

# The Canal Tunnels

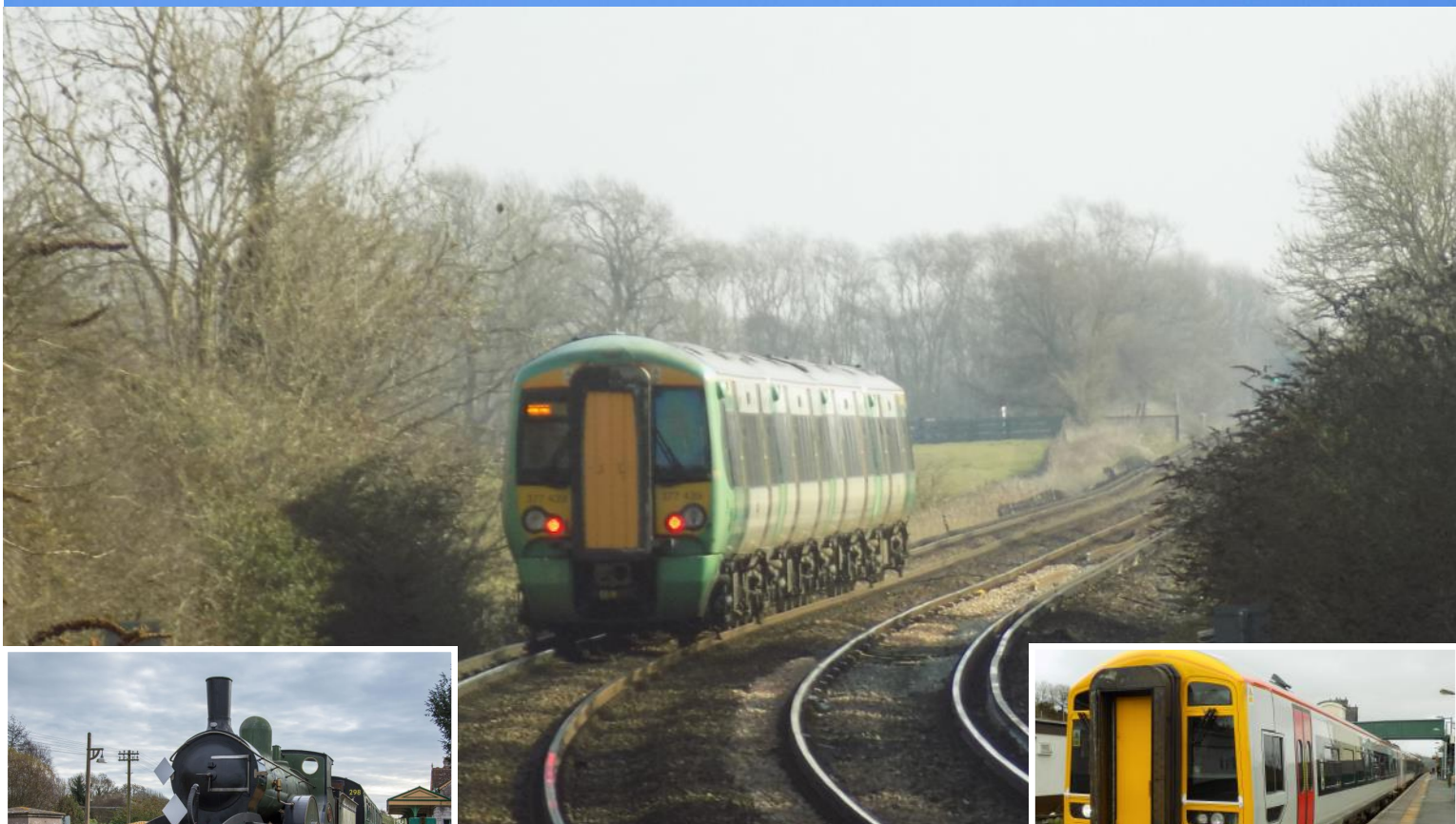


# Main Line Trains

The Magazine for the Rail Enthusiast

November/December 2019 Issue No. 21

## December Timetable Change



563— Swanage's unlikely star



One year  
of TfW

Isle of Wight rail improvements

First TPE Class 802 enters traffic

# Main Line Trains

## Editorial

**Managing Editor** Isaac Arrowsmith

**Assistant Editor** Joel Hughes

**Contributors** John Petley, Mark Dispenser

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## Editor's Comment

### Heritage railways to face tougher safety rules

Following the Office of Rail and Road's (ORR) statement after the incident that took place in August 2016 on Govia Thameslink Railway's network, it is time to lay the facts bare.

The new safety rules for heritage railways include placing bars over the drop down windows on British Rail (BR) Mark (MK) 1 carriages and implementing central locking systems so that doors can't be opened until the particular train has come to a complete standstill in a station.

Now that is bad news for several heritage railways. Passengers enjoy leaning out of the window, particularly on a nice sunny day, and maybe taking photographs like most rail enthusiasts do. If they can't do this, it rather ruins the experience of travelling in historic coaches on a preserved railway. When it comes to drop down windows, I myself find it nice to lean out and get some fresh air, particularly on a warm day.

