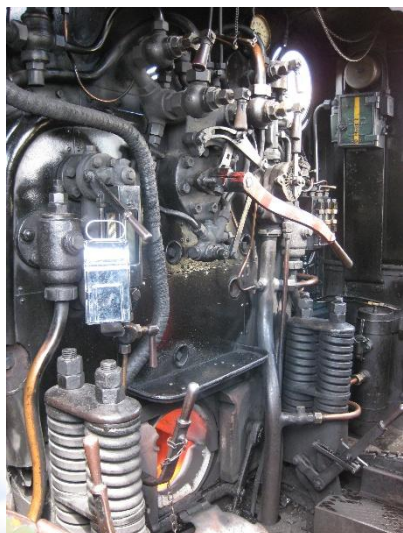


Memories of locomotives and trains, old and recent



Michael Pierre de Villiers

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Title page top to bottom, left to right: Controls and fire box of 1930 Class 57XX 0-6-0PT steam locomotive number 7714 at Severn Valley Railway at Kidderminster; Brecon Mountain Railway 1908 Graf Schwerin-Lowitz 0-6-2 tank steam locomotive; 1896 No.58725 iron wagon with the lettering C.P.V was converted to an Improvised Gunpowder Van and orange No.346 Cadbury's 1961 steel body covered wagon on a much older frame; Tank steam engine No.1501 pulling British Railways Crimson and Cream train from Bewdley; Royal Mail Maroon livery BR 80328 Post Office Sorting Van built 1968. They were equipped with a catching net and collection arm to exchange mail bags at speed. Removed in 1971; Two 2-car sets of Matangi Class stainless steel EMUs that operate from Wellington station, New Zealand.

ABOUT THE AUTHOR

Michael Pierre de Villiers was born in Durban, South Africa. He was trained to World Meteorological Organization class one meteorologist and multi-discipline weather forecaster in the South African Weather Service where he reached the rank of Director. He served on a weather ship in the South Atlantic. He served on World Meteorological Organization expert teams and was World Meteorological Organization rapporteur for the Africa region. He was also a commercial pilot and flying instructor. More recently he was a weather forecaster in the United Arab Emirates, then in England. Now retired.

M. P. de Villiers
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2025-10-25

Memories of locomotives and trains, old and recent

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INTRODUCTION

This article is reliant on the author's photographs of locomotives and trains captured over many years. There was temptation to use photographs from other sources. This was resisted, except in one instance. The photograph at Durban's old station on the 30th March 1980 is a hand me down from my mother. The copyright and probably the photographer is R Niven. I have not been able to trace it to its source.

It is important to draw attention to the difference between a locomotive and a train. When one refers to the train, the reference is to a series of connected vehicles, such a passenger carriages/coaches/cars or freight cars. The locomotive or engine is a separate component. The difference has become blurred with the advent of diesel and electric multiple units that are combined powered carriages and non-powered carriages as a fixed unit.

Content consists of three parts. A short South Africa section, a long United Kingdom section and a short New Zealand/Australia section. Events in the article are chronologically arranged. Except when they occur frequently at one destination, or sometimes when it is logical to combine earlier and later events that have a connection with each other. For example, numerous trips to London, or photographs of the same train type. The last section, Australia and New Zealand that chronologically falls within the later part of the UK section has, for convenience and relevance, been placed last.

The author is particularly indebted to information sources on the internet, especially Wikipedia and SVR Wiki. Wikipedia was often the only source. Pamphlets in my possession, such as from Severn Valley Railway (From the window) and the Brecon Mountain Railway (Welcome to the Brecon Mountain Railway), were very useful, as were some books in the Solihull library and information boards at the National Railway Museum.

To meticulously reference each piece of information in sections of text would detract from reading pleasure. Therefore, some references are collected at the end of paragraphs, or sections. The author apologises for any errors and omissions.

LIST OF ACRONYMS

Acronyms and technical codes have been used to replace repeated use of the full names of organisations, companies, titles, etc. It does save having to write each one in full each time the item it is mentioned. Unfortunately, the reader then has to remember each one when reading. This can spoil the flow of comprehension, particularly if one has forgotten a little used acronym and has to refer to list provided below. To compensate, there are times when the full title has been used again, usually after a long break since the previous reference, or less used references.

BR = British Railway. To avoid confusion an acronym is not used for British Rail

BREL = British Rail Engineering Limited

DEMU = Diesel Electric Multiple Unit

DMCL-MS-DMSL = Driving motor composite (1st and 2nd class) with lavatory - motor car standard open saloon - driving motor standard (2nd standard class) lavatory.

DM1-PMLW-DM2 = Driving motor variant one - pantograph, motor, lavatory, wheelchair accommodation - driving motor variant two.

DMSL-DMS = Driving motor standard (2nd standard class) lavatory - driving motor standard (2nd standard class).

DMU = Diesel Multiple Unit

EMA = Egyptian Meteorological Authority

EMU = Electric Multiple Unit

EWS = English, Welsh & Scottish Railway

GCR = Great Central Railway

GM = General Motors

GNR = Great Northern Railway

GWR = Great Western Railway

IMSRSA = Isle of Man Steam Railway Supporters' Association

LBSCR = London, Brighton & South Coast Railway

LM = London Midland

LMS = London Midland and Scotland and

LMSR = London Midland and Scotland Railway

LNER = London North Eastern Railway

RAF = Royal Air Force

SAR = South African Railways

SVR = Severn Valley Railway

T = Sde tank locomotive, also PT = pannier tank and ST = saddle tank

UCW = Union Carriage & Wagon

WMR = West Midlands Railway

LOCOMOTION TYPES AND WHEEL ARRANGEMENTS

This section is a short introduction to locomotive propulsion and wheel arrangement. Powered and non-powered wheel arrangement is made more complicated by the introduction of bogies as well as diesel and electrical multiple units.

Locomotives

Steam

Steam is used to power the wheels. Thermal energy is converted to mechanical energy. Burning coal (or much less often wood, or oil) is used to boil water to produce steam. Steam under pressure is used to drive pistons that drive rods that drive the powered wheels. A somewhat complicated and intricate process. In a way similar to the motor car combustion engine, although somewhat more complicated (RCR Rail Co., Trains and Railroads (a)).

Diesel

A diesel motor is used to generate mechanical energy to power the driving wheels. There are two alternatives

Diesel-hydraulic: A diesel engine uses a hydraulic transmission to transfer power directly to the driving wheels. A simple design but somewhat less efficient than diesel-electric. Useful where electrification is impractical. **Diesel-electric:** locomotives are the most common type in use today (RCR Rail Co., Trains and Railroads (a)).

Diesel-electric: A diesel engine is used to generate electricity that is used to power traction motors attached to the wheels. The power of a diesel engine is used provide a more efficient electric drivetrain than hydraulic transmission. An added advantage over electric locomotives is that they can operate on non-electrified tracks (RCR Rail Co., Trains and Railroads (a)).

Electric

Electric locomotives use electrical power from overhead lines, via a roof mounted pantograph, or contact with a third rail, to drive wheel traction motors. Electrical power is more efficient than diesel types, provide quick acceleration and pull heavier loads over longer distances. They also do not carry their own fuel (coal, wood, oil/diesel oil). The disadvantage is that their source of power is delivered via an electric grid or network, or third rail. Operation is limited to available external power. Plant failure means all linked electric locomotives on the grid stop. There is the added expense of installation and maintenance of electrified lines, especially long distance (RCR Rail Co., Trains and Railroads (a)).

Electric Multiple Unit

An Electric Multiple Unit (EMU) consists of self-propelled (almost exclusively passenger) carriages and trailers using electricity as the power source from overhead lines, less frequently from a third rail. Electric traction motors to wheels are incorporated on one or more of the units with a driving compartment carriage at each end of the set. An EMU consists of two or more semi-permanently coupled units. Usually three or four, units with trailing units in between in a set, but sets can be combined to produce a bigger train. A single electrically powered carriage is also classed as an EMU. EMUs are mostly used on commuter and suburban networks where rapid acceleration to high speed between closely spaced stations is an advantage. However, fast EMUs can be used intercity. For example, London Euston/Marylebone to Birmingham. EMUs are quieter than diesel multiple units (DMUs). Advantages and disadvantages are similar to electric locomotives compared with diesel (Trains and Railroads (b), Garratt and Wade-Matthews (2006)).

Diesel Multiple Unit

Diesel Multiple Units (DMUs) consist of self-propelled carriages, or units, using a diesel engine to power the wheels. Units in a set can vary same as EMUs. There is a driving compartment carriage at each end. A three-unit set would have a motor unit at each end with a trailer unit in between, or two trailer units in a four-unit set. The diesel motor being mounted beneath the motorised unit with direct drive to the wheels. A development of the DMU is the DEMU whereby the diesel engine in the motor unit generates electricity to power the wheel traction motors. DMUs have the advantage that they can operate on electrified and non-electrified tracks. Carrying their own fuel, they have a wider network on which to operate than EMUs, also making them more cost effective. Their range is limited by the diesel fuel carried (Traintrackshq, Garratt and Wade-Matthews (2006)).

WHEEL ARRANGEMENTS

Information in the section was obtained from the Severn Valley Railway SVR Wiki site (SVR Wiki (a)) and The Engineering Blog. Both are listed in the reference section.

The wheel arrangements for steam locomotives (and small diesel locomotives), known as the Whyte notation, are described from front to rear according to the number of uncoupled wheels in front, followed by the number of coupled driving wheels then the number of uncoupled wheels. The wheels on a tender behind, if the locomotive has one, are ignored. For example, 4-

6-2 indicates four leading wheels, six coupled driving, or powered wheels and two trailing wheels or put another way, 2-3-1 axles on each side.

Wheel arrangements on large diesel locomotives, electric locomotives, EMUs and DMUs are more complicated. These are described according to the UIC (Union Internationale des Chemins de fer or International Union of Railways) classification. This classification is more detailed than the simpler so-called Commonwealth or British classification. Commonwealth code examples are given below with the UIC code for later reference by the reader. The list below is by no means complete. Additional UIC codes are given at the end of this section.

B = Two powered axles connected by driving rods. No bogies. Fixed truck.

C = Three powered axles connected by driving rods. No bogies. Fixed truck.

B-B, B'B' = Two bogies or wheel assemblies. Each bogie two powered axles connected by driving rods or gears.

C-C, C'C' = Two bogies or wheel assemblies. Each bogie three axles connected by driving rods or gears.

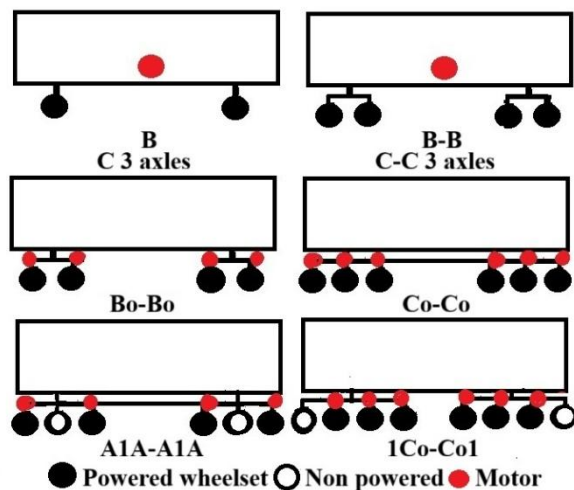
Bo-Bo, Bo'Bo' = Two bogies or wheel assemblies under the unit.. Each bogie two axles. Each axle driven by a traction motor.

Bo-Bo-Bo, Bo'Bo'Bo' = Three bogies or wheel assemblies under the unit. Each bogie has two axles. Each axle is driven by a traction motor.

Co-Co, Co'Co' = Two six-wheeled bogies. Each bogie three axles. Each axle driven by a traction motor.

1Co-Co1, (1Co)(Co1) = Two eight-wheeled bogies. Each bogie with four axles. Three axles per bogie powered by individual motors. The two outer axles unpowered to reduce the weight on each axle.

A1A-A1A, (A1A)(A1A) = Two bogies or wheel assemblies. Each bogie two axles individually powered by traction motors. Middle axle not powered.



Other UIC codes:

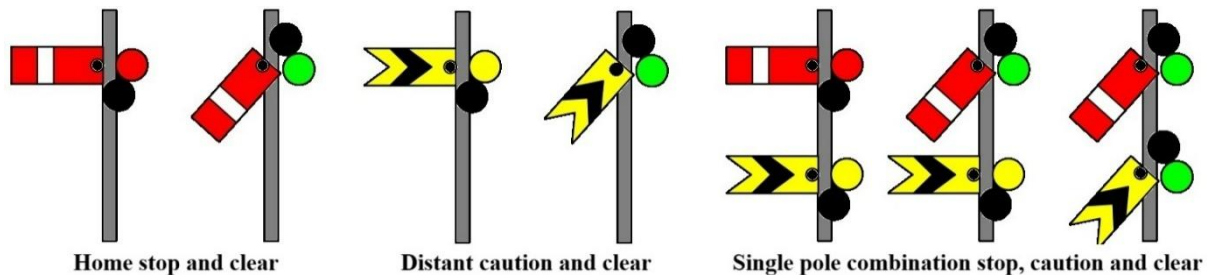
2'B'+B'2' = Two car unit. Two 2 axle bogies per car with driving units on the outer axles.
 2'B'+2'B'+B'2' = Three car unit. Two 2 axle bogies per car with driving units on the outer axles. The central car the same as the first car.
 Bo'Bo' + 2'2' + 2'2' = Three car unit. First unit: has two bogies. Each bogie has two axles. Each axle is driven by a traction motor. The second and third units have two bogies, each bogie has two non-powered axles.

TRACKSIDE SIGNALS

In days gone by a semaphore system was used, now mostly confined to heritage/preservation railways. Although still seen in places, such as witnessed at Worcester. The signals are operated by cable from a signal box. These will occasionally be seen in the photographs. Coloured lights are now the norm. In simple terms three trackside colour lights are used. Green = clear, yellow = caution and red = stop. Trackside signalling is now a complex topic. Not necessary for this article. Below is a short and simple introduction.

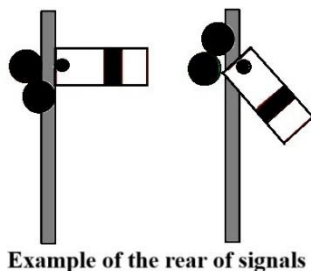
Home (stop/clear) quadrant type semaphore signal. A horizontal arm means stop with a red light for night vision. They are used at block sections and places such as, points, junctions, level crossings and movable bridges. The arm in the lower quadrant with a green light indicates clear.

Distant signal. A distant signal provides advance warning of a stop or clear signal ahead. It does not compel a driver to stop when in the horizontal stop position. It indicates that at the next block section there is a stop signal and to proceed with caution. When in the lower quadrant, it indicates clear at the next block section.



Trains require a long distance to stop. Therefore, distance signals must be positioned at sufficient distance from a stop/clear signal so that all train types can stop before a home signal at the next block sector is set to stop.

