has been laid, including space for one standard gauge line to accommodate the Donelli people mover and one or two other items of rolling stock. Work is now progressing on the interior walls and the roof, where a fair amount of remedial work is very necessary. The doors will have to be replaced and electricity will have to be brought in. The target is to be able to open the shed to the public next summer.

Fraser Gibson of Gibson Engineering personally overhauled the brake system on the passenger saloon, a big job which was done for the cost of materials alone. In return, S 10012 has gone to Springburn to be the works shunter for Gibson Engineering, although it remains ARPG property. Sponsorship has been raised to overhaul NBQ 27644 (*moved to Springburn Works on 6th November*). Work has resumed in house on AB 399 and it is expected to be a runner within the next couple of weeks.

Internet: [Website](#); [Facebook](#); [Instagram](#)

Llangollen Railway

[19EL/295]



Philip Cartwright, 25th November.

A **Branch Line Society** visit.

The tour used a DMU set including M51933 (DerbyC&W /1961) and trailer M56504, BR green.

In the shed were 3802 (Sdn /1938), BR Black, operational; 5532 (Sdn /1928), green, under restoration; 5967 BICKMARSH HALL (Sdn /1937), stripped to frame, under restoration; 7754 (NB 24042/1930), BR black, operational; 47449 ORION (Crewe /1964), BR blue, operational; 31271 STRATFORD 1840-2001 (BT 302/1961), Railfreight Grey, operational; 03162 (Sdn /1960), undercoat, under restoration; (D)5310 (BRCW DEL55/1960), BR green, operational; D2899 (YE 2854/1961), black, stored; also DMUs M50454 (BRCW /1957), BR blue; M50528 (BRCW /1958), BR blue (both operational); and M51618 (Derby /1961), BR green, under restoration.

08202 (Derby /1956), BR blue, was moving stock; 13265 (Derby /1956) and PILKINGTON (YE 2782/1960) were in the yard. The frame of 80072 (Bton /1953) was not seen but may have been in the workshop.

Also present were rail cranes RS1085/45 (Cowans 8053/1943) and 969027 (P&T 5528/1981), both yellow and operational, as well as Q317 GRN (Unimog 008983/1992) and trolley 99709 909266-7 (Geismar ST-00-24/2000).

Internet: [Website](#); [Facebook](#); [Instagram](#)

ISLE OF MAN

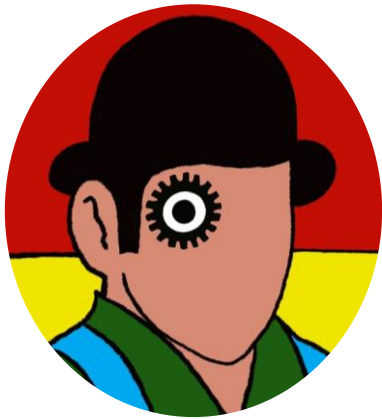
Isle of Man Transport, Department of Tourism and Transport

[19EL/360]

Press Reports, 21st November (with photo).

Ex-BnM locos LM389 and LM396 have finally arrived on IOMR metals at Douglas.





Clockwork Oranges on the Move

Press Reports, November.

Following Stadler Rail putting the redundant Metro-Cammell Glasgow underground cars (“more than just a train - they are that funny orange friend in tunnel at the end of a night out”) up for sale in July at £5000 each (or free to charitable organisations) a number have been moving to new homes, repurposed as school rooms, holiday accommodation etc. Two have gone to a private location in Northumberland, at least three to Finneston Station, Glasgow, one to the Beatroute Arts Centre, one to The Ivy at the Park School, Glasgow and others to Springburn Works pending further relocation.



One of the twenty former Glasgow subway Met-Cam cars saved from scrap largely by the efforts of Ben Denton-Cardew (foreground) and destined for a variety of sites and alternative uses. (@BenDC_)



117 arriving at the Beatroute Arts Centre, 8th November

Simon Bendall, 21st November.

EE 2122-VF D312/1956 (NS 690) was reported passing through Stockton en route from Carnforth to ICL UK, Tees Dock.

Brecon & Merthyr Railway, 24th November (with photo).

A landslip near Merthyr closed the line. *Services resumed on 8th December.*



PRESERVED ROLLING STOCK

These notes incorporate observations received up to 5th December 2024. Please send observations to the Hon. Records Officer - Non-Locomotive Worked Lines (*Graham Feldwick*) nonloco@irsociety.co.uk.

ENGLAND

Ilkeston, Derbyshire

Brian Cuttell, 28th September.

The standard gauge open wagon lettered STANTON 2 is still on static display on a length of track on the busy traffic island.

Awsorth, Nottinghamshire

Brian Cuttell, 28th September.

The two green liveried narrow gauge mine tubs are still on static display on a length of track on the traffic island.

Filey, North Yorkshire

Brian Cuttell, 3rd October.

There is a dummy 4-4-0 'Steam Engine' on display on approx. 8 yards of track next to Filey Railway Station. It is green liveried, numbered 2014 and named LION with 'FLC' lettered on the tender. The gauge is approx. 2ft 0in.

The information board states that it was built by Paul Reason.

Denaby Roundabout, Doncaster Road, Denaby, South Yorkshire

Adrian Booth, 17th October.

The three large 2ft 9in gauge mine cars remain displayed here. They originated from Brodsworth Colliery, and are part of the Markham Grange Nursery collection.

Treeton, near Rotherham, South Yorkshire

Adrian Booth, 23rd November (with photo).

The two tubs at **Wood Lane** were noted as part of the display which includes a pit wheel. At the other end of the village the single tub was noted in its usual immaculate condition.



The single tub at the entrance to the village

MODEL RAILWAYS

[Copper Wort Brewery Railway](#)



A video by Peter Goss explaining how he made his model brewery layout based on Worthington's, Burton-on-Trent, as described in Cliff Shepherd's book.

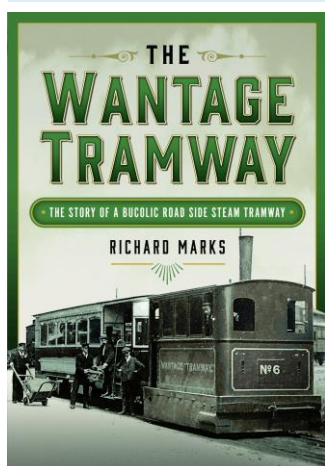
Length: 14 mins 39 secs

BOOK REVIEWS

The Wantage Tramway

RRP £29.99

Author	Richard Marks
Hard Cover	248 pages 246mm x 172mm
Published	Pen and Sword, November 2024
ISBN	9781399048347



The Wantage Tramway is credited as being the first in the UK to use steam traction, almost from when it opened in 1875 (although the Act authorising it only provided for horse haulage). A short line, not much more than two miles long, to connect the town of Wantage with the GWR at Wantage Road, it nevertheless came to possess an eclectic assortment of motive power, almost all acquired second-hand. The first steam vehicle to operate on the line was the experimental (and not very successful) Grantham tram. There followed one, or possibly two, Merryweather trams, a Henry Hughes tram, and another unique experimental tram, built to Matthews' patent and which proved more durable than the Grantham tram, lasting until the end of passenger traffic. Compressed air locos were also given a trial, albeit unsuccessful. As freight was an important source of traffic there was a requirement for conventional four-coupled locos, met by the well-known George England 0-4-0WT which survives at Didcot to this day, but also by two Manning Wardles and an ex-GWR Avonside (originally built for the broad gauge South Devon Railway). A former Severn & Wye Fletcher Jennings 0-4-0T was also hired from the GWR for a short period when one of the Manning Wardles was being overhauled at Swindon. Although intended primarily for freight duties and not equipped with tramway side skirts or speed governors these conventional locomotives did deputise for tram locos when not available, and the Board of Trade later changed