I do understand though the need for central locking systems. As a Travelling Ticket

Inspector (TTI) on a heritage railway, I have seen on occasions people alighting from the train at stations when the train hasn't come to a complete standstill. I have also seen a person boarding the train as it was leaving a station. Having read the safety rules and regulations for that railway I know that for a person to board a train while it is moving is dangerous and could potentially result in a safety incident.

In my opinion, the ORR might eventually grow so fussy that all windows will have to remain closed for the entire journey, resulting in heritage railways having to fork out huge sums of money to have each carriage fitted out with air conditioning.

In conclusion, the whole of the safety rules are probably aimed at improving railway performance - particularly with regards to safety. At this moment in time, according to the ORR, Britain's railways are the safest. I'll take a closer look at that in the next Issue.

**What's your view?**

Email: [mainlinetrains@btinternet.com](mailto:mainlinetrains@btinternet.com)

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Front Cover: Southern Railway Class 377439 races past Glynde, between Lewes and Eastbourne on 20 February 2019.

# News from British Railways

## December Timetable Change

At this moment in time, most train operators haven't announced any changes to their timetables, except for Great Northern, Great Western Railway, Northern, Southern, Transport for London, Thameslink and Trans Pennine Express.

Great Northern (GN) has announced that there will be additional morning Peak time calls at New Southgate and Oakleigh. This means that the two stations will get an extra two trains per hour (tph) towards Moorgate, resulting in a 6tph timetable for the morning peak towards London.

Great Western Railway (GWR) hasn't stated anything specific, but it has said that around three quarters of the journey times will be different, as new services are added and old ones are changed. There will be more trains, along with more seats, but the departure and arrival times of the trains will be different to today. Journeys are going to be faster, but they won't always stop at the stations they stop in today.

Northern says that there will be significant changes in the December timetable change. The changes include:

- ▣ The current Preston to Leeds service will be extended to York, with a call at Church Fenton.
- ▣ An additional weekday morning service will operate between Hazel Grove and Manchester Piccadilly, which will call at Woodsmoor, Davenport and Heaton Chapel
- ▣ The current weekday morning service (08:24) from Southport to Leeds will now start at Wigan North Western
- ▣ There will be an additional weekday morning service to and from Lancaster and Morecambe

Southern has revealed that there will be two changes. Extra services are to serve Cooksbridge, with an all-day service (Monday to Saturday) provided in all directions and a Saturday service for the first time. The other change is that the 07:16 Rye to Ashford International service, will be departing ten minutes earlier from Rye at 07:06, so that passengers can connect with the Southeastern High Speed services.

Transport for London haven't revealed anything specific like GWR, but they have said that Crossrail 1 services will be operating between Reading/ Heathrow Airport and London Paddington. By looking at its timetable (can be viewed here: <http://content.tfl.gov.uk/tfl-rail-paddington-heathrow-reading-timetable-15-dec-2019-to-16-may-2020.pdf.pdf>), one can see that there will be a half hourly service to Reading and a service approximately every 20 minutes to Heathrow Airport.

Thameslink has declared that a new direct Gatwick Airport to Peterborough service will be created, as a result of connecting up the current Saturday services - Peterborough to Kings Cross and Horsham to London Bridge. It will also provide an additional 2tph through London to Gatwick from Hitchin, Stevenage and Finsbury Park. The other change is that the 1tph between Cambridge and Cambridge North will be withdrawn to make way for a Greater Anglia service.

Trans Pennine Express has stated that as a result of new trains being brought into traffic, most trains in service between Cleethorpes, Sheffield and Manchester Piccadilly, will be formed of six coaches.



For the North Trans Pennine route, another new fleet of trains is being introduced on this route. Changes include:

- ▣ New departure times will be at XX:00, XX:15, XX:30 and XX:45 at Leeds and Manchester Victoria
- ▣ The Liverpool Lime Street to Newcastle services will now start/terminate at Edinburgh, calling at Morpeth and offering a direct journey to/from West Yorkshire
- ▣ Liverpool Lime Street to Scarborough services will now be formed of five coaches instead of three

For the Manchester to Scotland route via Preston there will be six extra services per day between Liverpool Lime Street and Glasgow Central (three services in each direction).

As usual, passengers are advised to check before they travel. The timetable change will take place on 15 December.

## **Government to scrap rail franchise system**

The Government announced in its Queens Speech on 14 October, that it would like to scrap the rail franchising system (which was set up in the 1990s) as early as next year and replace it with a model focused on “performance and reliability.”

In Her Majesty’s speech the Queen said that “proposals on railway reform are to be brought forward” to replace today’s rail franchising system.

## **HS2 delayed**

The government has announced that HS2 Phase 1 will be delayed by five years and the completion of the whole project by 7 years. HS2’s total cost has risen from £62bn to between £81bn and £88bn.

Transport Secretary, Grant Shapps, said that the railway could not be delivered in the original budget of £56bn. Meanwhile the HS2 Oakervee review, is still undergoing and a decision will not be made until after the General Election in December this year.

## **Bad weather affects heritage and main line services**

During the last couple of weeks, bad weather has affected both heritage and main line services in the north west, along with flooding.

Transport for Wales (TfW) suffered from flash floods with the result ending in the line being closed between Abergavenny and Hereford. The flash floods had washed away parts of the line and Network Rail (NR) had to close it for a short period, while it was assessed and repaired. The line reopened on 2 November five days after it had closed.