The distant signal is inter-locked, that is, it cannot indicate clear unless all relevant home signals ahead indicate clear.



At places where signals are closely spaced, a home (stop/clear) signal (on top) and a distant signal (below) can be mounted on a single post. The distant signal can only clear if the home signal is clear. At night the stop/danger home signal has a red light, the distant light is yellow. The signals above are applicable for oncoming traffic on the track, the rear of the signals would white with a black stripe.

The use of lineside signals, these days colour-light signalling, is limited to a maximum speed limit of up to 200kph (125 mph). Above this speed the driver cannot safely read the lights. Above this speed an in-cab safety signalling system is used that automatically determines and calculates speed restrictions to the driver via a display. It also provides continuous track state information and can automatically apply the brakes if the driver does not respond appropriately to a dangerous situation (British Railway Signals, NetworkRail, Wikipedia (a), Wikipedia (b)).

SOUTH AFRICA (PRE-2002)

I first became aware of trains and steam locomotives when I was about 5 to 8 years old in the mid-1950s. The family lived under the short finals approach to the north-eastern end of Durban Airport's runway. This was about 2 kilometres from the Merebank railway station from whence we travelled south to Amanzimtoti where we would spend the day on the beach and row a short distance up river to a picnic spot. I distinctly remember leaning out the wooden carriage window, feeling the air rush by with the smell and sight of the ash smoke from the steam engine. The carriages were divided into compartments each with an entrance door. The windows slid up or down latched at different levels by a notched leather strap.

We were close to the southern end of the Jacobs industrial area. The railway track ended at the motor assembly plant. Steam locomotives brought large wooden crates containing imported unassembled motor vehicles to the plant. The railway line was unguarded alongside the road. My brother and I could walk close to the steam engines when standing idle with smoke from the funnel and steam issuing in places below. To us, at our age and size, they were massive. The drivers were unconcerned, sometimes friendly. I remember the locomotives on the suburban line and at Jacobs being big and black with a tender behind, probably the 4-6-2 type of steam locomotive (Wikipedia (c)). The South African Railways standard (or Cape) track gauge is 1067mm (3.5 feet). There are some local and short distance narrower 610mm (2 feet) gauge tracks (NATMAP 2050 (2009)).

Later, when we lived high on the Bluff, we could look down to the distant and large bayhead marshalling yard where we could see and hear the fly shunting. This involving splitting arrived freight train wagons on to different lines according to their destination to assemble new trains. The steam locomotive would push the train toward the points where they were to be diverted. The section of wagons to be diverted would be uncoupled on a move, a dangerous practise. There were some horrific and fatal accidents to which I became aware much later through my wife who was a nurse. The locomotive would stop and the wagons would roll along the new track, being brought to a halt by bumping into the lead wagon already on the line. Often more a case of colliding. The noise could be heard at our distant house, particularly during the night.

In my late teens, later 1960s, I travelled a few times on the overnight Trans Natal (Transvaal to Natal) passenger train between Durban and Pretoria. The carriages had two or four sleeper compartments with dining car. I always had a two-sleeper compartment to myself, except on one occasion when in the air force I travelled with a fellow serviceman to Durban. The trains were pulled by electric locomotives, two if I remember correctly.



Durban station 30-03-80

The 30th March 1980 photograph, from an old family collection and unknown photographer, taken at the old Durban Station, shows two suburban Class 5M2A Electric Multiple Units (EMUs) in brown and yellow front livery (brown and off-white sides), built by the South African rolling stock manufacturer Union Carriage & Wagon (UCW), in Nigel (old Transvaal, now Gauteng) from 1962 to 1985. I never travelled in the EMUs. The partially

visible electric locomotive is probably a Class 6E1 of unknown series, maybe series 5, or possibly a Class 5E1, with Bo-Bo wheel arrangement. It consists of four axles in two separate bogies, all axles driven by their own traction motors (The Engineering Blog). Also built by UCW. The locomotive has the colour brown with yellow trim in use at the time. In 1974 and 1975 the South African Railways placed one hundred Class 6E1, Series 5 electric locomotives in mainline service (Baker, 2011). The Class 6E1 series 1 to 11 were built between 1969 and 1984. The Class 5E1 was built between 1955 and 1966. They were built for mainline service (Wikipedia (d) and Wikipedia (e)), Kritzinger and Baker (2011), DRISA and SA-Transport).

Occasionally, a discarded dinner car would be bought and converted into a restaurant. Such as the Smokey Train Diner/Restaurant, 9th Avenue, Sabie that has a well-maintained old (believed to be circa 1950) ex South African Railways Blue Train railway dining carriage. The Blue Train is a South African Railways luxury tourist train that operates a three-day two-night journey of 1600 kilometres (994 miles) between Cape Town and Pretoria. On average three round trips per month with no trips in the winter month of June (African Selection).



Photographed in 2000, the restaurant is still in business (SA-V). Located at about 1000 metres (approximately 3300 feet) above sea level on the southern end of the rather precipitous eastern escarpment, Sabie is situated on the banks of the Sabie River. Sabie is an Afrikaans corruption of the Tsonga word Ulusaba meaning fearful river from the time when the river teemed with crocodile. Still does lower down river in the Kruger National Park.

UNITED KINGDOM

Moor Street Station, Birmingham 13th March 2005



Seen on display at the station concourse in Great Western Railways (GWR) green livery, is this Collett 2-8-0, number 2885, steam locomotive of the 2884 class. The Collett 2884 class was built as an improved version of the original 2800 class locomotives that were manufactured 20 years earlier. The 2884 class was built for heavy freight work at GWR's Swinden Works between 1938 and 1942. Weighing 76 tons they "were slightly heavier than the 2800 class with large side-windowed cabs and outside steam pipes" (Preserved British Steam Locomotives (a)). It

was put on sale in 2012. A photograph in my collection shows it still on display at the station January 2013, gone by January 2015.

Visit to Severn Valley Railway 6th April 2005

On the spur of the moment, my wife and I with sister-in-law went on a short Severn Valley Railway (SVR) trip between Bewdley and Arley.

Bewdley is touted as a very good example of a Georgian village. Especially along its Severn River waterfront. We boarded the train at Bewdley and went to the next station along the line that is Arley. On the way the train crosses over the river at Victoria Bridge. When it was built in 1861, at 200 feet (61 metres) was the longest single span cast iron bridge in the world.

At Arley, Roman remains show that there was a settlement here long before the Domesday Book was written. For over 600 years a ferry operated across the river until a footbridge was built in 1972. The slipways down to where the ferry operated are still there. The village is mostly privately owned and used to have six pubs, now it has only one. On the train to Arley I wondered what the conductor meant when he said to me "don't spend too much time in the 'arbour." When we got to there, we found that the Harbour is the only pub left in Arley. It is on the way downhill to the river footbridge and the town on the other side.

We had a pub lunch there and a walk around before coincidentally catching the same steam train back to Bewdley where we had left the motor car. On Arley station platform we bumped into the conductor again and I said to him that we did not spend too much time at the Harbour, but he said I can tell that you did by your speech, but that was a lie as I only had one small beer, because I was driving. Altogether a really good day out.

Below, starting on the next page, are photographs taken at Bewdley and Arley

The steam locomotive and arriving at platform 1, shown in the photograph at Bewdley (below left) that pulled out rain to Arley, is the 47 tons 1930 GWR 0-6-0PT (pannier tank) No. 7714 Class 57XX. Collett designed, built at Stoke-on-Trent. The train, Set L, consisted of London Midland and Scottish Railway (LMS/LMSR) crimson lake colour carriages (Williams, 2001.

SVR Wiki (b)). Notice the semaphore signal, on the right of the train, is set to stop. In the background on the left, at the siding next to platform 3, is a GWR under-floor diesel powered railcar DMU used in the 1960's. Usually operated in two or three cars sets.



The British Railways (BR) 1950s carmine and cream livery train (Set C) is seen arriving at platform 3 in the photograph (above right) while we waited to depart, is pulled by the 121 tons 1935 Stanier designed, Vulcan built, LMS steam locomotive Class 5MT Black 4-6-0 No. 45110 (Williams, 2001, SVR Wiki (b)). Notice the home semaphore signal also set to stop for any locomotive approaching from behind the camera to platform 3.

The SVR consists of a single track with passing loops at stations. A system of passing the token is used. A train entering a block sector must have the token clearly marked with the name of the section to which it belongs. At the end of the block the token must be passed to either a platform official or to the driver of a train already waiting at a loop to enter the vacated sector. The waiting train driver, or station official then passes on the token that for the sector for the sector recently vacated to the arriving train driver. The system is used to prevent two trains from being on the same single at the same time, thereby removing the risk of collision and or a mistake made by a signaller or train driver.

Tank locomotives carry a supply of coal behind the cab in a bunker that often has a small supplementary water tank below. It does not have a separate tender behind for coal and water. The bulk of the water for the boiler is contained in tanks that flank the boiler. There are three major types of tank locomotive. Most popular was the tank (T) type with two vertical and narrow generally rectangular tanks, one each side that rested on the running plate. Arguably less popular is the pannier tank (PT) that has a tank each side astride the length of the boiler. Viewed from the front the tanks look distinctly as if they have been stuck on the side of the boiler. The third type is the easily recognisable saddle tank (ST). The length of the tank rests across the boiler like a saddle that could cover the whole of the boiler and perhaps the smokebox. A much less popular version was the well tank (WT). Water is stored in a well on the underside of the locomotive usually in two tanks, one above the leading axle, the other one under the cab footplate. Other much less popular variations are the rear tank (RT), inverted saddle tank (IST) and least of all a tender tank (T+T) (Daniel (2013) and Wikipedia (f)).

Tank locomotives were popular because they included a bunker and water tanks, eliminating the need for a tender behind (not a euphemism). They cost less to manufacture than the conventional steam engine with a tender, cheaper to operate and convenient for branch line, shunting and yard work. Being never far from water there was no need for a tender. Good

forward and rear visibility was useful for forward and backward operation when shunting and yards where there were no turntables. This, combined with shorter distances, made the tank locomotive highly popular in Britain (Daniel (2013) and Wikipedia (f)).

The following photographs were captured at Arley. Below left, the view of the station buildings from the road bridge facing north while crossing the bridge to exit near the signal gantry to walk downhill to the Harbour Inn. Notice the white with black stripe home signal in the lower quadrant next to the railway track. The opposite side coloured red indicating clear for traffic from the north on that track. Below right, the day's timetable to Bridgenorth and south to Bewdley and Kidderminster. In the background is part of Arley town on the other side of the River Severn.



Back at the station for the return trip to Bewdley are the same LMS Crimson Lake livery Set L carriages as on our outward trip. It was not noted whether it had the same locomotive. The nearest carriage although faithfully restored, appears to be one that has been modified for disability access. A woman with a child and baby in a pram appears to be heading toward the carriage. In the background is the earlier mentioned road bridge.



Olton and Jewellery Quarter stations July and December 2005

At the time I travelled to work by train from Olton station passing through Birmingham Moor Street and Birmingham Snow Hill stations to the Jewellery Quarter station.

On the left is the Olton railway station building photographed on the 7th December. One had to walk through the station to a tunnel under the nearest track then via stairs or a lift to the central platform.



Above left, a three car Central Trains DMU Class 150/1 Sprinter (Wikipedia (g)) number 150005 departing Olton on the 12th July heading south toward Dorridge from Snow Hill and Moor Street, Birmingham. On the right, another three car Central Trains DMU Class 150/1 Sprinter arriving at Olton on the 16th July from Dorridge heading north to Moor Street and Snow Hill. Number unknown. These trains often originated or terminated further to the south-west at Stourbridge and even further at Worcester, Great Malvern or Hereford.



Above left, a Central Trains three car DMU Class 150/2 Sprinter (Wikipedia (g)) arriving at the Jewellery Quarter station on the 16th July from Snow Hill heading to the south-west toward the places mentioned above. Notice the different front with door compared with the 150/1s above, enabling more than three car sets to be assembled.

Above right, an English, Welsh & Scottish Railway (EWS) 66246 Class 66, GM Electro-Motive Division, JT42CWR, 6 axle (Co-Co), diesel-electric locomotive passing southward toward Solihull final destination unknown on the 8th December. Top speed 120kph (75mph). In 2007 EWS was purchased by Deutsche Bahn. In 2009, EWS was renamed DB Schenker (Wikipedia (h), Everything Explained.Today (a)). Co-Co indicates the wheel arrangement for diesel or electric locomotives, consisting of two six-wheeled bogies with all axles powered by its own traction motor (SVR Wiki (a)).

Scotland 13th to 20th May 2006

While on a short holiday in Scotland, the wife and I went on a day trip to the west coast. We set out west from nearby Elgin, where we were located, about 9 am driving through Inverness



to Achnasheen, Loch Maree and Gairloch. On the way we stopped at Achnasheen for my wife to post postcards, but the post office next to the station was only open from 11 am to 1 pm and we were not about to wait.

However, I did get a photograph of a ScotRail two carriage British Rail Class 158 Express Sprinter DMU. The Class 158 was first introduced by ScotRail. Designed for local and cross-country routes (Garrett & Wade-Matthews (2006), Wikipedia (g)).

Now this does not seem like much, but for days we had been driving next to, close to and within sight of railway lines. I was beginning to think that there were no trains. A bonus was that at the station we now saw the luxury train (like the Blue Train) The Royal Scotsman. (I'm surprised the woke community has not had it changed to The Royal Scotsperson). Naturally, I took pictures of it as well. Finally, at the next little village, Kinlochewe, my wife managed to post her postcards.

The Royal Scotsman train consists of mainly Pullman carriages. Pullman was the term used for railroad dining, lounge and sleeping carriages that were built by the Pullman Company until 1968 (Wikipedia (i)). These days the title is associated with luxury. It also has Pullman kitchen carriages and a non-Pullman service carriage for staff accommodation.



At the time of the photographs the locomotive was either a Class 37, 47 or 57 diesel-electric provided by West Coast Railways. The not entirely distinct number on the side of the cab starts 47 and appears to end 4. So, probably diesel-electric Co-Co Class 47 number 47854. Class 47/4 after conversion. Acquired by West

Coast in June 2003, in service February 2004. 512 built by Brush Traction and British Rail Crewe Works between 1962 to 1968. Considered the most successful mixed traffic diesel class



to replace steam. The class is still in use (Preserved Diesels, Spotlog, Wikipedia (h)).

Cardiff 2nd October 2006

Travelled to Cardiff from Birmingham New Street on business at Cardiff airport on the 2nd of October. Virgin Trains to Bristol changing to GWR to Cardiff, returning direct on Central Trains. The trains are far more comfortable than aircraft. Carpeted, temperature controlled with almost soundproof carriages and plush seats with legroom in airline and club layout.