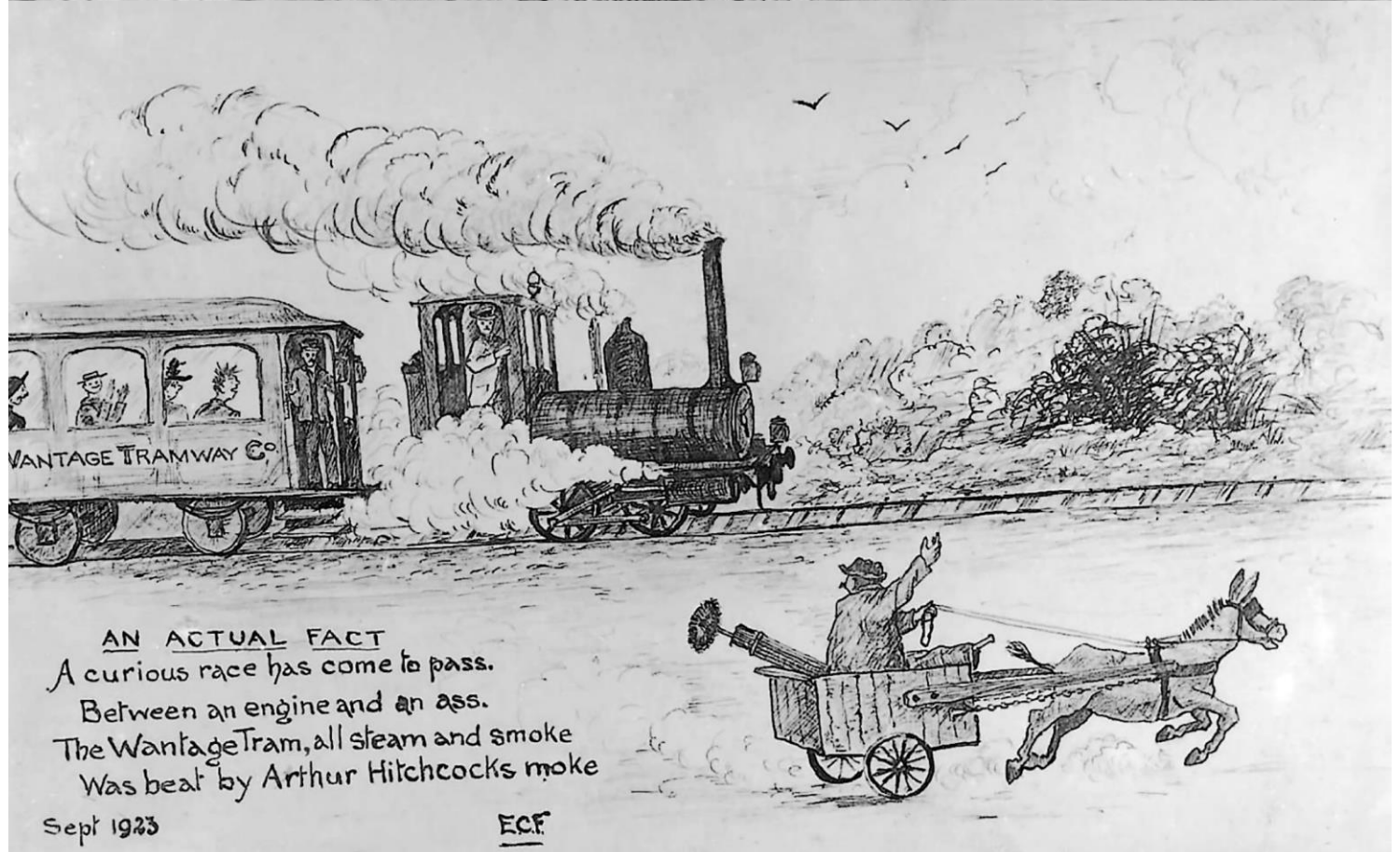
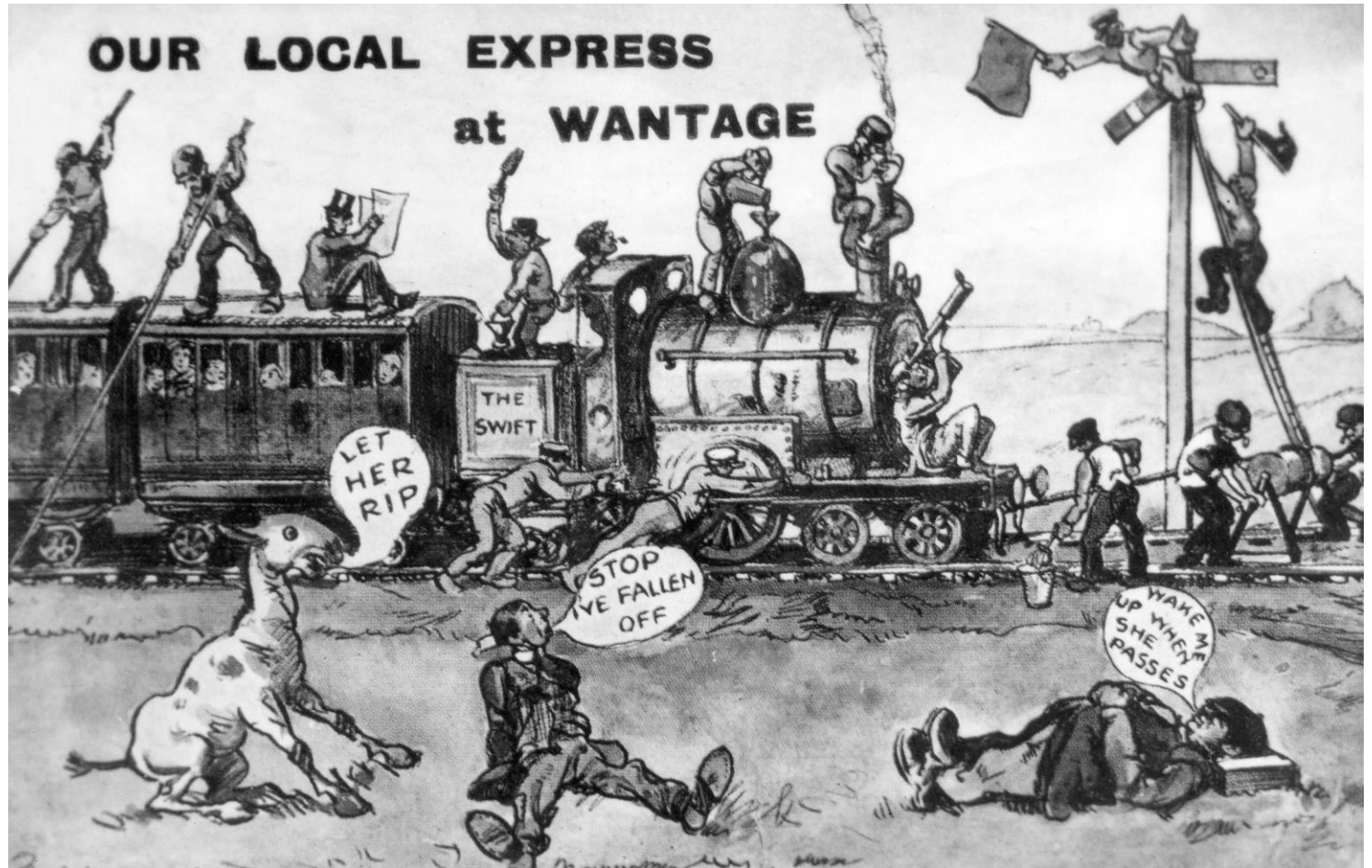
the Byelaws to those for a Light Railway instead of a Tramway, even though there was an unsegregated roadside section.

The book draws heavily on the Wantage Tramway Company records held in the Royal Berkshire archive and therefore presents a very detailed account of the Company's history, right down to the names of some junior employees. Even when describing events of some 150 years ago there are parallels to the current day – rail replacement bus services (an horse omnibus had to be acquired because the first tramcar had insufficient capacity for the demand), delay repay claims (from an irate passenger missing his connection at Wantage Road because of a late running tram) and request stops (the local flour mill owner running up a flag outside his house when he wanted the tram to stop there). The degree of support offered by the Great Western Railway is noteworthy, with most of the heavy overhauls for the locomotives being undertaken at Swindon, and it was the Great Western that saved the George England loco, by then nearly 90 years old, for preservation after the tramway closed in 1946 (the tramway company had considered scrapping it as early as 1896). In spite of some local criticism about the slowness of its service the tramway remained profitable for almost its entire existence. It was debt free within ten years of opening and although the passenger service ceased to be viable by the mid-1920s and was discontinued the line paid its way as a freight branch for another twenty years. The author attributes part of the reason for its eventual closure as the damage done to the permanent way by American army trucks during World War II, but the cost of repairing that could probably have been found. The final nail in the coffin was the decision to switch coal deliveries to the gasworks from rail to road, depriving the company of what was by then its most important source of revenue.