Between Stafford and Stoke on Trent, passengers travelling with Virgin Trains suffered from delays of up to 2 hours 30 mins. A few days later, passengers travelling through Birmingham New Street had their journeys disrupted by a train that had broken down at Wolverhampton in the morning. The delays and cancellations continued throughout the day, with services delayed by up to an hour.

Meanwhile the Churnet Valley Railway suffered from flash floods, with the line being washed away in places. As a result the railway had to be temporarily closed, with it’s regular timetable schedule stopped. The railway is due to reopen on 30 November.



## **New open access operator announces plans for new train service**

A new open access operator, Grand Union Trains (GUT), has announced plans to operate a new service between London and Wales, starting in May 2021. The service would operate every two hours initially, but would become hourly from May 2023.

It is planned that the new route will cut journey times between London and Cardiff by 20 minutes, with trains taking 1 hour 45 minutes. The services would be operated by 125mph electric trains from the London to Edinburgh route. More changes would take place from May 2023, when the service is expanded to Llanelli, with new Hitachi trains being utilised.

GUT has already applied to the Office of Rail and Road (ORR) asking for permission to start operating the trains between London Paddington and Cardiff from May 2021.

## **Isle of Wight rail improvements**

The government has revealed a £26 million investment package for rail improvements on the Isle of Wight. As part of the government funded plans, the current London Underground (LU) built 1938 trains would be replaced by some modern tube trains from LU's District Line. Also a passing loop will be created at Brading.

South Western Railway (SWR), who operates the line, said that track improvement works were due to start from next year.

Bob Seely MP said "This is really great news for the island and long over-due. This represents the first significant upgrade to the route for over 50 years – since electrification in 1967."

## **Infracapital takes over GB Railfreight**

Infracapital, on the behalf of the Infracapital Partners III Fund, has purchased GB Railfreight from the Hector Rail Group for an undisclosed sum of money. GB Railfreight was founded in 1999 and has marked presence in some of the UK's large sea ports, including Southampton and London Gateway.

Head of Infracapital, Martin Lennon, said "This is an attractive fourth addition to our Infracapital Partners III portfolio. "

## **Glasgow Queen Street glass frontage completed**

Network Rail (NR) has recently completed installing 310 glass panels on Glasgow Queen Street's new frontage. The glazing covers an area of 734 meters squared. The completion marks another milestone in the Glasgow Queen Street £120 million redevelopment project. When the project is completed in 2020, the station concourse will be almost double the size of the old one. There will also be accessible entrances on Dundas Street and George Square.

Meanwhile, NR has also completed extending platforms 4 and 5. The platforms will now be able to accommodate longer electric trains, which will mean more seats for passengers.

Network Rail Project Manager, Joe Mulvenna, said: "The redevelopment of Queen Street will deliver a new landmark building for the city and with the completion of the front glazing passengers can really begin to see just how much their station has been transformed."

# Heritage News

## Corwen Central Progress

Progress is being made on the Llangollen Railway's Corwen Extension Project. A stair lift was installed in September, allowing wheelchair access to the platform. The platform is 160 metres long on the downside with excess of 1500 square metres of surface area to catch any rain that comes down.

Also the platform surface is still under construction. Drainage points have been put in along the length of the platform, meaning that the platform can now be built up to the level required for block paving.

## New carriage for the Ravenglass and Eskdale Railway

A new carriage has recently arrived at the Ravenglass and Eskdale Railway. The narrow gauge railway is currently replacing all of its rolling stock and this carriage was the second one to arrive. The new carriage features padded seating, giving passengers' increased comfort. It will now undergo testing before entering traffic.

## Hunslet Steam Locomotive Lilla returns to service

The Hunslet 0-4-0ST 'Lilla' has returned to service at the Ffestiniog Railway following a successful steam test. The Hunslet bowed out of service for a ten year overhaul supposedly, just under a year ago. The final run-up to steam testing was completed in the last two weeks with volunteers and staff working together.

## Class 41001 to return to the NRM

The National Railway Museum has announced that Class 41001 will be returning to them, when the 125 Group's loan runs out in November. The Class 41 was a regular sight at the Great Central Railway and has made appearances at other railways - Severn Valley Railway and Keighley & Worth Valley Railway.

A spokesman for the National Railway Museum said: "It is with regret that the National Railway Museum will not renew the 125 Group's operational loan agreement for HST prototype No.41001 and Valenta power unit. The decision has not been taken lightly and follows repeated and serious breaches of conditions in the loan agreement. These include a failure to ensure the security and safety of the power car, refusal to give museum representatives access to the vehicle when requested and unprofessional conduct."



Right: Class 41001 front view. WIKIPEDIA.

## Your Opinion (your comments and/opinions)

### What's your opinion?

Email: [mainlinetrains@btinternet.com](mailto:mainlinetrains@btinternet.com)

Please give your full name and address.

The editor reserves the right to edit submissions.

# Fleet News

## GTR reaches major milestone

Govia Thameslink Railway (GTR) recently reached a major milestone, when it withdrew from traffic the last of the Class 313 fleet. This marks the completion of its £2 billion rolling stock programme which has been completed over the last five years. Since 2014, when it took over the franchise, GTR has overseen the introduction of four new fleets:

- 116 brand new Class 387/1 coaches (29 x 4cars) - initially used on Thameslink network, but now operate on Northern as far as Kings Lynn.
- 108 brand new Class 387/2 coaches (27 x 4 cars) - used on Gatwick Express services.
- 1,140 brand new Class 700 coaches (115 units) - used on the Thameslink network.
- 12 Class 171 coaches for Southern - used on services between Uckfield and London Bridge.
- 150 brand new Class 717 coaches (25 x 6 cars) - used on Great Northern Moorgate route services.