Catching the train back from Cardiff was a strange experience. It was like something out of a Harry Potter book where one has to walk through a wall to platform 8³/₄, or something like that. At Cardiff one had to first pass through an entrance that said Marks and Spencer's Food Store. It really was their entrance. Then one had to turn right through a door and up a flight of stairs to platform 0. Not 1, 2 or 3, etc, but 0. See the picture with the

platform 0 sign. The much shorter platform 0 was created 7 years previously. Rather than rename all platforms starting from 1 at the new platform it was designated 0. Apparently, this practise is not that unusual. Similarly, King's Cross station has a platform 0. Where redesign of the station permitted the creation of a new track and a new platform (Bradley, 2024). In the background of the photograph, on the right, the diamond shaped girder structure behind the tall building, is part of the Millennium Stadium. Nice and convenient it is too. You hop off the train, watch the rugby, sup a pint at t' pub and hop back on the train home.

Trips to London 2007

Through the years frequent trips were made to London, either as a tourist with my wife, to visit my son, or on business, although trips are rare these days. In the beginning, due to where we lived at the time, travel was from Solihull station to Marylebone, later from Birmingham International station to Euston. For convenience 2007 visits are grouped under one heading.



The 2nd July 2007 was a Monday walkabout of the tourist sites of central London after a weekend visit to my son and his wife. This included Buckingham palace, St James Park, Horse Guards Parade area and Admiralty House, Houses of Parliament and the Thames River.

The only train photograph was of the Chiltern Railways Bombardier Class 168 Clubman 3 car DMU number 168219 that carried me home from Marylebone to Solihull station. Two and four car units are also operated and two three car units combined. To the best of my knowledge Chiltern Railways was/is the sole operator of this class of DMU (Wikipedia (g)).

1st to 3rd December 2007 another weekend visit to my son and his wife. Returned Monday 3rd via Sydenham station to London central for another walkabout including St Pancras station and Sherlock Holmes Museum in Baker Street to Marylebone and home.



The train passing at high speed through Sydenham station, while waiting to go to Canada Water interchange in central London, is believed to be a British Rail Class 319 EMU using the third rail. They were “dual voltage (AC overhead 25kV and DC 750 Volt third rail) units so they could operate both north and south of the river Thames” (Garrett & Wade-Matthews (2006), t80 media services).



The other fast approaching train in the photograph (above left) is a Southern trains Class 455 EMU built by British Rail Engineering Limited (BREL) at York from 1982 to 1985. 137 built, 52 still in service (Wikipedia (k)). It is seen passing the station on the far-left track in the photograph above right with an approaching train believed to be a British Rail Class 456 EMU. The Class 456 was built by BREL at York during 1990 to 1991. Twenty-four built, all scrapped in 2022 (Wikipedia (k)).



St Pancras had recently, November 2007, become the London terminus for the high-speed Eurostar under the English Channel to and from Europe on new high-speed track between Dover and St Pancras, thirteen years after the channel tunnel opened. Previously the London terminus was at Waterloo Station using mainline track that limited its speed on the England sector (Bradley, 2024). The photograph at St Pancras shows three Eurostar Class 373 EMUs in original livery Wikipedia (k).

August 2007, a mixed bag of photographs



On the 4th, diesel locomotive English Electric Co-Co Class 37 No 37906 was photographed at Bewdley on the SVR line.

Built at the English Electric Vulcan Foundry in 1963, it first ran on the line two months earlier in June (Preserved Diesels, SVR Wiki (b), Wikipedia (h)). At platform 3 are London North Eastern Railway (LNER) carriages with a GWR 1960's DMU in the background.

A Virgin Trains Class 221 Super Voyager (Wikipedia (G)) was photographed passing southward at speed through Olton station on the 5th (below left). The Virgin Trains franchise was taken over by Avanti in 2019.

Two days later, on the 7th, this locomotive (below right), looking somewhat the worse for wear, was captured at the Tyseley Locomotive Works in Birmingham. It is a British Rail diesel-electric Bo-Bo Class 73/1, number 73134, having arrived at the works on a flatbed trailer. Believed scrapped in 2022. The class is unusual in that it can operate electrically on a third rail. Weighing 78 tons, 49 were built between 1962 and 1967 by BR at Eastleigh Works and English Electric at their Vulcan Foundry. They were powered by an English Electric four-cylinder 600hp diesel engine or via 750 Volt third rail. Maximum speed was 129 kph (80 mph) for the 73/0 and 145 kph (90 mph) for the 73/1 (Preserved Diesels, Wikipedia (h)).



A third rail is an electric rail placed between, or next to, the rails of a railway track. Providing electrical current via a contact shoe on the locomotive. Not a good idea from a safety aspect. People can be electrocuted. However, the system is designed so that segments of the rail are only electrified while a vehicle is drawing power (Wikipedia (j)).

Tyseley Locomotive Works is a living museum and engineering site, home to Vintage Trains (including the Shakespeare Express steam train), and Heritage Railways (Audiala).

Brecon Mountain Railway June 21st to 27th 2008

June 2008 we went on another short holiday. This time to Herefordshire and Brecon/Powys area of Wales. The better part of one day was spent on the narrow-gauge Brecon Mountain Railway. A thoroughly enjoyed trip. Would do it again.

The information about the railway was obtained from a four-page information leaflet handed to us at the time of our visit (Brecon Mountain Railway).

The 8 kilometres (5miles) narrow gauge 0.6 metres (1ft 11¾ins) track starts north of Merthyr Tydfil at the Pant Terminus on the edge of the Brecon Beacons National Park with its beautiful mountain, lake and forest scenery. It passes Pontsticill station to the northern end of the Taf Fechan Reservoir. Upon completion of building the reservoir and filling with water it submerged the “vicarage and 15th century Capel Taf Fechan, Bethlehem Congregational Chapel, some houses, small holdings and the land belonging to eight farms.” During droughts what’s left of some of the buildings emerge from the lowering water level.

At the terminus at the northern end of the Taf Fechan Reservoir, the locomotive then loops round to the opposite end of the train for the return journey. It is not possible for passengers to alight at this temporary terminus. However, it does stop at Pontsticill where passengers can alight and return to Pant on a later train if so desired.



Our steam engine for the trip was the Graf Schwerin-Lowitz, a 0-6-2 well tank locomotive (No. 1261). Although, as the photograph shows it also had an auxiliary four-wheel coal and water tender for increased range. Does this make it a WT+T?

The locomotive was built by Arn Jung of Germany in 1908. Apparently, it is now on display at the Vale of Rheidol Railway, Aberystwyth.



The “heritage carriages are enclosed, unheated and built to traditional narrow-gauge dimensions.” In accord with its vintage, the seats are wooden slatted and are unpadded. However,

each carriage has large windows, better to view the scenery, with open balconies at each end “for fresh air and photography.”



In addition to routine repairs and servicing, the workshop (seen left) also does complete locomotive rebuilds for other steam engine operators. Some of the workshop machinery dates back to the turn of the late 19th century. The carriages were designed and built in the workshop using the bogies from South African freight wagons and couplings from the Isle of Man. The caboose was built from original 1903 American drawings from the Sandy River Railroad in Maine.

Interestingly, one of its locomotives, No. 2, a 4-6-2 tender locomotive weighing 47 tons, was built by Baldwin of Philadelphia in the U.S.A. in 1930. It worked hauling limestone near Port Elizabeth, South Africa. While in South Africa in 1974 it ran away driverless, left the track after travelling some miles and was wrecked. Subsequently it was written-off and sold as salvage. It was shipped to Liverpool, put into storage then rebuilt in the Brecon workshop.

Stourbridge and Kidderminster stations 22nd July 2008

On the spur of the moment and time on my hands, I spent the afternoon travelling to Kidderminster, not having been to the southern terminus of the SVR.



Took the National Express West Midlands bus to Olton station then the train to Kidderminster. Arrived about 14:30BST. Walked around the Seven Valley Railway station looking at the single locomotive, the GWR 0-6-0PT (pannier tank) No. 7714 Class 57XX, as well as seeing train carriages of the LMS Crimson Lake livery maroon Set L that was preparing to depart and some the Chocolate and Cream livery GWR Set GW2. Photographs above left and right. Also visited the railway museum and a bit of the nearby town.

On the way back, just before 16:00, I stopped at Stourbridge Junction. There is a short branch line from the mainline at Stourbridge Junction station to the Stourbridge town station. At the time the service was operated about every 15 minutes by a London Midland single car DMU Class 153 (Wikipedia (g)). At the time it was number 153366. Seen on the next page arriving

at platform 1. Central Trains ceased to exist 11th November 2007 when the franchise was lost. The franchise was awarded to London Midland on that date. More about this branch line later.



Seen arriving at Stourbridge Junction platform 2 (above right) is a DMU Class 150, number 150002, destination Shirley via Snow Hill. I would have to change trains at Snow Hill to get home on this train. I waited for the next train that was going to Dorridge via Snow Hill, disembarking at Olton, home at 17:45.

Severn Valley Railway 24th July 2008

Another visit to the SVR. This time, I decided to make an entire day of it and do the entire trip from Kidderminster in the south to Bridgenorth with stops at some of the stations on the return trip. Starting with a 0900BST (British Summer Time, UTC + 1 hour) walk to Olton station and the London Midland 09:36BST to Kidderminster.



Then the 11:15 Kidderminster to Bridgenorth arriving 12:32. £11 return ticket, £2 deduction for senior. Our steam engine was the 4-6-0 GWR number 7802 Bradley Manor, Manor Class locomotive pulling a BR maroon Set M train. Weighing 109 tons, GWR number 7802 Bradley Manor was designed by Collett and built at Swindon in 1938 (Williams, 2001).



Train almost full. Got a good seat by getting on early, only to have three women with five under 5's with them plonk down around me. I moved, but now had a seat facing backward (which I hate) a few carriages away. Saw animals in the Safari Park. Sad sight.

The photographs bottom of the previous page show the carriage interior before the invasion and the train to Bridgenorth. Notice the white with black stipe semaphore signal set to horizontal. That is colour red on the other side and stop for trains from the opposite direction.

Walked around the station (and onto the footbridge to town) at Bridgenorth until the train left for the return trip to Hampton Loade. Lots of old ducks around, all in tour groups (six different groups apparently), getting in the way at near zero waddle speed and saying things like "We are going the wrong way" and "I don't know, I followed him/her." They caused chaos on the footbridge.



Photographed at the Bridgenorth shed: LMS (London Midlands and Scotland) railway Class 5MT (mixed traffic) 4-6-0 45110 (RAF Biggen Hill) with six-wheel tender. Also known as the Black Five type it weighed 124 tons, designed by Stanier and built at the Vulcan Foundry in 1935. Left SVR in 2023 when it was sold. Also photographed was GWR number 4566, a Class 45XX 2-6-2T designed by Churchward. Weighing 57 tons, it was built at Swinden in 1924 ((Williams, 2001 and SVR Wiki (b)).

13:15 left Bridgenorth to Hampton Loade arriving at 13:38. Same steam locomotive, 7802 Bradley Manor, and BR train. Very good seat this time.



After disembarking, I photographed locomotive GWR 2-6-2T, Class 51XX, number 5164, pulling the seven carriage LMS/LMSR Crimson Lake livery Set L, The Royal Scot, number 5164, weighing 78 tons, was designed by Collett, built in 1930 also at Swindon (Williams, 2001 and SVR Wiki (b)). Number 5164 was departing Hampton Loade to Bridgenorth. My train having recently departed. Due to the single track this was the passing place, tokens having been swapped while both trains were stationary at the station.



Walked to the nearby Unicorn Inn for lunch. Very plain place. Did not bother with a photograph. Food OK. Walked back to the station.

14:54 Hampton Loade to Highley arriving 1502. Travelled to Highley on the same train photographed earlier pulled by locomotive number 5164, now heading south to Kidderminster. Backward facing seat again to Highley. Photographed it departing Highley. Notice the semaphore signal set to clear.

Walked down to the Seven River. Sat there for a while. The Ship Inn is next to the river. Very plain and run down. Only open in the evening and lunch time on a Saturday and Sunday. Walked around the station. Stuck my nose into the big new Museum there, but did not go in. Below, a photograph of the signal box at Highley and the station building. All the station buildings on the SVR line are pretty.



Highley has only one platform. Hence the photograph of a diesel locomotive and train departing to Bridgenorth with the appearance of being on the wrong track. The diesel was an English Electric Type 1, British Rail Class 20, 73 tons diesel electric D8188 with Bo-Bo (two sets of double-axled bogies) wheels. Built at the English Electric Vulcan Foundry Works at Newton-le-Willows in 1967 at Vulcan Foundry. The train is the LMS BR maroon Set M having swapped the GWR number 7802 Bradley Manor steam

locomotive for the diesel. The diesel engine was lent to SVR in 2007 to assist in repairs to the extensively damaged line after heavy rain storm damage in 2007. It left SVR in 2017 (SVR Wiki (b)).

16:14 Highley to Kidderminster 16:53. The locomotive was GWR 109 tons 4-6-0 number 7812 Erlestoke Manor, Manor Class. Weighing 109 tons, it was designed by Collett and built at



Swindon in 1939. It pulled a train set of chocolate and cream livery GWR Set GW2 with an end observation carriage (Williams (2001), SVR wiki (b)). Very good forward seat. It's much better seeing what is coming than going. Got a picture of the River Severn crossing the Victoria Bridge. Missed it on the up trip due to facing the wrong way. Saw more of the Safari Park (elephants). Still a sad sight.

The photographs show locomotive number 7819 Erlestoke Manor after arriving at Kidderminster, the GWR Set GW2 observation carriage and 7819s cab/footplate.

Then the London Midland 17:36 Kidderminster to Olton at 18:38 then home on Travel West Midlands bus.

Severn Valley Railway 18th and 21st September 2008

Yes, two more visits to the SVR. The excuse on Thursday 18th was to buy tickets for my wife and I to do a Sunday 21st return trip from Kidderminster to Bridgenorth.

18th September

11:15BST walk to Olton Station, 11:36 London Midland Olton to Kidderminster arriving 12:20 at Kidderminster. There was a lot of activity. Of course I had to take photographs.



Previous page, GWR 2-6-2T steam locomotive number 5542, without steam up, was photographed being manoeuvred to a water tower by the 47 tons BR diesel electric 0-6-0 number 12099. It subsequently backed away leaving the tank locomotive Tank 5542, Class 45XX (also known as Small Prairie), designed by Churchward. It was an Autumn 2008 Gala visitor (SVR Wiki (b)). Diesel Electric number 12099 is an English Electric designed Class 11 shunting locomotive built in Derby in 1952. It is still used for shunting at Kidderminster (Williams, 2001 and SVR Wiki (b)).



D8188 is a British Rail Class 20 Bo-Bo, diesel electric locomotive. According to SVR Wiki (b) it arrived at SVR in 2007 departed in 2017 to Mid-Hants Railway (SVR Wiki (b)). Apparently, it arrived at SVR to assist in repairs to the extensively damaged line after the 2007 heavy rain, as mentioned in SVR 24th July 2008. It was photographed at platform 2 before it left the platform to pull tank locomotive 5542, seen at the water tower at the siding next to platform 2, away to the sheds.

