

## 'Black Five' taken off at Salisbury

BROUGHT south to act as a substitute for Bulleid 4-6-2 No. 34067 *Tangmere* which continues to be in various stages of overhaul at Carnforth, stand-by engine 'Black Five' No. 44932 was itself undergoing repairs at Southall during the week commencing on Monday, March 26. Working the Railway Touring Company's 'Bath and Bristol' trip from Three Bridges on Saturday, March 24, trouble hit the 4-6-0 on the way back to Sussex, the engine struggling to climb Upton Scudamore bank between Westbury and Warminster.

According to one lineside observer, the 'Black Five's exhaust beats were lacking the usual even 1-2-3-4 associated with two or even four cylinder-engines suggesting that there was a piston valve problem.

On arriving at its booked water stop at Salisbury, No. 44932 was declared a failure and the train terminated.

Apparently no West Coast diesel was near enough to effect a rescue so passengers had to make their own way home via public service trains, said a Railway Touring Company spokesperson.

Having been taken off the train, the engine and support crew spent the night at Salisbury before the 4-6-0 and support coach were towed back to Southall by a West Coast 47 the following day.

Fortunately, No. 34067/44932's next booking, the Railway Touring Company's London Victoria-Hastings 'Sussex Belle' on March 29 had been cancelled due to gauging issues with the 4-6-2 so which engine was declared fit for the firm's 'Thanet Belle' on April 5 remained to be seen as we closed this page for press.

# Three Bulleids on the 'ACE' in 2014!

STEAM Dreams is to mark the 50th anniversary of the demise of the 'Atlantic Coast Express' with a train west of Exeter using three Bulleid Pacifics. The planned motive power line-up for the four-day trip will include two Merchant Navies and a West Country 4-6-2 plus Steam Dreams' own set of Southern green carriages.

*Port Line*, which is now being overhauled to main line standard at Ian Riley's Bury works, with the boiler at LNWR Works in Crewe, will be joined by No. 35028 *Clan Line* and No. 34046 *Braunton Port Line*, a veteran of the Swanage and Bluebell railways now owned by Jeremy Hosking, has never run on the main line in preservation.

This new version of the 'ACE' is timed to run on September 5, 2014, marking the final day that this famous train ceased to run out of Waterloo in 1964.

Chief executive Graeme Bunker said: "Steam Dreams has its roots firmly set in all things Southern and I think it fair to say that if there is one single train that the Southern is remembered for more than anything else it would be the 'Atlantic Coast Express'."

"Admittedly the 'Brighton Belle'

and 'Bournemouth Belle' will stand out in many people's thoughts but it is the long distance 'ACE' which fires the imagination which is why we are planning to celebrate the anniversary in style.

"We have already booked the three Bulleids and held discussions with our chosen Train Operating Company and regional operating companies over whose territory our train will be routed and in addition, we have advised local Network Rail management of our plans.

"On day one, September 5, which falls on a Friday in 2014, our 'ACE' will depart as close as makes operational sense to 11am from Waterloo behind either *Port Line* or *Clan Line* travelling down the train's historic route to Salisbury via Basingstoke, Worting Junction and Andover."

Having taken water, the 'ACE' will follow the well-known switchback route – now available again after being resingalled by Network Rail – to Exeter.

At Exeter, there will be a change of engines – "something a little bit smaller but not decided" and although Steam Dreams was being cagey it is understood that it is hoped to reach Barnstaple, one of the 'ACE's original destinations.

The train will return to Exeter where *Braunton* will couple on for a double header with one of the Merchants – two Bulleids over the South Devon banks to Plymouth, a 'first' – and on into Cornwall for a night stop at an as-yet-to-be-decided destination.

On day two, Saturday, passengers will have the option of touring the area on an optional sightseeing coach or sailing to the Scillies. A visit to the Bodmin & Wenford Railway will be laid on.

On the Sunday, the intention is that the train will visit as many of the branch lines in Cornwall as possible including taking one of the Bulleids as far as Bere Alston on the old Southern main line from Plymouth.

Day four sees the double headed train return to Exeter where it then heads for Okehampton top-and-tailed by the third Bulleid.

Following the trip along the branch the third engine, one of the Merchants, is then booked to take the 'ACE' back to London probably via Yeovil Junction and then Salisbury.