Transport Secretary, Grant Shapps, said “The introduction of new carriages has been one of the biggest upgrades since the privatisation of our railways, replacing one of the UK’s oldest fleets.”

Govia Thameslink Railway Chief Operating Officer, Steve White, said “This £2bn programme of modernisation, much of which formed part of the Thameslink Programme, has transformed services for our passengers. With over 1500 new carriages introduced the average age of our fleet has dropped from 20.4 years to 12.5 years with a net increase of 646 vehicles.”

**Right: Great Northern Class 313055 arrives at Finsbury Park with a service to Moorgate on 19 June 2018.**



## New fleet ordered for Tyne and Wear Metro

A new fleet of trains worth £362 million has been ordered for the Tyne and Wear Metro by Nexus. The contract to design and build the fleet won't be awarded until January 2020, though there are three companies in the running for it - Stadler, Hitachi Rail and CAF.

In the contract the train builder will build a fleet of trains that will serve the Tyne and Wear Metro for 35 years. The company will also be in charge of the maintenance facilities, including a new depot built at Gosforth, Newcastle.

The trains will feature air conditioning, Wi-Fi and charging points, and increased capacity.

## First of new Merseyrail fleet starts testing

The first of the new Merseyrail Class 777s has now reached a milestone in the manufacturing process: it has travelled to Germany to begin dynamic testing. This has followed static testing and signing off at Stadler's factory in Switzerland. During the dynamic testing, the Class 777 will travel at speeds up to 75 mph.

Metro Mayor for the Liverpool City Region, Steve Rotherham, said: “I'm pleased to see us moving another step closer to rolling out state-of-the art, accessible, publicly-owned trains on our network.”



## More routes for LNER Azumas

London North Eastern Railway's (LNER) new Azuma Class 800s have been introduced on to more routes including services from London to Lincoln and Harrogate.

The new Azuma service to Lincoln was launched on 21 October, with the first service being the 11:18 from Lincoln. From now on there are services to Lincoln departing from London at: 10:06, 12:06, 14:06 and 16:06. Departures from Lincoln are: 11:18, 13:23, 15:26 and 17:14.

Commercial director at LNER, Suzanne Donnelly, said: "We're thrilled that Lincoln is the first destination along our route to benefit from additional services with our new Azuma fleet. This marks an important moment for the city, and we are confident that our Azuma trains will not only revolutionise the customer experience for those who travel with us but open up huge economic benefits for the city and wider area."

LNER is due to start serving Harrogate from 15 December and with the new Azuma trains there will be six direct Harrogate services each day. The new departures from Harrogate will be: 09:36, 11:36, 13:36, 15:36 and 17:36. While the departures from London Kings Cross will be: 07:33, 09:33, 11:33, 13:33 and 15:33.

Passengers travelling on the Azuma Class 800s will benefit from more leg room in Standard Class, with plug sockets at every seat, along with even more space for luggage.

## First GA Class 745 completes maiden voyage....

The first Greater Anglia's (GA) 12-car Class 745s recently completed its maiden voyage on 25 October. It started it at London Liverpool Street and travelled to Cambridge via Stanstead Airport before returning to London via Tottenham Hale. The tests checked how the train interacts with the signals and monitored the train's Automatic Warning System (AWS).

GA has 20 Class 745s on order. Ten will operate the Stanstead Express services, while the remaining ones will operate between London and Norwich. The trains are being built by Stadler in Switzerland.

Greater Anglia franchise and programme director, Ian McConnell, said: "It's great to have reached another milestone in our ambitious programme to replace all of our old trains with brand new trains."

## ...while Bombardier makes good progress with GA's Class 720s

Meanwhile, Bombardier is making good progress with the brand new Class 720s, which are destined for GA's commuter routes. So far, the first 100 carriages have been built out of an order of 655 carriages in total. These will be made up into: 111 ten-car and five-car trains.

When they enter traffic, they will operate on routes in Essex, Cambridge, Suffolk and Hertfordshire. All of the Class 720s will have more seats, free fast Wi-Fi, air conditioning, under floor heating and better passenger information screens.

## First TPE Class 802 enters traffic

The first of 19 Class 802s entered traffic with Trans Pennine Express on 28 September. Class 802201's inaugural service was the 06:03 to Liverpool Lime Street from Newcastle, and it returned at 09:25 and that took place a few days before. Class 802201 is the first TPE train to operate at 200km/h between Newcastle and York. The Class 802s are named by TPE as Nova 1 train sets and feature five toilets, Wi-Fi, plug and USB sockets fitted to every pair of seats. They were built by Hitachi at Kasado, Japan and Pistoia, Italy.

# The Canal Tunnels

By Isaac Arrowsmith

The Canal Tunnels are located between London St Pancras Low Level Station and the ECML at Bell Isle Junction, just north of London Kings Cross and are surprisingly one of the newest pieces of infrastructure brought into service alongside the Bermondsey Dive-under and the Borough Viaduct during the Thameslink Programme. The tunnels were actually the first to be built for the Programme.