Below left, ex-GWR 2-6-2T 78 tons steam locomotive number 5164 Class 51XX (also known as Large Prairie Class) was at the siding next to platform 1 where it was filling its water tanks. Previously seen on the 24th July 2008 (see above). The Class 51XX locomotives were medium-sized tank engines designed for stop start passenger work and widely used on the GWR network. It was last used in SVR traffic in 2014. It is currently (2025) stored at Tyseley Locomotive Works. (Williams, 2001 and SVR Wiki (b)).

GWR tank locomotive number 5164 was later attached to BR Crimson and Cream livery train Set C and departed Kidderminster from platform 1. Seen below right. Notice the semaphore set to clear in the photograph right while platform 2 is set to stop.



Before the BR train Set C departed, ex-GWR number 3440 City of Truro 4-4-0 steam locomotive arrived at platform 2 with its train, believed to be a GWR Set GW2 (seen below left). It is a member of the City Class, designed by Churchward, built at the Swinden GWR works in 1903. It visited SVR at a few Gala meetings (SVR Wiki (b)). It was on a 2008 Autumn



visit when photographed. It was reputed to be the first steam locomotive in Europe to exceed 100 mph (160 km/h) (Wikipedia (j)).

The City of Truro detached from its train, looped around it and moved up track where it switched to the siding to refuel where GWR tank locomotive number 5164 had taken on water much earlier.

The two photographs below show the City of Truro receiving water and coal being loaded by a front-end loader. In the left photograph,

the bucket is about to be emptied into the tender being removed empty in the next photograph. The top of the water tower can be seen above and behind the boiler.



After the City of Truro departed, ex-British Railways D3022 is a 0-6-0 Class 8 diesel electric designed by English Electric built at Derby in 1953 is seen in its place in a similar position on the siding next to platform.



The Class 08 was designed for shunting. D3022 is used as such at Kidderminster (Williams, 2001 and SVR Wiki (b)).

It then backtracked to beyond points where it changed to the track to platform 2, where it was coupled to the train left there by the City of Truro, backtracked and shunted the train to platform 1.

The two photographs at the top of the next page show the shunter and train at platform 2 and then having shunted the GWR Chocolate and Cream livery Set GW2 to platform 1.



Shortly thereafter, ex-GWR 9017 Earl of Berkeley 4-4-0 steam locomotive, built at Swindon in 1938 for passenger traffic, was photographed taking on water at the siding next to platform 2, having detached from and looped around, its train. This was the LMS Crimson Lake livery Set L seen in the close-up photograph of the Buffet Car with a British Railways badge. Along with 3440 City of Truro, the Earl of Berkeley was also an Autumn 2008 Gala visitor. The Early class had the nickname Dukedog because they were built using Duke boilers on Bulldog Class frames. They were one of few classes light enough to be permitted on the wooden Barmouth Bridge on the Cambrian Line in the 1950s. (Preserved British Steam Locomotives (b), SVR Wiki (b)).



Enough excitement for the day. It was now time to board the 15:36 London Midland DMU Kidderminster to Olton arriving at 16:32 then walking home.

Severn Valley Railway 2008-09-21

We travelled by motor car to Shirley Station, in Solihull, where we parked and boarded the 09:57BST London Midland DMU to Kidderminster. Then on the SVR 11:30 to Bridgenorth, returning to Hampton Loade. From Hampton Loade to Highley before returning to Kidderminster. Four SVR trains. Then on the 17:36 London Midland DMU to Shirley and home by motor car.

The first photograph was of the steam locomotive number 46446 with tender standing at platform 1, seen on the next page. Number 46336 is a mystery. It was at Kidderminster on the 21st September 2008. It is not listed on any of the pages at SVR Wiki (b).

WarwickshireRailways.com has a photograph and caption by J. Cashmore, of a number 46446, 2-6-0 British Railways Standard Class 2 mixed traffic LMS steam locomotive, built at Crewe in 1949, standing at Coventry's old shed. Adding that it was withdrawn in 1966 and cut up in 1967 (WarwickshireRailways.com). SVR Wiki (b) does have a record of a number 46443 Class 2 2-6-0, 84 tons. Ivatt designed, it was one of 128, built between 1947 and 1953 at Crewe, Darlington and Swinden. It entered service in 1950. SVR purchased it in 1972 last working in 2011 (Severn Valley Railway (b) and Williams, 2001). Could this be the locomotive that was temporarily given the number 46446? Notice the old milk churns in the photograph below left.



Number 5526 (above right) was a visiting GWR 2-6-2T of Class 45XX (also known as Small Prairie), designed by Churchward and built at Swinden in 1928. It was an Autumn 2008 Gala visitor along with 5542 below (SVR Wiki (b)).



Standing on a siding track was this four-wheel short-wheelbase number 1399 GWR Milk Brake, plus guard van. With vacuum brakes. On the side prominently written is "milk train only return London." Designed by Churchward, built at Swindon, it was originally built during World War I as a Pharmacy Car in an ambulance train, converted to a brake van in 1918 (SVR Wiki (b)).



Previous page above left, is number 4566, 2-6-2T 57 tons, Class 45XX, designed by Churchward built at Swindon in 1924. It is seen waiting to depart from Hampton Loade at 13:32BST. In view is the guard and luggage end of the carriage M9220, a BR Mark 1 brake with open second 2nd class passenger section (not visible). 2006 to 2009 it was temporarily painted maroon. After overhaul it returned to its correct crimson lake and cream livery (SVR Wiki (b)). In the right centre of the photograph, the semaphore signal (red with white stripe) left of the track is set to stop. So is the signal (white with white stripe) on the other side of the track for approaching trains. To the right, Hampton Loade Signal Box with a photographer leaning against the building for support while aiming a telephoto lens camera. The others, as one would say, are waiting for a train.



The Autumn 2008 Gala visitor, 4-4-0 steam engine number 9017 Earl of Berkeley, first seen three days ago at Kidderminster, is seen approaching Hampton Loade station from Bridgenorth with the front 4 uncoupled wheels at the points already deflecting toward the station platform track. This was our locomotive and train transport to Highley.

At Highley, number 5542 GWR 2-6-2T steam locomotive Class 45XX, also known as Small Prairie and previously mentioned, was stationary with an empty BR crimson and cream livery train (below left).

It was there for some time, departing after a northbound steam locomotive number 7802, GWR 109 tons, Bradley Manor, 4-6-0 Manor Class, designed by Collett and built at Swindon in 1938, arrived pulling a LMER Teak Set N train (Williams (2001), SVR Wiki (b)). The semaphore is set to clear to enter the station. The locomotive is pulling in the reverse position. When it arrives at Bridgenorth it will loop around the train to join the other end then it will be facing forward.



While at Highley, rolling stock on display was photographed, seen on the next page. Such as this train of four-wheel plank open and closed wagons stationary in front of the signal box. Except, number 58725, with the lettering C.P.V., is made of iron and was converted to an Improvised Gunpowder Van as indicated by the white lettering on the side. The other

photograph is of an Esso Class B oil tank number 2686 on the siding behind the signal box. Built for Esso in 1949 it could be used for any type of oil but not petrol (SVR Wiki (b)).



Back at Kidderminster at 16:11, GWR 109 tons 7802 Bradley Manor, 4-6-0 Manor Class was photographed. Previously seen in July. So not repeated here. Then as mentioned in the opening paragraph, boarded the 17:35 London Midland DMU back to Shirley.

Paddock Wood 16th October 2008 and 27th March 2010

During a trip to Horsmonden to visit in-laws where my wife had gone before, I travelled by train to Paddock Wood station, I took the opportunity to photograph two trains before leaving the station.



First, a South Eastern EMU Class 375/9 Electrostar number 375924 at the furthest platform 2 toward Dover. The other train was a South Eastern EMU Class 375/7 Electrostar, number 375710, at platform 1 toward London. Both in all white livery with yellow doors as well as at each end of the train. Built by Bombardier at Derby (Wikipedia (k)). Maximum speed 160 kph (100 mph). They were photographed 5 minutes apart

Also photographed at Paddock Wood, a year and four months later, on the 27th March 2010 during another visit (on the next page), was South Eastern British Rail EMU Class 375/8 Electrostar number 375816. Also built by Bombardier at Derby. The 375/8 was built during 2004 and 2005 (Wikipedia (k)). Possibly not clearly visible to the reader, beyond the train at the end of the platforms, are three electronic lights showing red (stop) for the two central tracks



and the rightmost track to platform 1. The light for the left splitting track is green (clear). This track leads north-east to Maidstone.

Until November 2007, the two central tracks through the station were used by the high-speed Eurostar from Dover to Waterloo station in London, albeit at less than optimum speed. After this date the new route High

Speed 1 (HS1) line was open between Dover to St Pancras station in London. Paddock Wood station is nearly in the middle of a long straight ~70 kilometres (~45 miles) section of track. Ideal for fast trains.

Solihull to Moor Street track 4th November 2008, 13th and 26th April 2009

While living in Olton, in the north of Solihull, it was a short walk to the Grange Road bridge overlooking the railway line from Solihull to Birmingham to photograph passing trains.



November 4th 2008, London Midland DMU Class 150 Sprinter (number unknown, above left), was heading north from Dorridge toward Moor Street, comprised of three carriages/cars. 150s were built between 1984 to 1987 by BREL at York (Wikipedia (g)). Above right London Midlands DMU Class 150/1 Sprinter, 150001, comprised of three carriages, this time heading south approaching Solihull, destination Dorridge 26th April 2009. Dorridge is legible on the destination board. 150001 was the first of the 150/1 series. As already mentioned, Central Trains ceased to exist 11th November 2007 when the franchise was lost. The franchise awarded to London Midlands on that date. Compare the London Midlands livery with the same model in London Midland livery on the 12th and 17 July 2005 at Olton and Jewellery Quarter stations

July and December 2005. Very much the same colours. The green colour now more prominent. Perhaps a quick and cheap rebranding of the fleet.



Above left (same location), 26th April 2009, Chiltern Railways Class 168/0 Clubman DMU 168004, comprised of three cars, heading south toward Solihull, destination Marylebone, London. Built in 1998 by Adtranz Bombardier at Derby (Wikipedia (g)). Above right, thirteen days earlier, on the 13th, Chiltern Railways Class 168/1 Clubman DMU 168107, comprised of three cars, is seen arriving at Solihull station from Marylebone heading north to Birmingham, destination Moor Street station.

Devon 14th to 15th March 2009

This was a weekend trip by motor car to visit relatives in Paignton at Torbay and Plymouth. Included was a train trip between Paignton and Exeter, return. The attraction being the railway, at one section travelling along the sea wall. In rough weather waves break over the track. Trains have to proceed very slowly and down run trains even get diverted to the landward of the two tracks. It also has numerous tunnels and runs alongside the River Exe and the estuary at the Exeter end. So apart from the excellent scenery, there is also all the bird life that can be seen from the train. Travelling to Plymouth we followed the Dartmouth Steam Railway as much as possible by road, crossing the River Dart by ferry, but saw nothing in the way locomotives and trains.

Out trip to Exeter was on a comfortable refurbished DMU Class 159/0 of South West Trains, built by BREL at Derby (Wikipedia (g)).



The return trip was not so comfortable in a First Great Western four-unit DMU Class 142 Pacer number 142009, in blue and gold livery. It was rather noisy, squealing, wobbly and slow train. It did give one more time to enjoy the scenery. The Pacer was intended as a short-term solution to a shortage of rolling stock in the 1980s. The body is based on a Leyland National bus chassis. Excessive wheel flange squeal can be heard on tight curves due to the long wheelbase and lack of bogies. It has a four-wheel freight-wagon type

undercarriage with a powered axle truck directly attached to the chassis at each end of the car. The fixed truck often results in a rough ride. The last Pacer was withdrawn from service in 2020. 142009 was built in 1986 by BREL at Derby (Bradley (2024), Garrett & Wade-Matthews (2006, Wikipedia (g))).

Dorridge station 5th and 26th June 2009

Two half day motor car trips to Dorridge, part pleasure and part necessity. The village is about 13 kilometres (8 miles) by road from home.



Above left, Chiltern Railways Class 168/0 Clubman DMU number 168004 (Wikipedia (g)), comprised of four cars, is seen approaching platform 2 on the 5th, from Marylebone, London, to Birmingham Moor Street.

Above right, EWS diesel electric Class 66/0, model JT42CWR, number 66116 with Co-Co wheel alignment was seen passing through on the 26th. If memory is correct, it had a train of empty flatbed wagons used to carry shipping containers. Class 66s were built by GM Electro-Motive Division at London, Ontario, Canada and Muncie, Indiana, USA (Wikipedia (h)).



An interesting story about the railway station. It concerns the hotel, diagonally opposite the station, which has been in existence since before 1902. Apparently, George Frederick Muntz who owned the land for the railway, stipulated that trains must stop at Dorridge in spite of its small population at the time so that he could commute to London. He built the Forest Hotel so that he could sleep there before catching the early morning train to London (Bates, 1999).

Aberystwyth and Vale of Rheidol Stream Train 26th to 27th June 2010

We went to Aberystwyth by train for the weekend. Just over 3 hours to get there. Train seats very comfortable and a good view. A good trip, except for the return trip. We were delayed for about 50 minutes at Machynlleth, due to the conductor taking ill, awaiting a replacement conductor and then having wait for an outbound train bound for Aberystwyth to pass and the

line to be clear. When we arrived at Birmingham New Street, we were waiting for the train to carry on to Birmingham International Station when some boarding passengers asked if this was the train to Chester. We said no, it was going to Birmingham International Station. Other passengers who had also got on board then said we were wrong the train is going to Chester. We quickly disembarked and caught another train for the rest of our journey. We could have found ourselves, at about 9:15 pm, on our way to Chester. Apparently, there was an announcement about the train terminating. There was so much noise from returning football fans that boarded at Wolverhampton, we did not know what was said.



We travelled by bus from home, about 7 am, to Birmingham International Airport Station to catch the 8:09 Arriva train to Aberystwyth. Four car unit until Shrewsbury where the train split into two units. Two for onward journey to Holyhead and our two units continued to Aberystwyth. The two units, DMU Class 158 Express Sprinter, ours number 57840 (Wikipedia (g)).

After lunch at a beachfront diner, we headed back to the station to go on the Vale of Rheidol Stream Train. The trains, seen below right, leave from a side line next to the Aberystwyth main line station where they have a small shed type office and you buy your tickets, seen below left. Return fares at the time were: Adult £14.00, O.A.P. £12.50, child (first two per adult) £3.50, child (remainder) £7.00 and Dog £2.50.