September 2014 may seem a long way off and final details have yet to be established but Steam Dreams has already opened a reservations book.

## SEE CLASSIC TRACTION ON THE NATIONAL NETWORK

THE last few weeks have seen an upsurge of interest in Class 56 locomotives following the recent sales by DB Schenker which led to the prospects of some returning to main line service rather than the expected sale to the scrap man.

Interest had already been generated by the recent sale of locomotives once operated by Jarvis until that company's bankruptcy led to its three locomotives being sold. Of these, No. 56301 went into preservation with the Class 56 Group albeit with main line certification.

No. 56302 went to a private owner who has arranged spot hire on two recent workings to collect wagons from Cornwall accompanied by a Class 47 and No. 56303 transferred to the ownership of British American Rail Services and temporary relocation to the Weardale Railway where its future is yet to be decided.

BARS also operates the Hanson Traction fleet of Nos. 56311/12 which is based at Hanson's Washwood Heath maintenance facility. BARS hired No. 56302 during March to collect china clay wagons from Burngullow for transfer to the new Nemesis Rail base in Derby Road Burton-on-Trent, Staffordshire.

As a result of the sales the Class 56 Group

provided a location list during March showing the location and ownership of the remaining Class 56 fleet at its [www.class56group.co.uk](http://www.class56group.co.uk) website. This noted Nos. 56007/018/060/081/101/115/117 and main line-registered Nos. 56301/302 stabled at the Nemesis Rail site at Burton-on-Trent; Nos. 56101/115/117 are owned by Europhoenix and are currently being modified for export to Hungary, BARS currently owns Nos. 56091/103/114/128 and main line registered Nos. 56311/312; Colas Rail recently bought Nos. 56087/091/105/113, transferring 56113 to its Rugby depot and the remainder to Hanson; No. 56097 has been privately preserved on the Great Central Railway (Nottingham) and Nos. 56086/098 are currently under restoration at Shackerstone.

A more regular sighting is the Super Class 60 fleet which is slowly being increased as the 21 selected locomotives undergo full overhaul and a repaint into the DBS red livery. Seven locomotives (Nos. 60007/054/059/063/074/079/091) had been completed, five more (Nos. 60015/010/017/019/040) identified for the 2012 programme and three (Nos. 60024/039/092) are being considered for 2013.

The current activity seems to be geared to the

heavy trains operated on the Liverpool-Fiddlers Ferry coal trains (where three locomotives are allocated), on the Tunstead-Oakleigh limestone service and oil trains between Robeston-Westerleigh and Jarrow-Lindsey services.

The Harry Needle Railroad Company is close to releasing recently completed No. 37419 to DRS and is currently repainting No. 37425 in corporate DRS Compass livery. The programme has so far seen Nos. 37197/412 stripped for spares at Barrow Hill but further withdrawals will be needed to source material for the other locomotives to be reinstated.

Four locomotives have been mooted in the next tranche of withdrawals including No. 37087/194/229/510. No. 37510 is currently resident at DRS' Kingmoor site and may be used to provide spares for No. 37422 which is currently being assessed there while the other three are expected to be stripped down at Barrow Hill.

DRS is also taking delivery of three Class 57/3 locomotives which will be coming off-lease with Virgin Trains at the end of the financial year, Nos. 57302/304/309 which will be repainted into DRS livery.



Although billed as a Class 8 doubleheader, both No. 71000 and No. 6024 were unavailable on the day and LNER A1 Pacific No. 60163 *Tornado* required assistance from DBS Class 66 No. 66152 over the Devon banks with Steam Dreams' Paddington-Plymouth 'Cathedrals Express' on March 10. The A1 is seen on the eastbound climb of Dainton at Combe Fishacre. STEWART ARMSTRONG

## Gresley misses 'GBV'

MONTHS have been spent returning A4 Pacific No. 60007 *Sir Nigel Gresley* back to good order at Grosmont but a continuing problem with a leak at the top of the firebox has forced the 4-6-2's 'minder' Roger Barker to admit that the engine will not be ready to take its place in the 'Great Britain V' line-up in April.

Firebox repairs had been completed shortly before Christmas and a successful hydraulic boiler test carried out at the start of the year. At that stage, and pending an inspection by a boiler inspector, the A4 was to be reassembled and given a new coat of BR blue paint prior to some concentrated running on the North Yorkshire Moors Railway.