Back in 1997, the plans for the project were to create a new junction just north of London St Pancras on the Thameslink line, with a link leaving the route to join up with the ECML and all this was to be built by London & Continental Railways.

The Canal Tunnels were built between 2004 and 2006, when London St Pancras Station was redeveloped as part of the Channel Tunnel Rail Link (CTRL) Project (see *MLT September/October Issue 2019*). Each tunnel has a six metre tunnel bore and was fitted with a pre-cast concrete lining. The northern end of the tunnels has a cut and cover concrete box, which leads to an open area, before the tracks join up with the East Coast Main Line (ECML).

Nothing further happened until 2013 when work started on installing track, signalling equipment, electrical supply and safety systems. Some of these works were carried out by Sword Group between February 2013 and March 2014 under a contract to Carillion, who had in turn been appointed by Network Rail.

Both tunnels have been designed for bi-directional working so that if any maintenance is needed, or something goes wrong, the trains can still operate safely through them. Also the tunnels have emergency service radio systems, automatic LED lights installed every four metres and a walkway alongside the tracks, allowing the safe evacuation of passengers should it ever be required.

After a period of time, during which empty trains ran through the tunnels doing tests, the first passenger service ran through them in February 2018. At the time these services weren't on the published timetables and it was May 2018, before timetabled services began using the tunnel in earnest.

The tunnels provide a vital new rail link, which is crucial to the expansion of Thameslink's network. The tunnels allow trains to join the ECML and continue on to the newer destinations of Peterborough and Cambridge. Once the central core has 24 trains per hour (tph) running through it, the ECML will contribute eight tph, with these operating through the tunnels.

Having travelled along the Thameslink route from the Bermondsey Dive-under looking at different locations, it is time now to take a break from these series.

**The northern entrance to the Canal Tunnels. WIKIPEDIA.**

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## 563 – Swanage’s unlikely star

By John Petley

For many visitors to the National Railway Museum in York, their main highlight will be the sight of the London & North Eastern Railway’s record-breaking streamlined A4 No.4468 *Mallard* posed next to its stunning London Midland & Scottish rival, No.6229 *Duchess of Hamilton*. Nevertheless, I am sure that I am not alone in being equally impressed by the Museum’s collection of elegant late Victorian express locomotives, resplendent in the ornate liveries used by the pre-grouping companies during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Compared with the utilitarian lines of a class 70 diesel or the ugly front end of the original class 458 multiple units, these graceful machines are a real work of art. My three personal favourites were the South Eastern & Chatham’s D Class No. 737, the Midland Railway “Spinner” 4-2-2 No. 673 and the London & South Western Railway’s T3 4-4-0 No. 563. It requires quite a feat of imagination for those of us brought up with today’s very utilitarian railway with its garish liveries to picture an express train racing through the countryside with one of these engines at its head. Having said that, the NRM has allowed some of its pre-grouping gems to be returned to steam in the preservation era, with the Great Western Railway’s *City of Truro* gracing the main line as recently as 2004, the centenary of its high speed run from Plymouth to Bristol where it is reputed to have reached a speed in excess of 100 mph. In the late 1970s and early 1980s, two other NRM locos of similar vintage, the London & North Western’s 2-4-0 No. 790 *Hardwicke* and Midland Compound 4-4-0 No. 1000 also ran on the main line and the “Spinner” was restored to working order for the Rainhill 150 celebrations in 1980, although it never worked a public train. Now, however, with all these engines being over 100 years old and the main line steam industry offering little opportunity for elderly express engines, the likelihood of one ever running over Network Rail again is very remote. The L&SWR’s T9 No. 30120, a loco built in 1899 for express passenger work, is currently on loan to the Swanage Railway from the National Railway Museum and at least provides an opportunity to enjoy the sight and sound of a late Victorian express loco in action, albeit at a somewhat slower speed than the 80mph or more which the class managed regularly in front line service. Until recently, however, it looked as if the rest of the NRM’s fleet of late 19<sup>th</sup> and early 20<sup>th</sup> century express locos would never turn another wheel under their own steam, either on the main line or a heritage railway.

It therefore came as something of a shock when it was announced that the Museum had decided to “de-accession” the T3. Thus far, this article has only considered express locos and with good reason. As far as the 1880-1910 period is concerned, the national collection is rather dominated by express engines, particularly 4-4-0s, with goods engines and tank locos from the period being much less well represented. One theory I have heard for this imbalance is that these engines were selected for the nation in the 1950s and early 1960s by a committee of ex-public schoolboys who had a particular soft spot for the locos which whisked them off to their respective boarding school in their youth! Whether or not this is true, as the NRM continued to acquire important railway artefacts, concerns began to emerge that the collection was getting too big and therefore one of two engines should be offered to suitable heritage railways. The choice of the T3 was controversial and attracted a lot of negative comments from the enthusiast community. Wasn’t the disposal of an asset which belonged (at least in theory) to the nation rather like selling off the family silver? On a more technical level, if the NRM felt that it had too many 4-4-0s, why choose the only pre-grouping example with outside cylinders (apart from the Midland Compound, which would never have been considered for de-accessioning as it was primarily selected for preservation as the representative of one of very few successful classes of compound to work in the UK)?