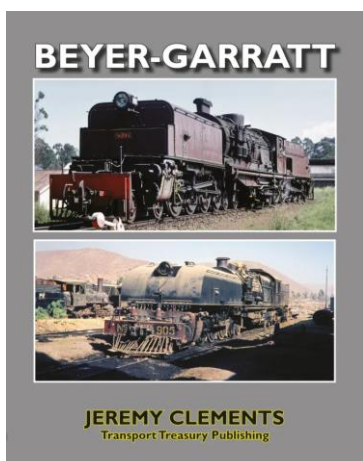
A few minor errors have crept in – the name of Black, Hawthorn (who quoted for the supply of a loco) is misspelt as 'Hawthorne', the number of the loco hired from the GWR in 1906 is stated as 1350 instead of 1359, and the scrapping date of MW 1057, sold to Cordes Steel Mills, Newport after the tramway closed, is given as late 1960s, whereas it was actually December 1963, following the demolition of the works. The author also states that the Matthews Patent tram was probably built by Fox Walker,

as suggested by H.A. Whitcombe. The alternative suggestion, by Pearce-Higgins, that it was built by the Kingsbury Ironworks, London, is not mentioned, although Pearce-Higgins' book is listed in the bibliography. It is not clear whether the author has found evidence to contradict that suggestion.

This book does provide a detailed history of the construction and operation of the tramway, and will doubtless be of use to those who take an interest in those quaint rural byways which are now part of history. Martin Shill



Author	Jeremy Clements
Hard Cover	352 pages 215mm x 280mm
Published	Transport Treasury, October 2023
ISBN	9781915281050



One of the biggest commercial mistakes made by Kitson & Co. must be their curt dismissal of Herbert Garratt's approach in 1907 to see if they, with their experience of the Meyer system of articulation, would build an articulated locomotive incorporating his patents. Beyer Peacock were more receptive. The two Garratts completed by them for Tasmania in 1909 were the forerunners of over a thousand Garratts built by Beyer Peacock over the next fifty years (almost all for export), compared to just ninety-four Kitson Meyers before Kitson withdrew from building locomotives in the mid-1930s. Those first two Garratts were very much experimental prototypes, with cylinders mounted, Meyer style, at the inner end of the bogies (an arrangement not used on any subsequent Garratt) and were compounds, as was common with Mallets but, after the Tasmanian pair, was only applied to one other Garratt. There were problems with leaking steam connections and also weight distribution issues causing serious slipping when hauling loads of over 50 tons. Nevertheless, the design concept showed sufficient promise to persevere with it, even though Garratt himself died in 1913, and eventually it evolved into a wide range, from the 0-6-0+0-6-0 weighing less than 24 tons for the Arakan Light Railway in Burma to the 4-8-2+2-8-4 for Russia, at 262.5 tons the largest steam locomotive ever built in Europe. This book is the story of that evolution.

The book opens with a brief overview of the development of the Beyer Peacock company and of Herbert Garratt's career, from his apprenticeship at the North London Railway's Bow Works, a fitter at Doxford's Sunderland Shipyard, a senior draughtsman with the Central Argentine Railway, Locomotive Superintendent of the Cuban Central Railways, railway work in Nigeria and Peru and then engagement as Inspecting Engineer for the New South Wales Government Wales Railways, which involved liaising with Beyer Peacock over three orders under construction at Gorton. That gave him access to their Drawing Office, which at the time was considering an enquiry from Tasmania for a 2ft gauge Mallet. Garratt convinced them that his patents for an articulated locomotive had more potential and a manufacturing agreement was signed with BP in September 1908, the Tasmanian Garratts being the first result. The patents, in ten countries, lasted twenty years, by which time Garratt's widow was being paid nearly £6,000 a year in royalties (the equivalent of £470,000 at 2024 values). It was after the patents expired that BP began to use the term Beyer-Garratt to distinguish them from other builders who began to produce Garratts to their own designs. However, Beyer Peacock had the advantage of twenty years' experience and remained the market leaders. The book provides comparisons with the principal alternative forms of articulated steam locomotives – Fairlies, Modified Fairlies, Mallets, Meyers, Union-Garratts, as well as experimental concepts like the Reid-MacLeod steam turbine. A chapter is devoted to the design and manufacture of Garratts, including how BP learned to produce steam-tight flexible couplings, the development of cast steel frames and experiments with alternative forms of valve gear. A chapter describes the efforts to expand sales outside the core market of southern Africa, notably to South America, where the demands of rail traffic were regarded as well suited to Garratts. The bulk of the book covers in considerable detail each Garratt design, with drawings, photos, technical details and operating history. Tractive efforts are quoted at 75% of boiler pressure, as Beyer Peacock usually did, unlike British mainline companies which normally used 85%. Sections of the book cover the period before the Great War, four, six and eight coupled designs between the wars, wartime production and the post-war boom which tailed off sharply in the late 1950s. Not surprisingly an entire section is devoted to South Africa, the biggest single Garratt market, but also one to New Zealand, the Garratt's biggest failure, with the bogie units incorporated in conventional locomotives and the boilers put to stationary use after just six years in traffic. The book concludes with chapters on the Garratt's last bastions of commercial activity, including industrial service in Zimbabwe, and proposed designs that were never built, demonstrating how much scope there was further expansion, with BP's 1920's proposal for a 2-6-6-2+2-6-6-2 Super Garratt weighing 460 tons, as well as more exotic schemes like the geared Garratt for the Rimutaka Incline in New Zealand. Apart from a few photos the preservation scene is not covered by this book. As its title suggests, the book is about Beyer-Garratts, so deals in detail only with those built by Beyer Peacock or by other builders to BP designs under licence but an appendix does list all the known Garratts built by others, mainly after the patents expired in the mid-1920s.

The author lives in Ireland. No Garratts ever went there but it was a market for Beyer Peacock's conventional locos so it is perhaps not surprising that the book includes a few photos of those in the chapter about Beyer's selling techniques, but it does rather wander off topic when discussing the injunction that prevented mainline railway workshops from selling to other companies. Possibly the author is trying to make the point that if the mainline companies hadn't built their own locomotives they might have been more receptive to buying Garratts from Beyer Peacock but that is a different issue. The author's statement that the construction of Stanier 8Fs at Swindon and other mainline works "appeared to breach the injunction" is incorrect, because those orders were placed when the entire locomotive industry was under wartime government control and the injunction was, in effect, suspended. He also states that the Derby-built class WT 2-6-4Ts supplied to the Ulster Transport Authority "in the late 1940s definitely breached the injunction", but that assertion is questionable. The four supplied in 1949 certainly didn't because they were ordered for the Northern Counties Committee by the British Transport Commission and were almost complete when the NCC and all its assets, including that order, were sold to the UTA in April 1949. Admittedly, the final four delivered in 1950 might be considered a technical breach of the injunction but, to all intents and purposes, they were a completion of the previous order and hardly represented a threat to private builders. Of course, none of this has anything to do with Garratts!

The Beyer-Garratt was the most successful specialised steam locomotive concept developed in Britain in the 20th century, a success all the more remarkable because there was almost no home market for it, although today, paradoxically, there is one UK railway, the Welsh Highland, which could not operate its current service without them. This book, like any work of this scale, certainly must contain some factual errors and incorrect assumptions, but it is a very comprehensive survey and with its wealth of photos, drawings, technical information, engineer's reports etc. can be highly recommended to those who are interested in this locomotive type. Available from the [IRS Sales Team](#) at a member's price £47. (Martin Shill)

Of the thirty-eight Garratts built for service within the UK only the four industrials can truly be considered a success, probably because, unlike the two mainline classes, Beyer Peacock had a free hand in designing them. This article about the first appeared in the Beyer Peacock Quarterly Review, April 1931.