In February the boiler passed a steam test and then the A4 was prepared for its final Vehicle Acceptance Body examination leading to its main line certificate being restored.

The boiler was given a two-day test up to the mark and all seemed to be well. The engine was steamed again in anticipation of the inspector's visit but to Roger's disappointment, the firebox top lap seam leaked.

After consultation with the local boilersmith, the area was recaulked and further test carried out leading up to an examination by the boiler's insurance company's inspector. It passed!

An hour or so later Roger noticed steam rising from the A4's chimney and taking a closer look discovered that the leak had recurred with the result that the problem is now subject to an ongoing technical investigation which includes laboratory material tests.

By late March the A4 was, to all intents and purposes, complete and being repainted, but until the investigation produces an answer the 4-6-2 is going nowhere.

Apart from a foray up the East Coast Main Line from York to Edinburgh with 'Great Britain IV', two spins around the Fife Circle for the Scottish Railway Preservation Society and a light engine run home last year the A4 has now been out of service for well over 12 months.

When asked to give his thoughts about the present situation, Roger replied: "You can't print them!"

## 'Lizzie's trip to sunny south sold out

THE first-ever visit of a former LMS Princess Royal class 4-6-2 to the Dorset coast and the Isle of Purbeck in particular with a 'Cathedrals Express' has created much interest at both ends of the line long before the train departs Banbury on Thursday, April 19.

For a start, the train, which calls at Oxford, Pangbourne, Reading West and Basingstoke, and sets down at Corfe Castle and Swanage was, apart from five seats, sold out by early March.

Meanwhile at the Hampshire-Dorset end of the line, local press have given the train's arrival and the engine, *Princess Elizabeth*, early publicity while both regional radio and television are set to cover the

train's movements on the day. Swanage Railway commercial manager, Martin Payne said: "We are absolutely delighted and very excited to be welcoming such a prestigious, historic and record-breaking locomotive."

In preparation for the visit the big red engine underwent an audit by a DB Schenker inspector at Tyseley on Sunday, April 1.

The inspection was required, because as chief mechanical engineer Steve Underhill remarked, 'Lizzie' is not a registered engine with DBS and it is some years since it was crewed by the German company's predecessor EWS.

Surprisingly perhaps, in view of gauging issues being raised on

various routes, 'Lizzie' has been given a clean bill of health south west of Didcot picking up the old Great Western Basingstoke link after Reading West is passed.

From Basingstoke, the train heads down the former Southern main line via Winchester, Eastleigh, Southampton, Bournemouth and Poole to Wareham for the Swanage branch.

Because the 4-6-2 cannot be turned at Swanage it is anticipated that in keeping with what has become general practice, the train will be towed back to Southampton by a diesel then, with 'Lizzie' facing the right way, the train heads for Basingstoke via Romsey and the Laverstock chord.

## Why not *Britannia* for torch trip?

THE National Railway Museum has defended its decision to replace LNER A3 Pacific No. 4472 *Flying Scotsman* with LMS 4-6-0 No. 46115 *Scots Guardsman* at the head of the special train carrying the Olympic flame from York to Thirsk on June 20.

The decision to use *Scots Guardsman* rather than a more high profile engine led to some criticism in railway circles with many asking the question why *Princess Elizabeth*, *Britannia* or even *Tornado* had not been chosen as the preferred engine.

When we asked the National Railway Museum's Helen Ashby

she replied: "The decision was made between the NRM and West Coast Railways who are sponsoring the train. There are several reasons. To use one of the privately-owned locomotives mentioned would require a substantial hiring fee.

"*Scots Guardsman* was identified as standby engine from the outset since it is in the right part of the country with no existing engagements elsewhere.

"It is appropriate as the *Scots Guards* are based at Catterick and they have volunteered to play music at both York and Thirsk on the day."

Helen also explained that tickets for the special train would not be available to the public. She said: "It is illegal to sell tickets to see the flame so we are not able to open it up to the public."

Instead the special will carry representatives from the City of York Council, the Olympic Flame committee and a small number of VIPs who will be invited by the NRM.

After stopping at Thirsk for the handover, the train is booked to move on to Shildon for a VIP reception at Locomotion at Shildon, before returning to York that same afternoon.