For all the hubbub following the announcement in early 2017, however, no one could possibly begrudge

the Swanage Railway this rather surprise gift. The T3s, designed by William Adams in 1893, could well have worked over the Swanage branch with through trains from Waterloo. An L&SWR loco on an L&SWR-built railway was thus a perfect match. Also, the T3s were known to be capable engines and while there would be no need to run at 80mph, which members of the class often reached in service, No. 563 would easily be able to manage a five or six coach train on the gradients of the Swanage Railway.

The loco was moved to Swanage after the documents transferring ownership from the NRM to the Swanage Railway Trust were signed by both parties. It was displayed in Corfe Castle goods yard (see first photo) for most of 2017 before being moved to the Flour Mill workshop in the Forest of Dean for an assessment of its condition to be made. The Swanage Railway stated from the outset that its plan was to restore No. 563 to working order, but only if this was going to be a viable proposition.

The fact is, No.563 was something of an unknown quantity. Its regular working life ended as far back as August 1945, by which time it was the last survivor of its class. Like most of William Adams' designs, the T3s were reliable and competent machines, but gradually found themselves displaced from front-line express passenger work by more advanced and powerful locos, better able to cope with the increasingly heavy loads. All 20 members of the class were inherited by the Southern Railway in 1923, when the various companies were grouped into four, but withdrawals began in 1930 and by 1933, only No. 563 and two other sister locos remained. They were used on secondary workings or as station pilots, occasionally stepping in when a loco failed. There is a remarkable account of X2 No. 595, an Adams 4-4-0 similar to the T3s but with bigger wheels, taking over the 13-coach *Atlantic Coast Express* at Woking 1930 and working right through to Salisbury. Not only did it start its massive train without slipping, but it reached a remarkable 74mph through Andover Junction – not bad going for an elderly express engine on its last legs!

It is doubtful if No. 563 would have lasted beyond the late 1930s were it not for World War II. The railways were taken over by the Government and to cover for eventualities, it was decided to retain a number of locos which would otherwise have gone for scrap. No. 563 was actually withdrawn shortly before the war after failing on a good train from Eastleigh to Fawley, but worries about the deteriorating political situation in Europe saw it reinstated and overhauled. It managed to keep going until the end of hostilities in 1945, but with the return of peace and ongoing construction of new locomotives, including Bulleid's Pacifics, there was now no work for this elderly veteran.

After two years in store, No. 563 was sent to the sidings at Kimbridge Junction. near Romsey in Hampshire, to join a number of other redundant locomotives awaiting a call from the scrap man. Once again, however, No. 563 survived against the odds. In 1948, an exhibition was held at London Waterloo to mark the station's centenary and in acknowledgement of its London & South Western Railway, origins, it was decided to send an L&SWR express loco repainted in the old company's livery up to London as an exhibit. No. 563 was the engine selected. It was hauled out of the scrap line and taken to Eastleigh for overhaul.

Only since the engine has been dismantled has the nature of this overhaul been revealed. The bottom end – the wheels, cylinders, motion and so on – appears to have been thoroughly reconditioned. The boiler barrel is also in excellent condition, but the inner firebox is life-expired, being heavily patched. Even so, the staff at Eastleigh had judged correctly that it would make it up to London. Why put in lots of work on an engine that was never going to steam again once the exhibition was over? Why indeed, although this doesn't explain the far greater attention shown to the bottom end.

No. 563 then entered a period of retirement from which few would ever have imagined it emerging. It became part of the national collection, although not immediately put on display, being stored in various locations including Farnham and Tweedmouth until the Clapham Railway Museum was opened in 1961. When Clapham closed in 1973, most of the exhibits were moved to the new National Railway Museum in York,

including No. 563.

The 1970s and early 1980s saw a number of National Railway Museum locomotives returned to working order, as mentioned above. No 563 was not one of them. Whether or not the poor condition of its firebox was known by the staff at the NRM, more to the point, it was not a loco for which there was much demand to see in steam. It had been retired prior to the great train spotting craze inspired by the Ian Allan “ABC” books and in this period, enthusiasts were more interested in seeing locomotives returned to working order which had been familiar to them from their post war youth.

So No. 563 remained a static exhibit, admired for its elegance but overshadowed by stars such as *Mallard*, *Evening Star* or *City of Truro*. Its only moment in the limelight came when the NRM was asked to provide a static locomotive for a Mike Kenny’s stage adaptation of E. Nesbit’s book *The Railway Children*. After initially being staged in York and London Waterloo, the play was then performed in Toronto and No. 563 was selected instead of Great Northern Stirling Single No. 1, which had done the honours at York and Waterloo.

While this was a welcome moment of stardom for the engine, the very fact that the NRM had chosen it to make the transatlantic crossing was an indication that it was not unduly worried about its absence from public display at York or Locomotion, the recently-opened NRM outstation at Shildon. If the NRM was already beginning to wonder whether it had one Victorian 4-4-0 too many, No. 563 was clearly going to be the candidate for disposal.

The press release following its transfer to the Swanage Railway Trust said this in as many words. It talked of the railway “allowing the public to appreciate the locomotive and attract a new audience to Swanage on a railway steeped in ‘T3’ history” – in other words, No. 563 would be a star at Swanage in a way that it never was at the NRM.