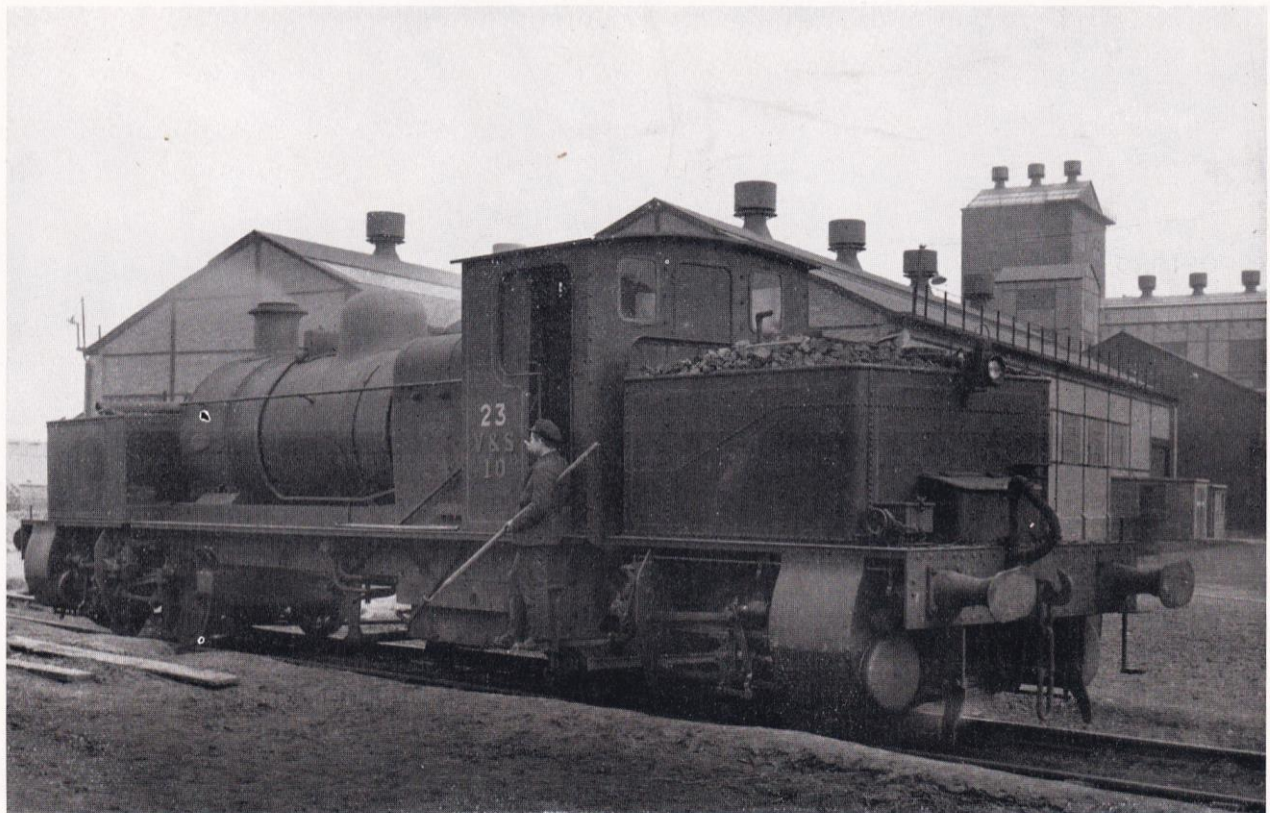
THE FIRST "GARRATT" LOCOMOTIVE CONSTRUCTED FOR SERVICE IN GREAT BRITAIN.

0-4-0, 0-4-0 "GARRATT" LOCOMOTIVE AT THE BILLINGHAM WORKS OF THE IMPERIAL CHEMICAL INDUSTRIES LTD.

Through the courtesy of the Imperial Chemical Industries Limited we are enabled to reproduce a photograph of the first locomotive of the "Garratt" type constructed for service in Great Britain and it represents an example of the application of the "Garratt"

coal trains and is giving every satisfaction in service both as regards train and shunting work.

This locomotive, which was built at Gorton Foundry in 1924, was first employed at the Hafod Copper Mills of Messrs. Vivian &



"Garratt" Locomotive on shunting duties at the Billingham Works of the Synthetic Ammonia and Nitrates Limited.

design to the special requirements of industrial concerns. The locomotive is stationed at the Billingham Works of the Synthetic Ammonia and Nitrates Limited branch of the Imperial Chemical Industries Limited and, in a letter dated December 5th, 1930, we are informed that it is employed for hauling heavy

Sons Ltd. at Swansea. With regard to the conditions of working and the results achieved during this engine's first year of service at the Hafod Works the following letter from the Company speaks for itself.

"The above engine has now been at work for practically twelve months and it occurs to us that you might be

interested to hear the results obtained during that period.

You will remember that the line joining our various works with the G. W. R. consists of a series of very sharp



“Garratt” Locomotive and train on 1 in 20 gradient at the Hafod Copper Mills, Swansea.

curves, a number being of 150ft. radius, and one of 97ft. radius, and that the whole of our outward traffic has to be hauled up a gradient of 1 in 20.

The traffic was originally handled by four-coupled saddle tank locomotives with 14in. x 22in. cylinders and a wheel base of 5ft. 6in. The curvature of the line rendered the employment of locomotives with an increased rigid wheel base impossible, neither was it possible to increase the axle load materially.

These facts led to the adoption of the “Garratt” Locomotive.

The operating results are as follows:—

LOADS HAULED.—The “Garratt” Locomotive has handled loads up to 150 tons comfortably on the 1 in 20 gradient and has, on test, hauled 168 tons. This is one-third more than the load which can be hauled by two of the Standard Type Engines. The reason for this increase is chiefly due to the ease with which a full head of steam can be maintained but there is also a considerable reduction in flange friction as against that of two Standard Type Locomotives coupled together.

COAL CONSUMPTION.—The coal consumption per ton-mile on this duty is approximately 25% less than that of two Standard Type Engines.

ENGINE MAINTENANCE COSTS.—The period under review is too short to express any final opinion on this matter but up to the present the maintenance costs have been no greater than those of the Standard Engines and we see no reason why costs should not remain normal. In

fact, over a period of time we should expect the “Garratt” to compare favourably with the locomotives of Standard Type, as the Boiler is not forced to the same extent.

TRACK MAINTENANCE.—With the short wheel base of engines of ordinary type considerable trouble has been experienced in keeping curves in correct alignment owing to excessive oscillation. The “Garratt” Locomotive rides remarkably easily and there is far less tendency to spread the curves. The “plunging” and “nosing” which are so marked on short wheel base locomotives, are entirely absent in the case of the “Garratt.”

COSTS.—The ton-mile cost for handling our traffic has been satisfactorily reduced since the “Garratt” Locomotive was put into service, due to the facts mentioned above, namely, reduction in engine crews, less coal consumption per ton-mile and lower track maintenance cost and we must express ourselves as entirely satisfied with the results obtained.”

The leading dimensions of the locomotive are as follows:—

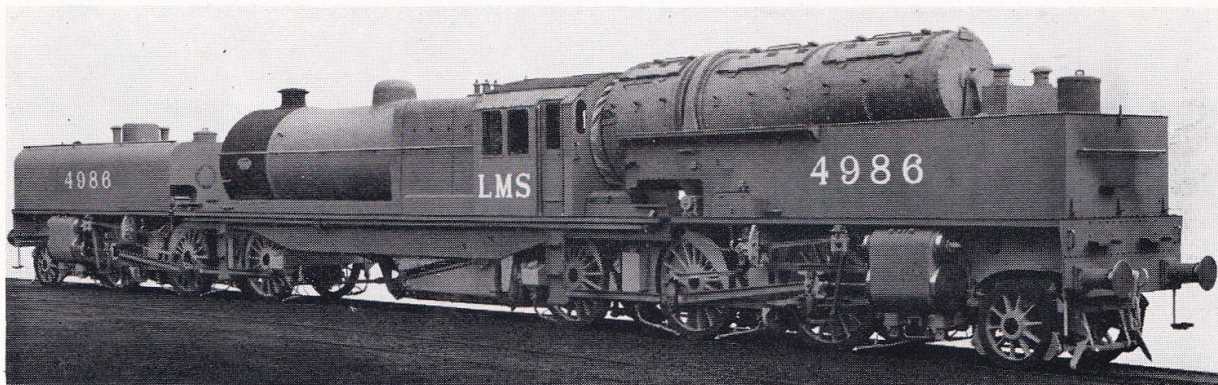


“Garratt” Locomotive entering 97 feet radius curve at the Hafod Copper Mills.

Cylinders (4), diameter x stroke	... 13½ in. x 20 in.
Coupled wheels, diameter	... 3 ft. 4 in.
Boiler Pressure in lb. per sq. in.	... 180
Wheel Base, each unit	... 5 ft. 6 in.
" " rigid	... 5 ft. 6 in.
" " total	... 32 ft. 2 in.
Boiler Heating Surface:—	
Tubes	... 1,299 sq. ft.
Firebox	... 107 sq. ft.
Grate area	... 22.7 sq. ft.
Fuel Capacity (coal)	... 68 cub. ft.
Water Capacity	... 1,500 gallons
Total weight in working order	... 61.5 tons
Tractive Effort at 75% Boiler Pressure	24,600 lb.
Maximum axle load	... 16.5 tons

A Completely Self-Trimming Coal Bunker for Locomotives at Last!