The railway journey is 19km (11¾miles) inland from Aberystwyth to Devil's Bridge. It takes approximately one hour to get there while climbing 600ft. There are great views of the Rheidol valley while it climbs away from the coast and some rather sharp curves, hence the narrow-gauge track of ~78 centimetres (29.5 inches). Even though is it such a narrow gauge the three steam locomotives in their possession weigh over 25 tons each and are more than eight feet wide. Along the way we stopped at Nantyrnen for the locomotive to take on water.

At Devil's Bridge there is a cafe, toilets and a picnic area, as well as a good hotel and pub. It is an hour before the return journey, so one has plenty of time to see the local sights about 5 to 15 minutes away, namely, the Mynach Falls, Jacob's Ladder and the Devil's Punchbowl.



Originally there were stations at Aberystwyth, Llanbadarn, Capel Bangor, Nantyrnonen and Devil's Bridge. During the last 19 years they have rebuilt the steam locomotives and carriages at the Aberystwyth shed (above left), renewed the track and cleared vegetation in places to allow spectacular views of the valley that was previously blocked from view for decades. The locomotives and carriages currently in use were built for the line by GWR between 1923 and 1938. The steam engine for our trip was number 8 (Llywelyn), a tank 2-6-2, in GWR green livery, built in 1923. Locomotive is seen at Devil's Bridge preparing for the return trip, above right. The train in the background.

The Vale of Rheidol Light Railway, opened in 1902, was intended to serve the lead mines, carry timber to the coast and for passenger traffic along the valley. The railway was authorised by Act of Parliament on 6th August 1897 as a main line from Aberystwyth to Devil's Bridge and a harbour branch. The harbour branch no longer exists. When the railway was built it was the most up to date standard of narrow-gauge construction. It passes through terrain where it would have been too expensive to build a standard gauge line. The aim of building the line was to make the local lead mines in the area prosperous again. Some were reopened and the ore carried to Aberystwyth for transshipment by rail, or sea. Timber was also carried, mainly for pit props in the South Wales coal mines.

During World War I (1914-18) the Rheidol Lead Mine closed and there was a reduction in passenger services. After the war there was a decline in other mine traffic, although there was a growing tourist trade. In 1923 the line became part of the GWR. Goods services ceased and the harbour branch was closed. From 1930 there was no winter passenger service. The line closed after the summer of 1939. In 1948 it became part of British Railways. In 1989, ownership went to a charitable trust who began the restoration process (The Vale of Rheidol Railway, British Heritage Railways, Wikipedia (1)).

London 18th to 21st May 2011

Went to London to visit my son and his wife and my first visit to Lords cricket ground. Travelled from Coventry station to Euston then Euston Underground changing to Overground to Forest Hills station. Photographed a CrossCountry train before departure and my London Midlands (LM) train to Euston.

The CrossCountry train moving out from Coventry railway station toward Birmingham was a four-coach set diesel electric (DMU) Class 220/0 Voyager number 220027. The Bo-Bo wheel arrangement (four axles on two bogies) on each coach have one powered axle per bogie. They

are high-speed trains designed for mainline passenger traffic. Top speed 200kph (125mph). Built by Bombardier Transportation. Thirty were built for Virgin in 2001 and 2002 that became Cross Country in 2007 (Wikipedia (g)). This train (below left) was probably on a Bournemouth to Manchester run.

The LM train (below right) was a four-coach EMU Class 350/1 Desiro, number 350108. Built by Siemens Transport Systems in Austria and Germany. Top speed 180kph (110mph). Used for mainline and local passenger traffic (Wikipedia (k)).



Returning home on the 21st, London Overground British Rail EMU Class 378/2 Capitalstar, four-unit, number 378231, was photographed at Sydenham railway station. The “type was specifically designed for the London Overground network” by Bombardier Transportation at Derby. It has continuous fully longitudinal seating on each side through the length of the units. That is, less seating, more standing to increase capacity and reduce overcrowding (so they say). As well as large door areas to speed passenger entrance and exit.

The 378/2 is designed for 750 V DC third rail and 25 kV 50 Hz AC overhead line power supply. Notice the third rails. One is clearly seen next to the track closest to the camera. The Class 378/1 has only third rail power, although it can be retrofitted. The Class 378 Bo-Bo wheel arrangement has powered and unpowered axles. Top speed 121kph (75mph). The Overground line forms a circuit around central London. Due to short end to end routes, around an hour, the train has no toilets (Wikipedia (k) and Bradley, 2024).

London Euston Underground station has an information notice against the curved wall of one of the platforms that shows a coat of arms and the inscription that they are the coat of arms of the Duke of Grafton, Henry Charles FitzRoy, descendant of Charles II and his mistress Barbara Villiers. Duchess of Cleveland. The mainline and underground station was named after Euston Road, which was named after the duke’s estate Euston Hall. The land upon which the main line station is situated was the property of the FitzRoy family (see Appendix A).

Day trip to Manchester 25th June 2011



The day trip to Manchester was primarily to see the Lowry art collection at The Lowry, a theatre complex and the permanent gallery/museum that houses the Lowry collection. Always been a fan of his work.

Very good trip there and back. Travelled by bus, train and tram. Reverse order back. All went according to plan. Cross Country train from Birmingham to Manchester Piccadilly station, £27 for two, return. The Metro tram £4.80 for two, return.

We also had a pub meal at Sam's Chop House, before returning. It is a pub that Lowry frequented. He was well known. He used to have meals at the pub and would doze off afterward. The pub now has a life size statue of him sitting at the bar. Wonderful. Spot the statue in the photograph.



The photograph left shows the inside of our carriage enroute to Manchester. At Manchester Piccadilly station the photograph below left is of our transport a CrossCountry diesel electric DMU Class 220 Voyager train and Northern Rail British Rail DMU Class 150/2 Sprinter, number 150276 (Wikipedia (g))

The other image is of a Northern Rail DMU Class 150/1 Sprinter, number 150146 (Wikipedia (g)). Notice the different front ends. The 150/1 does not have a gangway connection, whereas, the longer-distance service 150/2 does have a gangway connection so that units can be combined.



London 12th to 14th June 2012



Another trip to London during which my son and I attended a one-day cricket international match (50 overs each) at Lords between England and the West Indies.

The eight car EMU train from Birmingham International station to Euston station was a LM EMU Class 350/2 Desiro, number 350256. EMU 350256 was the forward four units of a combination of two four coach sets.

Sutton Park 3rd July 2012 day trip



Photographed at Sutton Coalfield railway station, while waiting for our train home was this northbound to Litchfield Trent Valley LM EMU Class 323, number 323212. Built by Hunslet Transportation Projects at Leeds (Wikipedia (k)). The wheel arrangement is Bo-Bo+2-2+Bo-Bo. That is, a three-car set, the cars at each end with driven axles and unpowered central unit axles (The Engineering Blog).

Severn Valley Railway 29th August 2012

What again! While my wife was in South Africa, on a wet Wednesday 29th August I went to SVR at Kidderminster. Travelled by train from Birmingham International to Birmingham New Street then walked across to Moor Street station for the trip to Kidderminster. Then to the adjacent SVR station to make reservations for her and I to go on a steam train trip with Sunday lunch on board from Kidderminster to Bridgnorth and back. It was a birthday surprise. Unfortunately, the trips were fully booked until October a considerable time after her birthday.



I booked for Sunday 7th. The cost for lunch and SVR train tickets for two was £83, drinks extra. Of course I took the opportunity to observe the trains and locomotives. I am not a train spotter I tell you.

Before departing Moor Street photographed a Chiltern Railways two car DMU Class 165/0 Network Turbo, number 165015. Top speed 121kph (75mph). UIC wheel arrangement 2'B'+B'2'. That is, two 2 axle bogies per car with driving units on the outer axles. Three



car UIC 2'B'+2'B'+B'2' DMUs were also built. Built by BREL at York (Wikipedia (g)). The GWR Collett 2-8-0, number 2885, steam locomotive, mentioned in 2005 was still on display.

Watched while steam locomotive was Class 28XX, number 2857, 2-8-0, 115 tons, designed by Churchward built at Swindon in 1918 (Williams, 2001), was watered (seen left) before it backed from the siding to be coupled to a train LNER Set N with varnished

teak livery carriages at platform 1 and then departed. Below left contact, below right departure. The semaphore signal is still set to clear for the track with stop set to the track from platform and the adjacent siding.

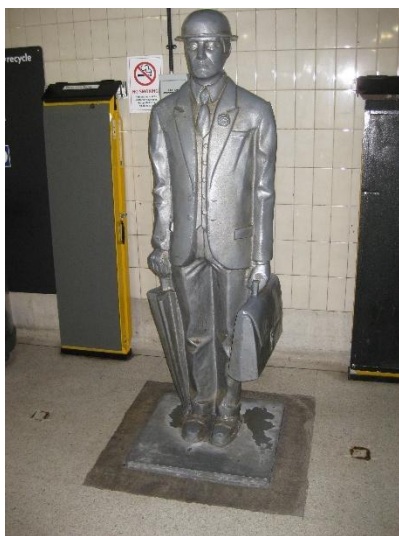


Watched the arrival at platform 1 of a BR maroon Set M train, pulled by steam locomotive 43106, Class 4MT, 2-6-0, 99 tons, designed by Ivatt and built at Darlington in 1951 (below left).



Then walked to adjacent Kidderminster mainline station for the journey home. Photographed, above right, a LM three-car DMU Class 172/3 Turbostar, number 172336. Top speed 160kph (100mph). UIC wheel arrangement 2'B'+2'B'+B'2'. It was stationary before heading further south. The class 172 series was built by Bombardier Transportation at Derby to replace the class 150 and 153 DMUs (Wikipedia (g)).

Severn Valley Railway 7th October 2012



We caught the 900 (now the X1) Coventry to Birmingham bus at 07:45 from our nearby bus stop. There are no local trains to Birmingham this early on a Sunday. Once in Birmingham, we walked from the bus terminus to Snow Hill Station where we had breakfast of tea and muffins in the waiting room next to a statue of a commuter who, judging by the marks on the base, looked like he had wet his pants. Then caught the 09:30 London Midland train to Kidderminster.

I watched while a diesel electric locomotive 0-6-0 number D3022, Class 08, 50 tons, built at Derby 1953, was used to them build our GWR Set GW2 train at the siding next to platform 2 then shunt the carriages to the departure platform 1. Where it was replaced by the locomotive that pulled the train; steam locomotive 4-6-0 Erlestone number 7812, Manor

class, 109 tons, designed by Collett, built at Swindon in 1939 (Williams (2001), SVR Wiki (b)). Both seen below.



Prior to our train being positioned at platform 1, I photographed previously mentioned diesel electric British Rail D8188 (20188), Bo-Bo, class 20, 72 tons, built at the Vulcan Foundry in 1967 at the adjacent siding to platform 1. Seen below left. As well as LMSR steam locomotive number 42968, 2-6-0, class 6P5F, 111 tons, Stanier designed, built at Crewe in 1934 (Williams, 2001) with a varnished teak livery LNER train Set N departing from platform 1 to Bridgenorth.





In the meantime, GWR tank steam locomotive 4566, 2-6-2T 57 tons, class 54XX, Churchward designed, built at Swindon in 1924 (Williams, 2001) was attached to a Crimson Lake liveried LMS/LMSR train Set L that had been shunted to platform 2. It was still there when we departed.

About 30 minutes before the departure you are called to the train where you get the red carpet treatment and shown to your dining table with proper silverware cutlery and quality crockery. We were seated at table 8 in

a GWR Dining Car, or Restaurant Third, carriage number 9653, the last carriage on the train. Designed by Collett it was built at Swindon in 1932 (SVR Wiki (b)). You have drinks delivered before departure with top ups during the trip. Ahead of us was the Kitchen Car, number W1667.



Departure was on time at 12:15 BST, we already had the first course in front of us. Prawn cocktail or soup. Then main course (various choices, but we had roast beef and pudding with desert (two choices). We had Turkish delight cheese cake and cream and tea/coffee before getting to Bridgenorth. See appendix B for sample menus. Thoroughly enjoyed. My wife said afterward she did not know if she would enjoy it, but said she had a very good time.

Returning from Bridgenorth at 14:15 BST, we stayed on the same train, but moved to a standard carriage, because we were going to disembark along the route. We could stay in our original carriage and have more drinks, but, as on the outbound trip the restaurant car extended beyond the end of the station platform at the smaller stations and access to the rest of the train was not allowed through the Kitchen Car between our carriage and the rest of the train.

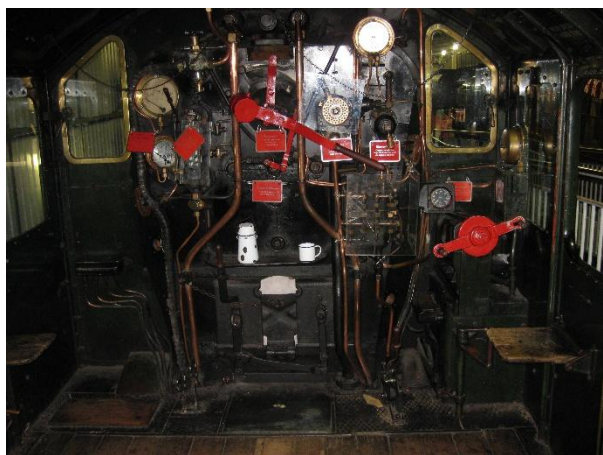
For the return trip to Highley, time of arrival 14:41 BST, our locomotive was changed to a GWR 0-6-0PT (Pannier Tank), number 1501, 58 tons, 15XX class, designed by Hawksworth, built at Swindon 1949 (Williams, 2001). Seen on the next page on the left. Below right, seen from the footbridge, is our locomotive and train departing, our dining carriage now at the front. The semaphore is set to clear. On the right of the photograph, next to the track is a water tower for thirsty steam locomotives.



While at Highley we went to the Engine Room Museum. This time a proper visit with photographs taken of course. Below left: Steam locomotive, The Lady Armaghdale, number 686, 0-6-0, Chest Class, designed and built by Hunslet Engine Company in 1898. It was used on the Manchester Ship Canal Railway. Designed to work on the tight curves on the railway. (SVR Wiki (b)). Below right: Poorly lit is LMSR steam locomotive, number 48773, class 8F, 2-8-0, 126 tons, designed by Stanier, built at Glasgow in 1940 (Williams, 2001). The badge above the number reads "The Stanier 8F Locomotive Society."



Below is BR steam locomotive, number 80079, class 4MT, 2-6-4T, 86 tons, designed by Riddles, built at Swindon in 1954 (Williams, 2001) with cab engine controls believed to be of the same locomotive.





Left: Longmoor Military Railway (War Department) steam locomotive, number 600 Gordon, 2-10-0, 94 tons, designed by Riddles, built by North British Locomotives Co. in 1943. It is a World War II “Austerity” locomotive designed for freight operation.

It was designed to operate on track with tight curves, the central driving wheels were flangeless, the next outward pairs had reduced flanges (SVR Wiki (b)).