Now the controversy about its decommissioning has died down, there is unquestionably some truth in this statement. Heritage railways may have inherited station buildings and engineering infrastructure bequeathed by the pre-grouping railway which built the line in question, but obtaining locomotives and rolling stock originating with that company has been much harder, especially for a railway such as the Swanage Railway which did not begin operations until 1979, too late to buy steam locomotives direct from British Rail. As it happens, the Swanage Railway is already home to two other L&SWR engines. 1905-built M7 tank No. 30053 worked out of Bournemouth shed, including over the Swanage Branch, in its final months before withdrawal (and subsequent preservation). It was sold to an American museum and shipped across the Atlantic in 1964, but when the museum closed, the Drummond Locomotive Society was formed to buy it and repatriate it back to the UK. Its home base has been Swanage ever since it returned to the UK. The other L&SWR engine on the railway has already been mentioned – the NRM-owned T9 No. 30120. Both these locomotives lasted in BR service until the 1960s and are painted in BR livery, which matches the mainly BR-built carriages and thus helps recreate the feel of a seaside branch line in the late 1950s/early 1960s, which the Swanage Railway portrays so well. The T3 does not fit into this image, but the prospect of being able to operate an engine representing a class which worked over the line in its earlier L&SWR days is naturally very exciting. Some old L&SWR coach bodies can be found on the railway and there is at least a possibility, albeit very much for the long term, of putting together a complete L&SWR train.

For the more immediate future, however, the main issue is the raising of funds to return No. 563 to steam. Thanks to the work undertaken in Eastleigh in the 1940s, the cylinders, axle boxes, wheels and motion are in excellent condition, but a new inner firebox will be required. The tender will also need some work, which bumps up the total estimated cost to £350,000. Money is coming in steadily, but the group in charge



of its restoration is keen to see an increase in the flow of funds so that this veteran can soon return to action. (Anyone wishing to support its restoration can do so via [www.563locomotivegroup.co.uk/donate](http://www.563locomotivegroup.co.uk/donate))

Given that over 70 years have elapsed since it worked light engine up to Waterloo for the station's centenary, it is probable that there are no footplate crew still living who have ever driven or fired a T3 and the number of people who can remember being hauled by one of these locos is also likely to be very small indeed. Truly No. 563 is one of preservation's great survivors, having escaped the scrap man twice - in 1939 and 1948 - and now heading for a working future which even three years ago would have seemed highly improbable. While not wishing to detract from all the other locomotive restoration projects currently under way, especially those which are bringing derelict engines from Barry scrapyard back to life after 50 or more years, it nonetheless will be a very special occasion indeed when No. 563 steams again. Hopefully we will not have too long to wait.

**Right: No. 563 in the sun, Corfe Castle goods yard, summer 2017.**  
563 LOCOMOTIVE GROUP.



**Above: A glimpse of the future? No. 563 posed static at the head of a train in Corfe Castle station, late 2017.**  
563 LOCOMOTIVE GROUP.

## Evening Star

*By Mark Dispenser*

The last steam loco built in Britain by the Big Four, Evening Star was the only British main line steam engine designated for preservation from the time it was built. The 999<sup>th</sup> loco in the BR (British Railways) Standard range, its working life lasted only five years.

It was the only Class 9F named while in service.

Number 92220 was used mainly as a heavy freight loco, carefully maintained and kept in perfect working order because of the many exhibitions it was shown at. In July 1960, it pulled the Paddington-to-Cardiff express train, easily overtaking the regular express locomotives. It arrived so early that its arrival at Paddington had to be delayed because the restaurant wasn't ready yet.

Its career was halted by BR's senior management in case of damage to its running gear, which was not intended for continuous high-speed work. (92220 had been recorded pulling express trains at more than 90 mph.) After being slightly damaged in a shunting accident at Cardiff Docks, 1965, it was withdrawn and kept at Severn Tunnel Junction Yard, then was preserved in the National Collection. In 1966, the dilapidated loco was brought to Crewe Works to be restored.

For two years, it worked on the Keighley & Worth Valley Railway, being sent to the National Railway Museum in York in 1975. After that, it was sent to the North Yorkshire Moors Railways, and then to the West Somerset Railway. After being withdrawn, it was never used again.

It was displayed at the National Railway Museum (again) in Shildon for a short time, then returned to Swindon Works. It was on display for two years at the Swindon Steam Railway Museum, celebrating its 50<sup>th</sup> anniversary.

In 2010, it was sent to York.

**Right: Class 92220 Evening Star in 1964.** WIKIPEDIA.



**Left: Nameplate and plaque.** WIKIPEDIA.

## One year of TfW

Transport for Wales (TfW) has now owned the Wales and Borders franchise for just over a year, following the hand over from Arriva Trains Wales (ATW) on 15 October 2018. TfW took over during stormy weather and it might have been stormy times as well. TfW's passengers foolishly thought that all the changes promised would happen literally overnight. They very soon found out that wasn't going to be the case and took to venting their grief on social media.

As was expected, TfW changed station signs and replaced them with ones which had the TfW logo on. Also staff uniforms were changed, but that wasn't all, as there are quite a few more changes that have taken place along with the starting of projects during the last year.

In November 2018 a new Delay Repay scheme was launched, meaning that if customers arrived at their destination 30 minutes or more later, they could claim compensation. By January 2019, a further improvement was made with the introduction of Delay Repay 15, allowing passengers to claim for delays on journeys of 15 minutes or more.