The Patent Self-Trimming Coal Bunker



We invite your attention to the following advantages:—

1. Brings the last particle of coal to the footplate without labour and therefore enables the fireman to give more attention to firing and other duties, resulting in greater economy and safety.
2. Enables fireman to attend efficiently to a larger grate area and renders the use of complicated mechanical stoker unnecessary in many cases.
3. Eliminates cost of special coal trimming staff.
4. Avoids danger to life through fireman climbing on coal.
5. Avoids necessity of watering of coal and loss of coal through falling off tender.
6. Prevents overloading of axles through piling.
7. Gives complete freedom from dust when travelling bunker first.
8. Closed bunker prevents theft of coal or soaking through rain storms.
9. Can be adapted to any design of coal stage.
10. Can be fitted to any type of locomotive.

See pages 27 to 31 of this issue.

DESIGNS PREPARED TO SUIT ANY CONDITIONS.

BEYER, PEACOCK & CO. LTD.

Gorton Foundry, MANCHESTER

The LMS Garratts failed to meet expectations for reasons described in Jeremy Clements' book. One of the complaints was coal dust filling the cab when running bunker first. Beyer Peacock's solution was a rotary coal bunker. This feature was not found necessary on any other BP Garratt, although one built by Franco-Belge did have it, and had the GWR accepted BP's proposed Garratt designs those would also have used it.

Moseley Railway Trust (Apedale Valley Railway)

[19EL/211]



There is a special event in January, commemorating the Penrhyn Quarry railway. January 15 1965 was the day of the last use of railways in the Penrhyn quarries; this was marked by a cab inscription in the cab of OGWEN. To mark the 60th anniversary of this two Penrhyn engines – OGWEN (AE 2066) and STANHOPE (KS 2395) – will be hauling slate wagons on the nearest Saturday - **January 18th**. This will be a very informal day, with no passenger service expected.

Severn Valley Railway

[19EL/191]



Winter Diesel Day.

The Winter Diesel day is on Monday 30th December, using plenty of diesel traction courtesy of the SVR home fleet, with classes expected to include 14, 20, 33, 37, 40, 46, 50, 52, DMUs and HSTs.

Winter Steam Gala.

The Severn Valley Railway will be starting its 60th anniversary year with the Winter Steam Gala. Taking place on the weekend of 4-5 January, a collection of steam locomotives will be operating a busy timetable on both days. These are expected to be 1450 (returning after overhaul), 13268, 75069, 4930 HAGLEY HALL, 7812 ERLESTOKE MANOR and 7714.

On Saturday trains run from 9.25am until 10.00pm, with eleven departures from each end of the line, including 1450 and 7714 double-heading and an evening special hauled by 7812.

On Sunday trains run from 9.15am until 7.45pm, with nine departures from each end of the line, including 1450 and 7714 double-heading. There will be a large gathering of representatives from heritage railways to mark the start of Railway 200. There will be a photo-call at The Engine House at 2.30pm for those who volunteer at heritage railways in the UK.

All trains will work the full length of the line between Kidderminster and Bridgnorth. At The Engine House there will be a model railway of Arley Station, the A1 Steam Locomotive Trust and railway artist Ben Powell.

Statfold Narrow Gauge Museum Trust

[19EL/215]



The spring "Spectacle of Steam" event, i.e. the 'traditional' enthusiast-focused railway event has been set for **8th & 9th March** (with the summer event planned for **7th & 8th June**.)

The Statfold Model Railway event will be on **12th & 13th April**.

OTHER ITEMS OF INTEREST

PRESS

This summarises some magazines published since October with items of industrial railway interest. For older entries see the [IRS Website](#).

Railway Bylines December 2024



[Guideline Publications](#)

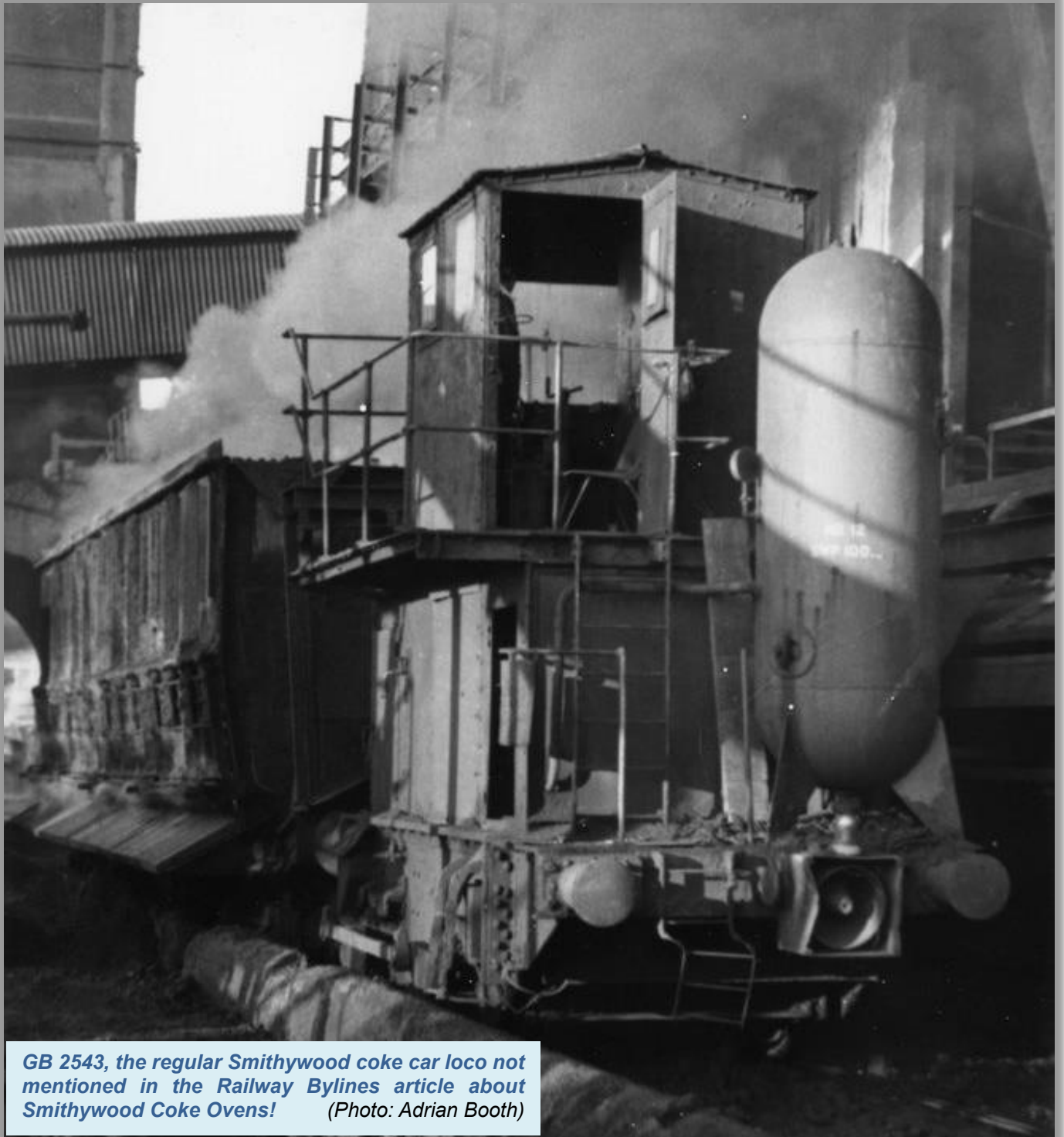
- “Skiving and Skidding – Visiting the Waterside Railway System” pp4-11
A visit to the Waterside system in March 1978, a few months before it closed, with photos of AB 2335/1953 and AB 2368/1955 shunting, including a number of shots taken in the cab of AB 2335. There is also a photo of AB 1338/1913 under repair in the shed.
- “Another Industrial Miscellany” pp12-15
Photos of GLENDOWER (HE 3810/1954) at Hafodyrnys Colliery in 1963; ELIZABETH (KS 4083/1919) at South Duffryn Colliery in 1951; RS 4148/1937 at Ebbw Vale steelworks in 1962, AB 2340/1953 and LION (HC 1354/1919) at Aberaman Colliery in 1961, AB 2359/1954 at Penrikyber Colliery in 1964 and LLANTANAM ABBEY (AB 2074/1939) at Mountain Ash shed in the early 1970s. There is also a photo of P 2150/1954 at Mardy Colliery in 1967, which the caption incorrectly states was scrapped in 1968 (that was P 2151, after a period of lying derelict).
- “On Tour in Scotland Again with Paul Chancellor” pp22-27
A further selection of Paul Chancellor’s photos in Scotland, with AB 2075/1939 at Provan Gasworks, P 1376/1915 at British Aluminium Burntisland, AB 975/1903 at Frances Colliery, AB 2358/1954 at Niddrie, AB 1023/1904 at Meadowmill Colliery, AB 1233/1911 at Niddrie, the Shotts loco at Ramsey Colliery, AB 851/1899 at Niddrie, an AB 16” 0-4-0ST (UID in the caption but actually AB 1512/1917, probably when at Twechar Shed) and a UID AB 14” 0-4-0ST.
- “Ramsgate Tunnel Railway” pp28-31
An account of the Ramsgate Tunnel Railway, a 2ft gauge electric railway built in a redundant former London, Chatham & Dover Railway tunnel. Although the article states that the rolling stock was built locally it was supplied by English Electric, the power units articulated to the leading carriage. There are a number of photos of the line and rolling stock, as well as one of McAlpine’s Ramsgate contract to build the new line replacing the LC&D route.
- “South Wales Pecketts” pp44-47
Photos of P 2030/1942 (with MR 541/1917 reb MR 2233/1924) at Wern Taw timber yard, the Peckett-EV hybrid at Hafodyrnys and TyMawr Collieries, P 2005/1941 at T.W.Ward Briton Ferry, P 1426/1916 at Brynlliw Colliery and P 1676/1925 at TyMawr Colliery.
- “From Ovens to Quencher” pp48-49
Photos of YE 2729/1958, in October 1981, and one of the Hunslet Austerities, in January 1977, on coke car duties at Smithywood Coke Ovens. The article gives the impression that diesels normally worked the coke cars. It makes no mention of the GB electric loco which was the regular motive power for that duty, a conventional loco from the coking plant only deputising when it was under repair.
- “A Passing Glance” p50
A photo of RAMSAY (RH 402800/1956) in transit on a lowloader at Horton-in-Ribblesdale station yard. The photographer believed the photo was taken in 1966, so as RAMSAY was at Horton-in-Ribblesdale limeworks from 1961 until rail traffic ceased twenty years later this was presumably a move for repair.