Above left: GWR steam locomotive, number 4930 Hagley Hall, Hall Class, 4-6-0, 121 tons. Designed by Collett, built at Swindon in 1929 (Williams, 2001). Above right: LMSR tank steam locomotive, number 47383, class 3F, 0-6-0T, 49 tons, designed by Fowler, built at Vulcan Foundry in 1926 (Williams, 2001).



Our final trip was from Highley 15:24 BST (train about 15 minutes late) to Kidderminster at 16:02 BST in the Crimson Lake liveried LMS/LMSR train Set L seen at Kidderminster in the morning, then pulled by tank locomotive number 4566, now pulled by the steam locomotive Sir Keith Park 34053 4-6-2, 86 tons, Battle of Britain Class, Bullied design, built at Brighton Works in 1947 (SVR Wiki (b)). Seen above left after arrival at Kidderminster.

While stationary at Bewdley, around 16:10 BST (train still about 15 minutes late), I photographed British Rail DMU, Class 108, powered Driving Motor Brake Second (DMBS) M50933. Class 108s were built (333 cars in total) by British Rail at Derby from 1958 to 1961. (SVR Wiki (b)).

Arrival time at Kidderminster about 16:20). We caught the 16:39 BST LM train from Kidderminster mainline station back to Moor Street Station and crossed the road to catch the 17:30 BST 900 bus back home. Home at about 18:30 BST.

Me a train spotter? Never!

Day trip to Worcester 7th January 2013

This was a day trip on a cold and damp day when we decided to go upon on the spur of the moment. Photographed two Chiltern Railways locomotives at Moor Street station. One, a DMU, full number missing. Enough seen of the number to know that that it is a Class 168 Clubman (Wikipedia (g)).

The other locomotive was a diesel electric class 67, model number JT42HW-HS, Bo-Bo, number 67010. Thirty class 67 locomotives were built for EWS in 1999 and 2000 by Alstom at Valencia, Spain. Top speed 201kph (125mph). Initially used for high-speed Royal Mail trains, later mainline freight and passenger traffic. Used by Chiltern Railways between 2010 and 2014 (Wikipedia (h)).

The GWR Collett 2-8-0, number 2885, steam locomotive, mentioned in 2005 and seen on the right, platform 5, was still on display, on sale from 2012, gone by 2015.



By the way, a Class 67, part of a five-car train, was also photographed on the 24th August 2008 departing from Cosford station toward Shrewsbury during a day visit to the RAF Cosford Museum. Number 67015 was operated at the time by Wrexham and Shropshire, full title Wrexham, Shropshire & Marylebone Railway Company Limited. Also seen on the next page top left.

Also captured while on this day trip at Worcester Shrub Hill station, was this GWR train on the Paddington to Great Malvern route, seen on the next page top right. Believed to be a British Rail Class 43 High Speed Train (HST) (Wikipedia (h)). More about this type when at Reading.



Another trip to London 13th March 2013

Another London trip from Birmingham International station to Euston station. LM MDU Class 350/2 Desiro, number 350232, at platform 3, doing the Birmingham International to Rugeley Trent Valley route via Birmingham New Street and with 350108 from Birmingham New Street to Euston arriving at platform 4 on the right (Wikipedia (k)).



Staging through from Euston at platform 3 (below left), was an eight-unit Virgin Trains high-speed DEMU Class 390 Pendolino, number 390151. Design top speed 225kph (140mph). However, in service restricted to 200kph (125mph) due to track signalling system limitations. Built by Alstom at Birmingham and Fiat Ferroviaria in Savigliano, Italy (Wikipedia (k)).



Also staging through to Bournemouth (previous page right), via Oxford and Reading, at platform 5 was a CrossCountry four-coach set diesel electric DMU Class 220/0 Voyager, Bo-Bo, number 220027. They are high-speed trains designed for mainline passenger traffic. Top speed 200kph (125mph). Built by Bombardier Transportation. Thirty were built for Virgin in 2001 and 2002 that became CrossCountry in 2007 (Wikipedia (g)).



Yet again to London 13th April 2013

A LM train recently arrived at Euston. It still shows its destination Euston, not yet changed to the return Birmingham destination. Inbound passengers have departed, outbound passengers beginning to arrive. It is a four-coach EMU Class 350/1, number 350120. Built by Siemens Transport Systems in Austria and Germany. Top speed 180kph (110mph). Used for mainline and local passenger traffic (Wikipedia (k)).

Isle of Man 14th to 17th September 2013

Best of all during the year, was our September visit to close relatives on the Isle of Man from the morning of the Saturday 14th returning in the evening of Tuesday 17th. A most enjoyable 4 days travelling more of the island than before. This time purely as tourists.

The best for me being trips on their steam engine train and trams. Less of an enthusiast, my wife also enjoyed the trips. Saturday afternoon we also travelled on their Manx Electric Railway, which is really a tram, but they do not like you to call it that. It operates from Douglas to Ramsey via Laxey on the northern part of the east coast. I think it is about 30 kilometres (~19 miles) and takes 1 hour and 15 minutes. We also travelled on the Snaefell Mountain Railway, which is also really a tram, that takes 30 minutes from Laxey to the top of Snaefell Mountain at 621 metres (2036 feet) above sea level. They also have a horse tram that travels along the Douglas promenade during the summer months. (Basnett, 2006).

Eight-thirty o'clock Sunday morning we arrived at the Isle of Man Steam Railway Douglas station. The capital Douglas is the northern terminus of the line to Purt Chiarn (Port Erin) at the southern end of the island, a distance of 26 kilometres (16 miles) that takes 60 minutes for the trip. Sunday was a very windy and wet day, but worth it.



The Isle of Man Railway Company opened in 1873. It has an attractive Ruabon brick booking hall built in 1891 to 1892. Before it is an impressive archway entrance. Both structures seen above.



Out on the platform stood our train ready to be connected to the steam locomotive. Half-brake F49, seen at the nearest end of the train, is the last carriage that was delivered by the usual supplier, the Metropolitan Carriage & Wagon Co., Ltd. of Birmingham, in 1926. The last of its kind still in use, it has been in almost continuous service. Half-brake means it has a braking system front and rear wheels. The Isle of Man Railway company uses original rolling stock and locomotives (IMSRA, Railtracks). Our compartment on the left.

Our steam locomotive for the trip (photographed at Port Erin) was No.4, Loch, a 10cwt (19 tons) 2-4-0 tank built in 1874 by Beyer, Peacock and Company in Manchester. Loch was rebuilt in 1909 as a medium boiler with higher haulage ability. Subsequently been overhauled a few times with new boilers. The last major rebuild was in 2017 (Isle of Man Steam Railway Supporters' Association, Wikipedia (m)).



Above left, No.4 Loch, having looped to the other end is about to be coupled to the train. It will be in reverse back to Douglas. Above right, on the return journey we had to stop at

Ballasalla to pass tokens with the still moving incoming locomotive driver, before either trains could proceed into their respective sectors. The arriving steam locomotive is No.10 G.H. Wood. Built in 1905, it is another 10cwt (19 tons) 2-4-0T, also built by Beyer, Peacock and Company in Manchester. No.10 was withdrawn for use in 2017. It is possibly back in service. Last heard, in 2020, it was still having a major overhaul. All of the tank locomotives, bar one, were built by the same company, Beyer, Peacock and Company, between 1873 and 1926 with the same 2-4-0 arrangement. The exception was No.15 Caledonia with a 0-6-0 wheel arrangement built by Dübs & Co. of Glasgow (IMSRA, Wikipedia (m)).

Severn Valley Railway 22nd June 2014

An afternoon outing on SVR from Bewdley to Arley, return, for the fun of it.

Photographed at Bewdley: Three-unit British Rail DMU British Rail DMU, class 108, powered Driving Motor Brake Second (DMBS) M51941. The unit to the left is an unpowered Trailer Second with Lavatory (TSL) number NE59250 (SVR Wiki (b)). The number of the third unit is not legible. Also, a four-wheel GWR 40554, a Chaired Sleeper Wagon, built in 1895 by GWR at Swindon. Made with steel plates with side stanchions (not fitted) railway sleepers could be stacked fairly high (SVR Wiki (b)). The semaphore is set to stop from the opposite direction.



Below left, pulling a British Rail maroon livery Set L train was the steam locomotive Sir Keith Park 34053 4-6-2, 86 tons, Battle of Britain Class, Bullied design built at Brighton Works in 1947 (SVR Wiki (b)). Below right, on the road bridge having disembarked at Arley. The semaphore set to clear for oncoming trains heading south toward Bewdley on the empty track.



After a late lunch at the Harbour Inn, the return trip was again the steam locomotive Sir Keith Park 34053 this time pulling a GWR chocolate and cream livery Set GW2 train. Having changed trains at Bridgenorth. On the left below is a driver's view south under the road bridge to Bewdley. The semaphore is still set to stop. In the photograph on the right passing the tokens is taking place. The person on the platform has put his left arm through the ring of the token he has received from the right hand of the driver that was valid for the previous sector from Highley. In his raised right hand, he is passing the token to the left hand of the driver for his next sector to Bewdley.



Bridgenorth 16th August 2014



A day trip to and from Bridgenorth. Arriva Trains Wales from Birmingham International to Shrewsbury, disembarking at Telford then bus to Bridgenorth. The photograph shows an Arriva Class 158 Express Sprinter two-car DMU number 158821 at Birmingham International (Wikipedia (g)).

The Arriva Trains Wales franchise has since been replaced by Wales Government owned not-for-profit Transport for Wales Rail Limited (Trafnidiaeth Cymru (TrC)).

Chester 13th September 2014



A day trip to Chester. We visited Chester again for three days in 2023. Photographed is our train arriving at Chester station, its destination Cardiff. We changed trains at Shrewsbury to Birmingham International. It is a two-car class 175/0 Arriva Trains Wales DMU (or more accurately DHMU – diesel-hydraulic) Coradia 1000, number 175003. Top speed 160kph (100mph). Built by Alstom at Washwood Heath, Birmingham, 1999 to 2001 (Wikipedia (g)).

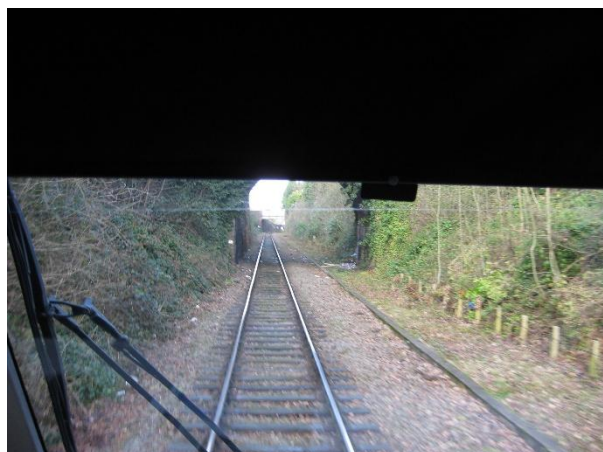
Stourbridge 9th and 30th January 2015

30th January 2015, we went to visit Stourbridge. (I did a quick scouting trip earlier in the month on the 9th). Usual transport: bus to Birmingham International station, train to Birmingham New Street, walk across to Moor Street station, train to Stourbridge. No backpack picnic lunch this time. Very good fish and chips for me, gammon, egg and chips for the wife, at Wetherspoons, Stourbridge. Stourbridge dates back to 1255, although there was a settlement there from about 950. It is a fairly ordinary town, but interesting in ways, such as some of the buildings.

Situated on the mainline from Birmingham (Snowhill Station) to Kidderminster (and SVR), there is a short branch line from the mainline at Stourbridge Junction station to the town. The trip takes three minutes on a wobbly standard gauge railway line. Said to be the shortest branch line in Europe.



Left: 139001 at Stourbridge Junction on the 9th. Right: 139002 on the 30th at Stourbridge Town station.



Left: the uphill track to Stourbridge Junction. Right: The controls of 139001. The handle is presumed to be the throttle. Behind the handle knob is the horn switch. Above it are the door controls. Right of the black disc (air vent?) is the saloon lights switch, below Cab/demist fan. Then top to bottom, screen wash, headlights and saloon heat. To the right is the flywheel RPM gauge next the vehicle speed MPH gauge.

The railcar used for the short journey, is a British Rail Diesel Multiple Unit (DMU) class 139, or PPM60 (Parry People Movers, the manufacturers). It was specifically built for the line to replace the early 1990s British Rail Class 153 single-coach DMU units in the early 1990s. The

Class 153 was for service on rural branch lines where passenger numbers did not justify longer trains. In time this DMU proved too big and impracticable.

The new class 139 (or PPM60), entered service in 2009. It uses flywheel energy storage to relieve energy demand during starting to move and in motion. The flywheel stores braking energy when the brakes are used and then uses the energy for acceleration. This means that a much smaller onboard engine, fuelled by Liquefied Petroleum Gas (LPG), can be used to initially bring the flywheel up to speed, also to add speed to the flywheel after the vehicle is started in motion and provide power for onboard systems.

Only 3 were built. Top speed 65kph (40mph), in service top speed 32kph (20mph). Health and safety dream speed. Two units (139 001 and 139 002), carrying 20 to 25 passengers seated, 30-35 standing, are used one at a time on the single line (one in reserve). They are kept in a shed at the end of the line at Stourbridge Junction. The units are similar to a tram in that there is a cab at each end and the driver simply changes end depending on direction travelled. As usual, I enjoyed the novel train experience (Wikipedia (g), Railways in Worcestershire).

Litchfield 29th June 2015



A day trip to Litchfield. Travelled by train from Birmingham International to Birmingham New Street, then train to Litchfield, City, return.

Photographed number 323213 departing Litchfield to its destination at Litchfield Trent Valley. Three-unit number 323212 is a LM EMU Class 323, built by Hunslet Transportation Projects at Leeds (Wikipedia (k)).

Great Malvern 1st July 2015

Another day trip, this time to Great Malvern by train of course with backpack lunch. We chose the hottest day. The maximum temperature reached 33°C.



The photograph is of our train to Great Malvern departing to its destination Weymouth. It's a DMU class 150/1 Sprinter Class 150, number 150131 (Wikipedia (g)).

An attractive railway station. Completed in 1862, it still has most of its Victorian design features. The French Gothic design buildings are made from Malvern Rag stone. Over the platforms are canopies supported by ornate cast-iron girders resting on cast-iron columns with relief moulded capitals. Each one

depicting different flower and foliage arrangements.

An interesting feature of the station is an enclosed tunnel like pedestrian passageway, called the Worm, from Platform 2 which passes under a road to what was the Imperial Hotel. Lady Emily Foley, who paid a large part of the cost of building the station and influenced design, had a waiting room made for her exclusive use.

Leicester Great Central Railway 19th September 2015

Great Central Railway train trip from Leicester North Station to Loughborough on Saturday 19th September 2015. Travelled via three different buses to Leicester North Station and the heritage railway Great Central Railway. The return trip from Leicester North Station to Loughborough stops at Rothley and Quorn & Woodhouse stations.