The following month, a development director was appointed for North Wales - Lee Robinson. His role is to transform transport across the country and he is based in Wrexham.

In March TfW launched a deep clean of its stations - focusing on public areas in particular which included:

- Car parks
- Platform furniture and
- Ingrained historic graffiti

This scheme was split into phases with the first due to be completed by the following month.

Earlier this year, the May timetable change brought a new TfW service on to the route map, when trains started serving Liverpool Lime Street via the rebuilt Halton Curve. The trains operate to Wrexham General and are every hour in the off-peak to Chester.

### **TfW's Fleet**

From October 2018 onwards, TfW's livery was applied to trains. Two Class 175s and eight Class 158s have received the new livery, but only one Class 158 has got the new internal livery and I have been told by a member of staff, who works for TfW, that it looks like Buckingham Palace, with the red carpet and seats.

In South Wales, the Pacers are still in traffic, though some of them are due to be withdrawn from next year, as more and more cascaded Class 170s become available. The 12 Class 170s (8 x 3-car and 4 x 2-car) are coming from Greater Anglia (GA) and are all due to be with TfW before the end of the year. Other train fleets which are due to arrive before the end of the year include, locomotive hauled Mark (MK) 4 sets (3 x 4-coach sets) and five 3-car Class 230s.

The Class 230s will operate between Llandudno Junction & Blaenau Ffestiniog, and Wrexham & Bidston. Some of the Class 170s are due to enter traffic from the December timetable change on the Cheltenham to Maesteg route.

Brand new trains are expected to enter traffic in a few years time, which will replace the current fleet of 175s and 158s.



## **TfW's South Wales Metro Project**

The South Wales Metro project has taken a few steps forward. Early Involvement Contracts for the installation of the control systems, stations, track work and new fleet maintenance depot at Taff's Well, have been awarded to Siemens Mobility, Balfour Beatty and Alun Griffiths. All three of the companies will now work together to develop plans and design work ahead of major stages of the procurement process.

Moving on that first step, TfW reached a milestone in the project to build a new fleet maintenance depot for the Metro project at Taff's Well. It will be the first major works to take place as part of TfW's transformation of the Valley Lines for the South Wales Metro. Demolition was due to have begun by now in preparation for the tram-train stabling and maintenance facilities.

The Metro, once completed, will be operated by 36 3-car Stadler Citylink Metro trains (which will operate between Treherbert & Cardiff, and Merthyr Tydfil & Aberdare via existing rail links and using electric and battery power) and 24 tri-mode trains (which will operate to Coryton, Rhymney and lines south of Cardiff) also supplied by Stadler.

## **TfW's Stations**

TfW plans to invest £194 million in its 247 stations over the next fifteen years, with various improvements taking place. The improvements include free Wi-Fi, CCTV, improved shelters, improved passenger information and improved provision for cycle storage. Also new retail facilities will be created as TfW encourages local businesses to develop spaces for the community at stations.

Shrewsbury station, in particular, is set to undergo more upgrades with work starting in 2020. The work will include fully refurbishing waiting rooms, provide additional car park spaces, and providing new and improved digital passenger display and information screens.

Upgrades will also be taking place at Craven Arms with work to start in 2021, while down south Swansea station is undergoing a redevelopment.

## **TfW Customer Service**

There is one other point I would like to mention, which I wouldn't usually include. TfW's customer service, particularly on train services, is excellent. OK, it operates long distance services and commuter services. I recently experienced good customer service on a long distance train between Birmingham International and Penrhyndeudraeth. My ticket was checked three times during the journey and at one point, the conductor took time to sit and have a quick chat. Another good point was that the staff were friendly and made you feel at home.

Transport for Wales CEO, James Price, said: *It has been an exciting and challenging first year and we are proud to have started transforming the rail service for the people of Wales through delivering on our promises.*

**Right: TfW liveried Class 158836 (pictured) and ATW liveried 158827 stand at Machynlleth with a service to Birmingham International from Aberystwyth & Pwllheli on 3 April 2019.**



## Puzzle Time

The puzzle for this Issue is a word search. Words that are together appear separately.

N	U	S	N	O	I	T	C	N	U	J	T
S	T	B	Z	O	R	T	E	M	W	R	O
E	S	O	S	D	R	A	L	L	A	M	O
V	A	M	L	K	R	O	Y	N	L	R	T
I	O	B	E	R	A	T	S	X	E	A	C
T	C	A	N	A	L	P	U	S	S	I	I
O	N	R	N	F	O	R	U	N	W	L	T
M	E	D	U	R	A	I	L	W	A	Y	N
O	W	I	T	R	E	V	O	D	N	A	A
C	R	E	S	C	E	S	T	E	A	M	L
O	O	R	E	L	D	A	T	S	G	Q	T
L	C	S	G	N	I	N	E	V	E	W	A

Transport for Wales    Canal Tunnels

Swanage Railway    Mallard    Evening

Star    Steam Locomotive    Andover

Junction    Bombardier    Atlantic    Coast

Stadler Metro    Corwen Rail    York



**A Double Fairlie on the Ffestiniog Railway passes along an embankment with a service to Blaenau Ffestiniog from Porthmadog on 20 September 2019.**



# Next Issue



The history of  
Class 61306  
*Mayflower*



25 years of  
Virgin Trains Part 1

Plus all the latest  
news and much  
more!