Railway Bylines January 2025



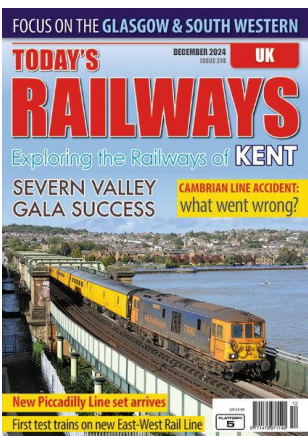
[Guideline Publications](#)

- The cover photo is of DS237 MAUNSELL (VIW 4441/1943) in departmental service at Ashford Works in September 1966
- “Back to the Forth Bank Works” pp62-66
Works photos of 0-4-0CT HL 2499/1907, 0-6-0ST HL 2932/1912, 0-6-0ST HL 3614/1925, 0-6-0ST HL 3658/1926, 0-4-0F HL 3661/1927 (in two different guises), 0-6-0F HL 3805/1933 and 0-4-0ST HL 3719/1929.
 - “How I Upset the Local Vicar – Bickershaw Colliery Railway” pp90-97
An article based on a number of visits to Bickershaw Colliery between 1970 and 1978, with photos of GWYNETH (RSH 7135/1944), RESPITE (HE 3696/1950), WARRIOR (HE 3823/1954), HURRICANE (HE 3830/1955) and SPITFIRE (HE 3831/1955).
 - “Cwm Parc 1991” pp98-100
A report on a visit to this private colliery in April 1991, with photos of PEARL (RH 432648/1959) and JANET (RH 504546/1963).



GB 2543, the regular Smithywood coke car loco not mentioned in the Railway Bylines article about Smithywood Coke Ovens! (Photo: Adrian Booth)

Today's Railways UK December 2024



[Platform 5](#)

- “Miniature wonders: Evesham Vale & Perrygrove” pp30-31

An article on these two 15” gauge railways which are now under common ownership, with photos of MONTY (ESR 300/1996), ST. EGWIN (ESR 312/2003) and MR. HALLWORTH (NBRES /2022).

- “They did it again – SVR stages successful Autumn Diesel Bash” pp48-51

A description of the Severn Valley Railway’s autumn diesel gala, 3rd-6th October, with photos of 58023 being propelled by 20048 on a Bridgnorth-Kidderminster service after the 58 had failed, and of 25262, D7628, 46045, 50049 and the HST set on various services during the gala.

Jonathan Flood, 6th November.

Bance Alumi Cart 2nd Generation Two-Seater Trolley

In February 2024, our Chair was contacted by a private individual who had acquired a Trolley which had long been assumed to have been scrapped. The Trolley in question is Bance Alumi Cart 2nd Generation Two-Seater Trolley – Works No. 080 of 1999. This was supplied to a company called Laser Rail in mid-1999 and was a non-standard vehicle made for a customer to fit their own instrumentation. Our friends from <https://www.ontrackplant.com/> advised that this Trolley was originally paired with a Geismar ECG7-C Track Geometry Measuring Trailer – Works No. C/99/013. The fate of the Trailer is unknown, but again it is assumed to have been scrapped. (If anyone has any pictures or information about this, we would obviously be interested to hear).

Our Chair tried to assist the private individual with finding a new home for the Trolley but without success. However, the Trust has been in contact with [Anglesey Central Railway Ltd.](https://www.angleseycentralrailway.co.uk/) since early 2019 and during discussions with them in June this year had been advised that they were now able to use a powered trolley on the line. The Trust Board had a discussion and decided that this was a great opportunity to further part of the aims of the Trust. A deal was agreed by which the Trust would purchase the Trolley along with a Permaquip Link Trailer and they would then be placed on a Run & Maintain Loan with ACR Ltd. So, in early August, the Trust paid a deposit for the vehicles and on 25th October ACR Ltd. collected them from their former owner and transported them to Anglesey. They are currently held at a secure private site awaiting the provision of suitable covered secure accommodation at ACR Ltd.'s site at Llangwyllog Station. The Trust is interested in any other photos and videos of the Trolley. If anyone has any, please contact the Trust.

The Trust would like to thank Roger Bance of [R. Bance & Co. Ltd.](https://www.rbance.co.uk/) for the information his has supplied and his ongoing support.

The Trust continues to appeal for funds towards the £10k target we set ourselves last year and hopes that as we are able to share more positive news, more donations will be forthcoming to enable us to move more of our collection to our secure locations, provide further suitable storage accommodation for some of our older & more historic vehicles and make some significant progress on several restoration projects. Donations can be made in various ways and all details can be found on our [website](https://www.railtrolleytrust.co.uk/). The Trust can also claim Gift Aid on donations made by UK Taxpayers. Everyone's support to our ongoing appeal is very much appreciated.

Jonathan Flood (jonathan.flood72@gmail.com)

Chair – The Rail Trolley Trust

For more information about the Trust, please see <https://www.railtrolleytrust.co.uk/>



SB Rail Photography

Jonathan Flood, 19th November.

Bance Alumi Cart Mk II - Two Seater Trolley

The Trust had been aware of a dismantled Bance Trolley at the Nene Valley Railway (<https://www.nvr.org.uk/>) for many years. The Trolley in question was Bance Alumi Cart Mk II Two-Seater Trolley – Works No. 023 of 1995. At the end of February 2024, the Trust contacted the previous private owners of the Trolley and subsequently agreed a deal to purchase the Trolley.

Roger Bance of R. Bance & Co. Ltd. (<https://bance.com/>) has supplied us with the following information about this Trolley:

“This vehicle was designed for single person operation, used a 4 HP Briggs & Stratton or Honda petrol engine, ran at 20 mph forward direction only; for the return journey it was turned by one operative on its self-contained pivot and for lightness its transmission used a torque converter. There was also a similar lightweight trailer available.”

On 5th October 2024, our Chair collected all the surviving parts of the Trolley from Wansford Shed at the Nene Valley Railway, and these are now in short term store in his garage pending relocation to one of our bases for restoration. The Trust is interested any photos and videos of this Trolley, as very few seem to exist. If anyone has any, please contact the Trust.

The Trust is currently working on plans to develop a Battery Powered Drive System, which can be fitted to any of the various Trolleys that the Trust owns. This is primarily being developed for the trolleys which no longer have their original engines and transmissions. Initially this system will be able to be moved between Trolleys as required, but as funds allow further systems will be built, to return as many trolleys as possible to service. The Trust will be looking at suitable renewable charging

The Trust continues to appeal for funds towards the £10k target we set ourselves last year and hopes that as we are able to share more positive news, more donations will be forthcoming to enable us to move more of our collection to our secure locations, provide further suitable storage accommodation for some of our older & more historic vehicles and make some significant progress on several restoration projects.