Thought there would be a steam locomotive for our train. However, it was a diesel-electric, Bo-Bo, British Rail Sulzer diesel engine, Class 24, number D5081, also at one time numbered 24081. Top speed 121kph (75mph). The type was built by British Railways at Derby and Crewe from 1958 to 1961. D5081 was withdrawn from traffic in 1980 (Wikipedia (h)). D5081 is shown at Leicester North about to loop around to the other end of the train for the return trip to Loughborough. Same locomotive and train on the return trip. A pleasant experience.

A photograph (below left) of diesel electric locomotive Class 45, number D123. Top speed 145kph (90mph). Built by British Railways at Crewe in 1961 with a Sulzer diesel engine (Great Central Railway). On the side is a British Railways badge and a badge with Leicestershire and Derbyshire Yeomanry written below.

Also Class 08, 0-6-0 diesel-electric shunting locomotive number D3690 (possibly originally 08690) with a GWR chocolate and cream livery train. Class 08 locomotives were built by British Railways at various works, namely, Crewe, Darlington, Derby, Doncaster and Horwich between 1952 and 1962 (Fandom).





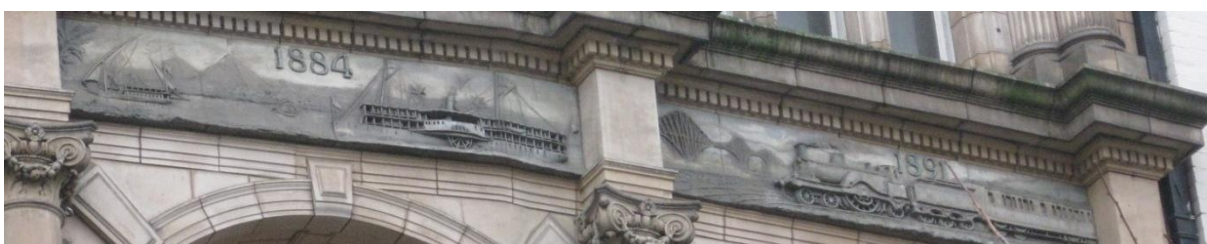
At Quron & Woodhouse, the goods yard is still in existence with goods wagons on display, including part of a Royal Mail carriage in Royal Mail maroon livery number W80349, seen on the left and a collection of vintage milk churns. A vintage vehicle event was being held. Ninety-six Royal Mail sorting vans were built from 1959 to 1977, numbered 80300-80395. They were equipped with a catching net and collection arm so that mail bags could be exchanged at speed until 1971 when they were removed (SVR wiki (b)).

The significance of this piece of railway is that this was the same route that Thomas Cook used for his very first day outing for people in Leicester to a teetotal rally at Loughborough. On the 5th July 1841 he took around 500 people, at a shilling each for the round trip from Leicester Campbell Street station to Loughborough (one shilling was 12 pence in the decimal system). This was the beginning of Cook's tours and the international travel company Thomas Cook and Son that existed until 2001. The purpose building in Leicester centre that housed the company has train and travel friezes above the 1st floor windows. It is a Grade II listed building which we went to see Monday 25th January 2016.

The 1st panel (below left), with the date 1841 has a small 0-4-0 steam engine with coal tender, two open 3rd class passenger carriages and a half shown closed carriage before an open hilly landscape. It represents the first excursion to Loughborough. The 2nd panel (below right) with the date 1851 represents a visit to the Great Exhibition at Crystal Palace in Hyde Park. It shows the exhibition building on the left while approaching from the right is a 2-2-2 steam engine with coal tender and a single enclosed 3rd class passenger carriage.



The 3rd panel (below left), date 1884, depicts a steam paddle ship and Nile sailing boat representing the role of Cook's steamers in the Relief of Khartoum. Its steamers, already used for tourists on the Nile, were used to render 'signal aid to the British Army then serving in Egypt' in the relief of General Gordon's forces in Khartoum. The final 4th panel, below right, date 1891, depicts two important technological advances. Advancing from the right, dominating the panel, is a Midland Railway 4-2-2 express steam engine with six-wheel tender and enclosed passenger carriage. In the left background is the Firth of Forth Bridge (Story of Leicester).



Reading 5th May 2016

After a Royal Meteorological Society meeting trip to Reading, while waiting to return home, photographed some First Great Western Railway trains.



A British Rail DHMU Class 166 Networker Turbo, number 166207. The class was built by ABB Transportation in York between 1992 and 1993. It is a faster, air-conditioned improvement of the 165 for use on longer distance routes. Top speed 145kph (90mph). The three car bogies 2'B'+2'B'+B'2' bogies. Unit formation DMCL-MS-DMSL = Driving motor composite (1st and 2nd class) with lavatory - Motor car standard open saloon - Driving motor standard (2nd standard class) lavatory (Railway Performance Society). The Class 165 has only one lavatory. The 166 has

a dedicated cycle/luggage storage area in the middle carriage (Wikipedia (g)).



Also captured, above left and right, were British Rail Class 43 (HST) numbers 43093 (to Penzance at platform 7b) and 43161. The high-speed train, is/was the fastest diesel locomotive in the world. Absolute maximum speed 239kph (148.5mph). Top speed 200kph (125mph). The Bo-Bo diesel-electric units were built by British Rail Engineering Limited at Crewe from 1975 to 1982 (Wikipedia (h)). In the background, on the right, with number 43161 is a CrossCountry diesel electric (DMU) class 220 Voyager set. The high-speed trains are designed for mainline passenger traffic. Top speed 200kph (125mph). Built by Bombardier Transportation (Wikipedia (g)).

The Jacobite Steam Train Fort William 18th to 23rd June 2016

The train trip was part of a short holiday by motor car to western Scotland to the Dumfries and Fort William areas then south to Kendal in north-west England. The steam train trip was on the 21st.

We were on the railway station platform early ready to depart at 10:15. Months before the trip to Scotland, we booked to go on The Jacobite steam train, now owned by West Coast Railways,

from Fort William to Mallaig that crosses the famous Glenfinnan Viaduct. We were there early so that I could get photographs of the steam locomotive and train before too many tourists arrived and cluttered the photographs.



Seen left, the steam locomotive, 4-6-0 number 45407, The Lancashire Fusilier. It is a LMS Stanier designed class 5, built by Armstrong Whitworth at Newcastle in 1937. Top speed 97kph (60mph) (Everybodywiki). The train consisted of first and standard class ex-British Railways 1960s Mark 1 open coaches (that is, no compartments). We were in standard coach E seats 1f and 2f, arrival at Mallaig 12:25, return at 14:10, coach E seats 3f and 4f. Back at Fort William at 16:00. Very clean and comfortable. Total coast £71.50. At the time

ScotRail offered up to four times a day return service (less on Sunday) for £7.50 (2021 price) single ticket using two-car class 156 Super Sprinter DMUs (strictly speaking a DHMU).

Bo-Bo Super Sprinter Class 156, unit number 156492, was photographed at Fort William and 156465 at Mallaig, each wearing different liveries. The two-car DMSL-DMS units were built by Metro-Cammell at Washwood Heath, Birmingham from 1987 to 1989. Top speed 120kph (75mph) (Wikipedia (g)).



The Jacobite is the train that was used in the Harry Potter films. A good trip (longer route than the SVR). Seats are pre-allocated using a clever system whereby you face forward going out and in the same row on the other side facing backward returning. Or facing backward out, forward back. The reason appears to be that the best scenery of the locks is on the way out, but of mostly steep mountain slope near the track on the way back. So, one gets to see both.

On the western outskirts of Fort William, the train crosses a swing bridge over the 97 kilometre (60 miles) Caledonian Canal that crosses Scotland from Loch Linnhe (the eventual outlet to the sea) at Fort William to Inverness in the east.

A good deal further is the 30 metres (100 feet) high Glenfinnan Viaduct. Entombed in one of the pillars, during construction, is a cart-horse and driver that fell into the shaft of wet cement

and killed (Garrett and Wade-Matthews, 2006). Below left on the Glenfinnan Viaduct heading toward Mallaig.



Above right, ready to depart from Mallaig. The train, consisting of British Railway carriages in British Railways maroon livery, extends beyond the length of the platform. Space has to be left at the front for the locomotive to loop around to the former tail end in order to now pull the train, albeit now back to front.

Mallaig is a small, pretty and interesting commercial fishing harbour. The railway was built to get fish quickly to market in bigger towns in Scotland and south to England. For an hour and 45 minutes the village becomes swamped with passengers while the Jacobite is in town and does a roaring trade in food and souvenirs. Then all aboard again. We had take-away fish and chips for lunch, as did most of the other passengers, except my wife had scampi. My wife wanted to buy a birthday card. I said we did not come all this way to Scotland to buy a birthday card. She said she had forgotten to buy it before we left home. Still, it was cheaper than buying tourist trap souvenirs. Seen below left, the attractive Mallaig station building.



Back at Fort William (above right) I photographed a West Coast Railways Class 37 English Electric diesel-electric, Co-Co locomotive number 37518 (Wikipedia (h)).

York 14th to 16th September 2016 and the National Railway Museum

We spent just over two days in York. Travelled there on CrossCountry Trains. Local train from Birmingham International then CrossCountry from Birmingham International to York. Off-peak return £125.60 for 2 adults.

Intriguing station. Curved platforms. Around midday on the second day, I did the short walk from the hotel to the National Railway Museum. Not surprisingly, my wife was not interested and stayed in the hotel room reading.

I found it very interesting. Locomotive engines ranged from a full size replica 1829 Rocket (built in 1934 using, where possible, the methods and materials used in 1829) to the steam locomotive KF class number 7, 4-8-4 (built for the Chinese Government Railways in 1935, donated to the museum in 1979), to the A4 Pacific class LNER 4-6-4 Mallard No. 4468 (built in 1938 and a holder of the world speed record for steam locomotives at 203 km/h, to an example of the Japan Shinkansen Bullet (power car No. 22-141 entered service in 1976, withdrawn in 2000 when donated to the museum) and Eurostar 3308, BR class 76 26020. Carriages ranged from the 1842 Queen Adelaide saloon No. 2 and a replica 1838 Grand Junction Railway Royal Mail travelling post office (No. 282693, built in 1938) to modern carriages. Not always able to get into a suitable position to take photographs. The place is rather packed with locomotives and rolling stock. Not complaining. It was fascinating. A series of photographs follow of locomotives and rolling stock.



Above left: The Lancashire & Yorkshire Railway (LYR) narrow gauge 0-4-0ST+T (saddle tank and tender) Wren, number 2825, was designed and built by Beyer, Peacock & Company at the Horwich Works in 1887. "The railway system at Horwich Works was used to move components around the works and Wren was fitted with a strongbox on the tender for distributing wage packets (Preserved British Steam Locomotives (c)).

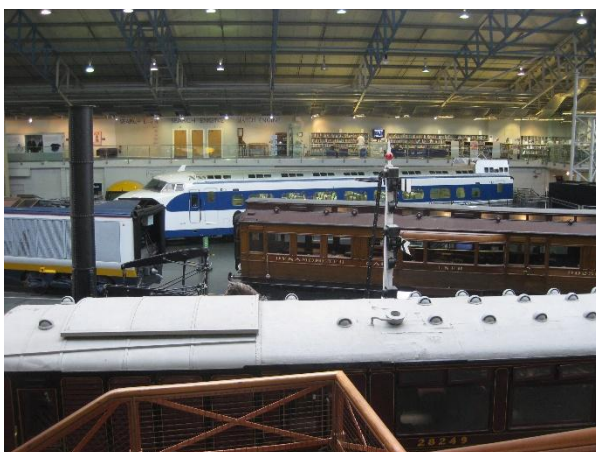
Above right: London, Brighton & South Coast Railway (LBSCR) 0-4-2 B1 Class, known as Gladstones, after the name of the first production locomotive, number 214 named Gladstone. Weight 38 tons, tender 29 tons. Designed by Stroudley, built by LBSCR Brighton in 1882 (Preserved British Steam Locomotives (d)).

Top of the next page left: Eurostar number 373308 power car was operated by Eurostar International Ltd to Europe from Waterloo station, London. Later from St Pancras when the high-speed railway from Dover to London was completed. Known in the UK as British Rail Class 373. Number 373308 was a class 373/1 built by GEC-Alsthom in 1994 (Wikipedia (k)).

Top of the next page right: Furness Railway 0-4-0 No3 Coppernob, 19 tons, designed by E Bury, built by W Fairburn & Son in 1846 (Preserved British Steam Locomotives (e)).



Below left and right: Two views of the Japan Shinkansen Bullet. Operated by West Japan Railway Company (JR-West) Shinkansen Bullet, number 22-141, unit number H94→Q2. The 0 Series were the first Shinkansen trainsets to operate between Tokyo and Osaka. The Panto/Cab was built by Hitachi in 1976. 220 km/h (137 mph) operation top speed. Electric overhead catenary operation. The pantograph is at the rear of the power cab. In front of it in the photograph right, is a North Eastern Railway Clerestory Dynamometer Car, number 3591, built at the Darlington Works in 1906 (Wikipedia (n)).



Above left: 4-8-4 steam locomotive, number KF7-607, KFi Class (British Rail Class 7). Built at Vulkan Foundry in 1935 for China Government Railways. Presented to the National Railway Museum after retirement in 1977.

Previous page bottom right: London and North Eastern Railway (LNER) steam locomotive, 4-6-2 number 4468 (Mallard), A4 Pacific Class. Designed by Gresley, built by LNER at Doncaster in 1938. Designed for high-speed long-distance express passenger service. Mallard broke the world speed record for steam locomotives at 203kph (126mph). It is still the world record (Bradley (2024), Garrett & Wade-Matthews (2006), Wikipedia (o) and Wikipedia (p)). The pair in the photograph stood talking for ages. Eventually, I gave up waiting for them to move and took the photograph.



Above left with the long chimney: The 0-4-0 Agenoria was built by Foster, Rastrick and Company in 1829, the same year as the Rocket. Getting power generated by steam pressure to the wheels was complicated and inefficient. Nevertheless, for over 35 years it was used on the Staffordshire Shutt End Colliery railway hauling coal from the pit to the nearby canal (information board at the museum).



Above right: The 0-2-2 Rocket at York is a replica of the Rocket as it was when built in 1829. It was built in 1934 for the Science Museum “using, where possible the materials and methods that would have been used in 1829. It was built as a sectioned model to show the interior of the boiler and firebox.” Not seen in the photograph because the sectioned part is on the opposite side of the replica. Furthermore, “Rocket incorporated three ideas which had never before been tried together in one machine. These were the simple connecting rod, the fire tubes in the boiler and a blast pipe for exhaust system. The combination revolutionised the power and performance of the steam locomotive” (information board at the museum).