Donations can be made in various ways and all details can be found on our [website](#). The Trust can also claim Gift Aid on donations made by UK Taxpayers.

The Trust has also recently launched a Membership Scheme – details can be found here <https://membermojo.co.uk/railtrolleytrust>

Everyone's support for what we are doing and what we aim to achieve is very much appreciated.

Jonathan Flood (jonathan.flood72@gmail.com)

Chair – The Rail Trolley Trust



Jonathan Flood

Jonathan Flood, 30th November.

Wickham Type 17 / 17A Trolley (Dismantled to Trailer)

Wickham Type 17 Trailer

Rail Trolley Run Off Rails

In early 2016, a supporter of the Trust purchased the dismantled remains of a Type 17 or Type 17A Wickham Trolley (DsmT – Dismantled to Trailer). This was collected in May 2016 and moved to Fylingdales Service Station near Whitby, for storage. For several reasons, it has remained there for an extended period, and we owe a debt of gratitude to the owners of the Service Station for storing it there for us. On Tuesday 8th October 2024, Tim Warner (one of our directors) and a friend of his collected the vehicle with a Road Trailer. Whilst in the area they visited the New Bridge Permanent Way Yard on the North Yorkshire Moors Railway, to collect a pair of Run Off Rails for a Rail Trolley which the NYMR had kindly agreed to donate to the Trust in 2022.

All items were delivered to Stainmore Railway Company's Kirby Stephen East Station site later that day, where the Trust already has a few items on loan and Tim has his own Wickham Type 17A Trolley (Works No. 7610). The Railway have been restoring two original Trolley sheds which they rescued from the local area. One had been used as domestic garage. These have been fully refurbished and restored over the last few years and are now being rebuilt on site. Working with the Railway and their Kirkby Stephen East Signalling Project, we hope to be able to display and demonstrate Trolley signalling, off tracking and associated operating procedures.

On Sunday 27th October 2024, a friend of the Trust, made us aware of a Wickham Trailer vehicle for sale on eBay. I immediately contacted the seller and within a couple of hours, we had agreed a deal to purchase the vehicle. On 5th November another friend of the Trust kindly collected the vehicle from the previous owner in Pickering, North Yorkshire.

The Trust is keen to ensure that any such original Wickham items are saved, even if they can only be stripped for spares, to create a pool of parts to support our own fleet and those of other railways going forward, as obviously things such as original wheels and axles are no longer available, as Wickhams ceased trading in the 1990s.

The Trust will be launching a new appeal early next year as we look to develop our facilities at various locations to provide covered secure storage for as much of our collection as possible as well as providing suitable facilities for restoration activities. We will also be aiming to collect all the remaining items that we have purchased and move them to our restoration bases in line with our long-term plans. In the meanwhile, donations can still be made in various ways and all details can be found on our [website](#). The Trust can also claim Gift Aid on donations made by UK Taxpayers. The Trust has also recently launched a [Membership Scheme](#).

Everyone's support for what we are doing and what we aim to achieve is very much appreciated.

Jonathan Flood (jonathan.flood72@gmail.com)

Chair – The Rail Trolley Trust

For more information about the Trust, please see - <https://www.railtrolleytrust.co.uk/>



The Rail Trailer & Run Off Rails, 9th October

(Tim Warner)



The Rail Trailer, 27th October

M. Etherton

Clayton Equipment Ltd., 13th November.

Clayton Equipment have been at the cutting edge of innovation in the production of Locomotives for almost 100 years.

From our UK manufacturing facility in Staffordshire, we are able to design and build a full range of Locomotives from 1.5t to 120t in weight.

These can be Diesel, Electric, Hybrid or Full Battery, incorporating the most innovative and high specification of technologies. Our solutions provide savings in fuel costs, reducing CO2 emissions, the use of LocoWatch - our remote condition based monitoring system, general running costs, giving high returns on investment.

Please see an example of our platforms below:

For more information on **Purchasing** or **Leasing Options** please contact Sales & Marketing Director,

Mark Nolan mark.nolan@claytonequipment.co.uk



**CBD90 TONNE
HYBRID SHUNTING
LOCOMOTIVE**



TECHNICAL DATA

Maximum Operating Speed (settable)	30 km/h
Minimum operating horizontal track curve	60 m
Track Gauge	1,435 mm
Weight in service condition	90,000 kg
Maximum tractive effort @ 30% adhesion	27,000 kg
Nominal temperature	-20° + 45° C
Battery Voltage	600 V _{DC}
Battery Capacity	450 kWh
Motor Power (continuous)	200 kW
Number of Motors	4
Engine Power	55 kW
Number of Engines	1
Fuel Specification	EN 590
Length over frame	12,130 mm
Overall width over frame	2,850 mm
Height above rail	4,055 mm
Bogie Wheelbase	1,800 mm
Bogie Centre	5,300 mm
Wheel configuration	BoBo
Track clearance buffer beam (new tyres)	120 mm
Wheel diameter (new tyres)	840 mm

PRODUCT FEATURES

The CLAYTON CBD90 tonne Hybrid locomotive has a bogied frame construction; each bogie housing two traction motors providing a four-wheel drive/brake arrangement.

The locomotive has a total continuous tractive power of 800 kW ASL, each traction motor delivering a continuous 200 kW providing power to the final drive reduction gearboxes. Motor electrical power is provided from two 600V_{DC} traction batteries. Battery charging is via one 55 kW stage 5 diesel engines directly coupled to a generator.

The locomotive is equipped with electronic motor control delivering a continuous rated power of 800 kW ASL with a peak power of 1,200 kW ASL.

PRODUCT OPTIONS

Battery Technology

- ☑ Lithium
- ☑ TTPL maintenance free fast charging
- ☑ Lead Acid

Signalling

- ☑ ECTS
- ☑ TPS
- ☑ KVB
- ☑ TBL 1+
- ☑ PZB

Productivity & Safety

- ☑ LocoWatch™ system available
- ☑ 100% Battery versions available
- ☑ Radio control
- ☑ Automation options
- ☑ Anti-collision system
- ☑ Various power options available

Clayton Equipment Limited
Second Avenue, Centrum 100,
Burton Upon Trent, Staffordshire,
England, DE14 2WF.

Company Registration Number:
5095086
VAT Number:
GB 856421322

☎ : contact@claytonequipment.co.uk
☎ : +44 1283 524 472
🌐 : www.claytonequipment.co.uk



**CB50 TONNE
BATTERY SHUNTING
LOCOMOTIVE**



TECHNICAL DATA

Maximum Operating Speed (settable)	30 km/h
Minimum operating horizontal track curve	30 m
Track Gauge	1,435 mm
Weight in service condition	50,000 kg
Maximum tractive effort @ 30% adhesion	15,000 kg
Nominal temperature	-20° + 45° C
Battery Voltage	600 V _{DC}
Battery Capacity	450 kWh
Motor Power (continuous)	200 kW
Number of Motors	2
Length over frame	7,800 mm
Overall width over frame	2,600 mm
Height above rail	3,560 mm
Wheelbase	1,900 mm
Outer Axle Centre	3,800 mm
Wheel configuration	CoCo
Track clearance buffer beam (new tyres)	120 mm
Wheel diameter (new tyres)	840 mm
Centre Wheel diameter	Flangeless

PRODUCT FEATURES

The CLAYTON CB50 tonne Battery locomotive has a fixed axle frame construction; chassis housing two traction motors providing a six-wheel drive/brake arrangement.

The locomotive has a total continuous tractive power of 400 kW ASL, each traction motor delivering a continuous 200 kW providing power to the final drive reduction gearboxes. Motor electrical power is provided from two 600V_{DC} traction batteries. Battery charging is via two shore charging sockets either end of the machine.

The locomotive is equipped with electronic motor control delivering a continuous rated power of 400 kW ASL with a peak power of 600 kW ASL.

PRODUCT OPTIONS

Battery Technology

- ☑ Lithium
- ☑ TTPL maintenance free fast charging
- ☑ Lead Acid

Signalling

- ☑ ECTS
- ☑ TPS
- ☑ KVB
- ☑ TBL 1+
- ☑ PZB

Productivity & Safety

- ☑ LocoWatch™ system available
- ☑ Hybrid versions available
- ☑ Radio control
- ☑ Automation options
- ☑ Anti-collision system
- ☑ Various power options available

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☎ : +44 1283 524 470
🌐 : www.claytonequipment.co.uk

Electric Vs Diesel Locomotives: Which Is Better For Mining Operations?



Mining, by definition, involves the removal of materials from under the ground, usually in large volumes and quantities. This generally means that one of the main logistical problems that presents itself to mining businesses is how to move these materials in the most time-sensitive and cost-effective ways. Ever since the invention of the first steam-powered locomotive by Robert Trevithick back in 1804, locomotive power has been the go-to transportation medium for the mining industry.

These days, things are a little different and the steam engine has largely been confined to museums in favour of more energy-efficient options. In modern mining, there are two main choices: electric and diesel. However, the question remains: are electric trains better than diesel or does diesel have the edge? Let's take a closer look and compare the two main types of [mining locomotive](#).

Electric Vs Diesel Locomotive: The Pros & Cons

Both electric and diesel locomotives bring significant advantages to mining operations, but their distinct characteristics mean they suit different scenarios.

Diesel Locomotives: A Versatile Workhorse

[Diesel locomotives](#) offer versatility, excelling in remote locations or areas without established infrastructure. Their mobility and robust power make them a reliable option for surface mining operations, particularly in open-pit environments where rail systems may be temporary or require flexibility.

However, diesel engines come with notable downsides. They produce significant greenhouse gas emissions, making them less sustainable, especially in underground operations where ventilation costs can skyrocket. Furthermore, diesel engines require regular maintenance, adding to operational costs.

Electric Locomotives: A Clean and Efficient Alternative

Electric locomotives are increasingly favoured for their environmental benefits. Producing no direct emissions, they improve air quality in confined spaces, such as underground mines, where worker safety and ventilation are critical concerns. They are also highly energy-efficient, with operating costs often lower than their diesel counterparts.

It's important to note that there are two main types of electric locomotives, each with their own distinct advantages and disadvantages:

Battery-Powered Locomotives

- [Battery-Powered Locomotives](#) require minimal infrastructure (only battery chargers and possibly spare batteries)
- Lower upfront infrastructure costs
- More flexible deployment options
- Limited by battery range
- Suitable for shorter routes or operations with regular charging opportunities

Overhead Line Locomotives

- Unlimited operational range while connected to power lines
- Consistent power supply
- Higher infrastructure costs due to overhead line installation
- Less flexible as they're restricted to routes with overhead lines
- Ideal for established, long-term mining operations

The choice between these electric options depends on factors such as route length, operation duration, and available infrastructure budget.

How To Make Your Choice

Before making a decision between either a diesel or battery locomotive for mining, it is worth considering a number of key factors. These include the type of mine where the locomotive will be operating. For example, is it a surface or underground mine? If it is an underground facility, will there be sufficient ventilation in place to deal with the emissions of a diesel engine?

On the other hand, will it be possible to install the infrastructure required for an electric system in a more confined underground setting? You also need to consider the haulage distance, which can be an issue for the limited range of electric locomotives. There are also issues around noise, especially in residential areas.

The Hybrid Approach

It is important to remember that it doesn't necessarily have to be a black and white choice. The best option may indeed be the hybrid approach. This could include using diesel power for surface operations or remote locations where haulage distance is a factor. And then using electric power for underground operations or where there is existing infrastructure.

These potential options are only becoming more and more viable each year as the future of mining locomotives continues to evolve rapidly, driven by advancements in battery technology, renewable energy integration, and automation. For example, regenerative braking systems, already a feature in electric locomotives, are helping reduce energy consumption by up to 33%, making these systems even more efficient. In addition, companies are trialling fully battery-electric locomotives, with zero emissions and increasing range, signalling a shift towards cleaner mining operations.

What Next?

When deciding between electric and diesel locomotives for mining operations, consider your unique operational requirements, infrastructure availability, and environmental goals. Diesel locomotives are well-suited for remote and flexible operations, while electric locomotives excel in controlled environments with established infrastructure. For many mining companies, a hybrid approach may offer the optimal balance between sustainability and practicality.

Whatever your [mining locomotive](#) needs, Clayton Equipment can help assess your requirements and recommend the right solution. [Speak to one of our experts today](#) to learn more about our range of diesel, electric, and hybrid options that are designed to meet the demands of the modern mining industry.

Nicola Cullen, 26th November.

Trio on Track for Success



Shanthi, Liz and Natalie ©STRPS

In the traditionally male dominated world of heritage railways, South Tynedale Railway Preservation Society (STRPS) are delighted that Shanthi Adiyat, Liz Cook and Natalie Tomlinson, have successfully passed out as members of the volunteer train crew.

Exploring Alston soon after moving to the UK, Shanthi went for a ride on the South Tynedale Railway and says that she was instantly drawn to the beautiful scenery along the route and the friendliness of the volunteers running the Railway. She commented "with my airline operations background, the theme of transport felt familiar, and the next thing I knew I was training as Guard!". Shanthi qualified as a Guard a few years ago and her next aim is to complete her driver training which was put on hold due to the pandemic and to a recent house move.

Liz, the youngest daughter of a Station Master and Station Announcer, has railways in her blood! An early childhood memory is of inspecting signal boxes with her Dad, and she remembers that family holidays were always by train. After Liz's husband arranged for her to have a steam driver experience day on the South Tynedale Railway for her birthday last year, Liz decided to sign up as a volunteer and begin her training as a Guard. She commented; 'the sounds, the smells and the power of the engine made for a magical experience and the glorious autumn weather couldn't help but add to the sheer joy of the day, I couldn't wait to sign up as a volunteer.' Liz is now qualified as a Guard and has completed her first solo shift.

Natalie and her family moved to Alston recently and she was delighted to find that there were lots of opportunities for women at the railway. She signed up as a volunteer in the ticket office and then decided to pursue her long-held dream of joining the train crew. Natalie has recently passed the training to become a Duty Operations Manager (DOM), the first female volunteer at the railway to do so. She said, "I really enjoy the DOM role as I meet new people every shift and although the role can be challenging, I love seeing a successful day completed." Natalie is now in training to join the steam crew and has already qualified as a driver of the railway's two electrically powered locomotives.

David Granath, Chair of the Society said "Volunteers are the lifeblood of South Tynedale Railway and the arrival of Shanti, Natalie and Liz adds to the strength of our team. We welcome their arrival and commitment and we hope this demonstrates there is something for everyone on our railway. The heritage railway sector can only prosper if it is inclusive and welcoming and reaches out to everyone that can be involved and this is what we aim to do."

As a volunteer led and managed organisation the STR needs even more volunteers to join us and it's not just about driving trains, we have lots of volunteer teams including gardening, track maintenance and ticket office for example, and if you enjoy dressing up and chatting with people why not join our events team! The volunteer co-ordinator can be contacted by emailing volunteering@south-tyndale-railway.org.uk

For more information contact David Granath (d.granath@south-tyndale-railway.org.uk) or go to the [website](#)



GREEN DRAGON (HE 1859/1937) and BARBER (TG 441/1908) ©STRPS



GB Railfreight, 12th December.

GB RAILFREIGHT'S NEW LOW-EMISSION SHUNTERS BEGIN SERVICE AT CELSA STEEL UK



GB Railfreight has introduced three new Zephir ‘LOK 16.300’ depot shunters into service at CELSA Steel UK in Cardiff. The shunters, which are owned by Porterbrook, are expected to reduce emissions by c.40% and will be used to move steel billets from an electric arc furnace to CELSA’s rolling mills where it will be used to make metal sections, bar and rods. These products are then transported to sites across the country where they are used in construction and infrastructure projects.

GB Railfreight and CELSA Steel UK have decided to open a series of competitions to name the three vehicles, which will be launching early next year.

John Smith, Chief Executive of GB Railfreight, said:

“It’s great to see these clean, green new shunters enter service at CELSA Steel UK. They’re another example of how the rail freight sector plays a critical role in decarbonising the UK’s supply chains. I’m looking forward to seeing the nominated names for the new shunter locomotives – we’re hopeful we can use this to raise some money for charity and make people smile.”

Gabriella Nizam, Head of Sustainability & Public Affairs at CELSA Steel UK, said:

“CELSA Steel UK proudly welcomes GB Railfreight’s low-emission shunters, contributing to a greener supply chain. We’re excited about the naming competitions for these shunters, engaging our charity partners and the public, all while supporting worthy causes.”

Mark Wyborn, Head of Freight and Route Services at Porterbrook, said:

“Providing sustainable assets for depot operations is an important step in reaching the UK’s net zero target so it’s fantastic to see these Zephir shunters begin operating at CELSA Steel UK. We look forward to working alongside our partners to roll out more affordable, innovative and sustainable rolling stock for the industry.”