Three locomotives are identified in this photograph on the left, excluding the brown railcar seen in a later photograph. Described from the right:

The red (crimson Lake livery) steam locomotive on the right is LMS 4-6-2 number 6229 Duchess of Hamilton, Coronation class, designed by Stanier, built by LMS at Crewe in 1938 (Wikipedia (o)). No. 6220 (Coronation) set a brief and disputed high speed of 183kph (114mph) after a fast but uneventful run when it was accelerated up to high-speed south of Crewe (Garrett & Wade-

Matthews (2006), Wikipedia (q). The locomotive to its left unknown.

The lime green steam locomotive is GNR 4-2-2 number 1 Stirling Single class. Designed by Stirling for express passenger work. Built by GNR at Doncaster in 1870 (Wikipedia (o)).

Unusual in that it had one pair of large driving wheels. Average speed 76kph (47mph). It could reach 137kph (85mph) (Wikipedia (r)).

The GWR green steam locomotive on the left is GWR 4-6-0 6000 King George V 6000 class (King). Designed by Collett for express passenger work, built by GWR at Swindon in 1927 (Wikipedia (s)).



Above left: Stuck between two steam locomotives is British Rail mixed traffic electric locomotive number Bo-Bo 26020, class 76, built by British Rail at Gorton in 1951. Notice the pantograph (Wikipedia (o) and Wikipedia (h)).

Above right: British Rail mainline Co-Co Class 47/7 diesel electric locomotive 47798 Prince William. Prince William was one of two locomotives dedicated for use with the Royal Train. The other locomotive was 47799 Prince Henry and designated Class 47/7c. More Class 47 locomotives were built than any other British mainline diesel locomotives. 512 were built at the Brush Falcon Works in Loughborough and at British Railways' Crewe Works between 1962 and 1968. Prince William was built by British Rail at Crewe in 1965. Top-speed varied according to sub-type, being 121kph (75mph), or 153kph (95mph) or 160kph (100mph) (Wikipedia (o) and Wikipedia (h)).



Above left: GWR diesel Railcar type, number 4, was an early version of the DMU. It was built in 1934 with an Associated Equipment Company (AEC) engine. Weighing 26 tons, numbers 2 to 4 were fitted with two engines giving a maximum speed of 130kph (80mph). They were for long distance use such as Birmingham to Cardiff. Fitted with a Buffet section they were limited to 44 seats. They were withdrawn from service between 1954 and 1958. The 38 Railcars were built by GWR at Swindon, Park Royal in London and the Gloucester Railway Carriage and Wagon Company. Seating 44-70, they were in service from 1934 with some still in service until 1962. Top-speed was 101kph (63mph) to 130kph (80mph) (Wikipedia (o) and Wikipedia (s)).

Previous page bottom right: GNR steam locomotive 4-4-2 number 990 Henry Oakley Class C1, 60 tons. Designed by Ivatt, built by GNR at Doncaster in 1898. Henry Oakley is the only one of 22 built small boiler Class C1 that has been preserved. It was also the first one built (Wikipedia (o) and Wikipedia (u)).



Above left: The Ffestiniog Railway narrow gauge 0-4-4T number 3 Livingston Thompson Double Fairlie type (two bogies each with two coupled axles), was built at the Boston Lodge Works in 1885 (Loco-info.com).



Above right: LNWR 12-wheel (two set of six axles) Queen Victoria Royal Saloon, number 802, built at Wolverton Railway works in 1869, rebuilt in 1895 (Wikipedia (o)).



Above left: LMS 12-wheel (two sets of six axles) Royal Saloon, number 799, built at Wolverton Railway Works in 1941. Used by the Queen Mother (Queen Elizabeth II's mother) (Wikipedia (o)). A notice on the rear, at the right in the photograph, says "Not to exceed 70 M.P.H" (112kph).



Above right: Queen Elizabeth's 1940-1970s saloon. ECJS (East Coast Joint Stock) 12-wheel (two sets of six axles) Royal Saloon number 395, was built at Doncaster Railway Works in 1908. Built for the use of King Edward VII, renovated in 1925. Used by Queen Elizabeth II and the Queen Mother (Wikipedia (o)).

Top of the next page left: Dining car No 46 L&NWR (London and North West Railway) 12-wheel (two sets of six axles) Royal Saloon, number 801 (although 46 appears on the carriage) was designed by Park, built at the Wolverton Railway Works in 1902, or 1903, for the use of King Edward VII. The livery is stated as plum and spilt milk (Wikipedia (o)).

Below right: MR (Midland Railway) 12-wheel (two sets of six axles) Midland Dining Car Third number 3463, in Midland Lake livery. It was built at what was then the Derby Carriage and Wagon Works, in 1914 Wikipedia (o).



Left: Grand Junction travelling post office replica Travelling Post Office, number 282693. The number is visible forward of the left wheel. Originally built at the Wolverton Railway Works. The replica was built in 1938 (Wikipedia (o)).

The following trains were photographed at York station while standing at the outside viewing platform at the museum:



Above left: A Virgin Trains train, powered by a Class 91, Bo-Bo, high-speed electric locomotive, heading north arriving at York station 15th September 2016. The Class 91s maximum speed 225kph (125mph), in service 201kph (125mph) Wikipedia (g).

Above right: A Virgin Trains train, powered by a Class 91 high-speed electric locomotive, departing York station heading south 15th September 2016. In the background is a First TransPennine Express three car DMU (diesel-hydraulic) Class 185 Desiro arriving at York

station. Built by Siemens Transportation Systems in Germany for First TransPennine Express during 2005 and 2006. Maximum speed 160kph (100mph). (Wikipedia (g)).



Above left: A First TransPennine Express three car DMU (diesel-hydraulic) Class 185 Desiro departing York Station. Built by Siemens Transportation Systems in Germany for First TransPennine Express during 2005 and 2006. Maximum speed 160kph (100mph). (Wikipedia (g)).

Above right: A Freightliner Class 66 (Wikipedia (h)) number 66542, transiting northward through York station with a train of empty shipping container wagons.

Welshpool 12th to the 15th January 2017

This was a short break from Thursday 12th to Sunday 15th, travelling by single train from Birmingham International via Shrewsbury to Aberystwyth with us disembarking at Welshpool. Off-peak travel return £54.60 for two adults on Arriva Trains Wales.



Photographed left, is our Arriva DMU, Class 158 Express Sprinter two-car, number 158835 (Wikipedia (g)) departing Welshpool to Aberystwyth on the west coast of Wales

It was cold at Welshpool with light snow at times, but invigorating walks and enjoyable.

The train from Birmingham International, usually consists of 4 cars, which split into two units at Shrewsbury. One going to Holyhead and the other, our section, going to Aberystwyth. However, on this occasion it

was a 3-car unit all the way with no split at Shrewsbury.

Welshpool station building, built in 1860, is big considering the size of the town and impressive. Now the building is The Old Station Visitor Centre and consists of small shops, which we visited later during our stay. An unusual station. The platform for the two lines has been displaced to the north-east of the old station building with a road (the A483) passing between the tracks and the old station building. Access to the platform is via a footbridge over the road. Tickets are bought at automated vending machines and timetables are on boards on

the platform. All train arrivals and departures are displayed on screens with automated announcements.



The view of the old station building taken from the footbridge crossing the track and the intervening road on the way into town. On the right is the front of the attractive building.

March 2017 Ludlow and Ledbury

In March we did walking day trips to Ludlow and Ledbury in quick succession. Especially enjoyed Ludlow, but found a lovely pub for lunch at Ledbury. Travelled by train on both occasions.

Ludlow Wednesday 1st March 2017

Although Ludlow is in Shropshire, about 45 kilometres south of Shrewsbury and still in England. It was served by Arriva Trains Wales (now Transport for Wales or Trafnidiaeth Cymru). Travelled from Birmingham International railway station (at the airport) to Shrewsbury where we changed to a train going to Cardiff and Carmarthen via Ludlow. The day trip off-peak return was £53.20 for 2 adults.

The town is another of those in the Welsh Marches. Situated on a hill next to a curve in the River Teme to its south and west with the River Corve joining to its north, it's about five minutes uphill walk from the station to the town centre. It looked pretty plain at first. But quickly changes when one reaches the town centre. To use a cliché, or pun, the place is “steeped in history” with many listed medieval and 16th century Tudor half-timber framed buildings.



Previous page, our Arriva Trains Wales two-car DMU (or DHMU) Class 175/0 175004 (Wikipedia (g)) to Ludlow now departing southward to Cardiff with welcoming wall writing in the background. Namely, Ludlow Brewing Co. At the other end of the platform, the train about to disappear under a short tunnel south of the station.

Ledbury Saturday 4th March 2017

A few days later, Saturday 4th, we went to Ledbury. Once again by train. LM from Birmingham International railway station, change at Birmingham New Street Station to Birmingham Moor Street station for the onward trip to Ledbury. Although not too far from Ludlow the day trip off-peak return, at £22.60 for 2 adults, was much cheaper than to Ludlow.

Ledbury is another market town with numerous attractive timber-framed buildings. It is in Herefordshire not too far south of Great Malvern, which we visited in 2015. It is another place where one has to walk uphill to the town centre, albeit a gentle slope, passing through a residential area and past a large Tesco supermarket. The tourist information centre was interesting. A sandwich board and a prominent painted sign on a shop window said Tourist Information. The overhead shop sign said Ice Bytes Café & Ice Cream Parlour. This we had to see. Sure enough, inside was an ice cream parlour, etc. The tourist information part of the shop consisted of a display section with brochures and maps, including a useful, town centre map.



Our LM three car DMU (or DHMU) Class 170, number 170631 (above left), standing at Ludlow station having emerged from the tunnel in the background. Due to the single track, it was waiting for a four car, double unit train from the west to arrive alongside on the passing double section at the station before proceeding west. The photographs show the sequence with the train we were on the last to leave to the west. Surprised to see two clear semaphores for the other train (above right) with a person at the window in the signal box. A green light for our train (left).

The DMU Class 170 Turbostar was designed and built by Adtranz, later Bombardier Transportation, at Derby between 1998 and 2005. Consisting to two or three cars per unit, its maximum speed is 160kph (100mph) (Wikipedia (g)).

At Birmingham International Station 10th November 2017

Cannot remember where I was going, however, took two photographs. One of a LM EMU Class 350/1 Desiro (Wikipedia (k)) number 350115 arriving at platform 4 heading to London Euston. The other photograph, is of Arriva Trains Wales Class 158 Express Sprinter DMU number 158833 (Wikipedia (g)), consisting of four cars, arriving from Shrewsbury at platform 5, from which it will return to Shrewsbury and onward. It arrived 3 minutes after the LM train at 12:58 UTC. Consisting of 4 cars means it is two units. When it arrives at Shrewsbury, one unit will go to Aberystwyth, the other one to Holyhead.



Reading Station 19th September 2018



A Great Western Railway Class 800/0, number 800021, photographed at the station around 4 pm where I was waiting to return home after a meeting at the Royal Meteorological Society. GWR Class 800s are branded as an Intercity Express Train. It is an Electric-Diesel Multiple Unit, or bi-mode multiple unit. Built as 5 or 9 car sets by Hitachi Rail in Japan, it uses electric motors powered from overhead electric wires, but also has diesel generators to operate on

unelectrified track. Changeover between modes can occur at operating speed with minimal noticeable effect. Maximum speed 200 kph (125 mph). (Wikipedia (k)).

Kenilworth Station 15th February 2019

The passenger train service between Coventry to Kenilworth on to Leamington Spa was one of the Beeching cuts to the railways during the 1960s. Around 2015/2016 work commenced building a new station at Kenilworth and installing signal equipment. Monday 30th April 2018 West Midlands Railway (WMR) began an hourly train service from Leamington Spa via Kenilworth to Coventry and northward to Nuneaton via Coventry Arena, Bedworth and Bermuda Park. The service was operated by a single car Class 153 DMU Super Sprinter built at Kilmarnock. 70 single car units were in service from 1991. Maximum speed 120 kph (75 mph) (Wikipedia (g)).



While my wife was shopping, I walked to the station. Photographed stopping at Kenilworth on the 15th February 2019, is DMU Class 153, number 153371, on its way to Leamington Spa. Notice the single track. The hourly scheduled service has to fit in with the CrossCountry trains that operate both ways from Manchester via Birmingham and Coventry to Oxford, Reading and Bournemouth.



By 2025 the DMU had been replaced with a two-car DMU Class 196 Civity. Twenty-six units were built for West Midlands Trains by Spanish rolling stock manufacturer Construcciones y Auxiliar de Ferrocarriles (CAF) with final assembly at Newport, Wales. They entered service in 2022. Twelve are two-car units seating 141 passengers and 14 four-car units seating 311. Maximum speed is 160 kph (100 mph) (Wikipedia (g)). Photographed, on the 4th June 2025, is WMR DMU Class 196/0 (Wikipedia (g)), number 196006 in new livery, at Nuneaton. Shortly to

depart to Leamington Spa via Coventry. Like the conspicuous new livery.

Whitby and Scarborough Saturday 6th to Wednesday 10th July 2019

Bus to Birmingham International Station, local train to Birmingham New Street Station. Then CrossCountry Trains to York, £136.60 for two off-peak, return. All went according to plan. Thoroughly enjoyed the trip. Preferred Whitby to Scarborough.

Whitby, Sunday morning, after a light breakfast and while my wife was getting prepared for the day out, I went across the road to the end of the line Whitby train station to see the arrival of the first suburban Northern Trains train of the day, a BREL, Derby built Pacer Class 142 twin car DMU (Wikipedia (g)). Seating capacity is 74 passengers per two car set. Constructed between 1979 and 1987, the Pacer was intended as a short-term solution to a shortage of rolling



stock. The body is based on a Leyland National bus chassis. Excessive flange squeal can be heard on tight curves due to the long wheelbase and lack of bogies. The wheel arrangement is two trucks of one powered axle each directly attached to the chassis at each end of the car. The fixed truck often results in a rough ride. All Northern Trains Pacers were withdrawn in November 2020. See Devon March 2009.

Back at the lodging late in the afternoon, I again went across the road to the station to see the arrival of heritage North Yorkshire Moors Railway train from Pickering. The train consisted of seven carriages in the post 1948 British Railways two tone crimson and cream livery. The locomotive was the 4-6-0 LNER B1 Class 61264, built in 1947. It was one of the wartime utility mixed-traffic locomotives built for general passenger and freight duties from 1942 to 1952. The first engine of the class was named "Springbok" in honour of a visit by the South African prime minister Jan Smuts. This locomotive was withdrawn from service in 1965 and restored to its original LNER black by the Thompson B1 Locomotive Trust (LNER). The photographs show the locomotive arriving pulling the train in reverse then looping around to the other end for the return trip.



The next day we travelled by bus to Scarborough. The bus terminus is next to the railway station. So, I had to pop in to see if there were any trains. Waiting to depart was a First Transpennine Express Class 185 Desiro DMU (Wikipedia (XVI)) in an attractive livery. Built by Siemens in Germany for First Transpennine Express who operates them either as 2 or 3 car units. Also at the station (unpowered), was a First Transpennine Express Class 68, number 68031 named Felix, in the same livery. The Class 68 is a mainline mixed traffic, 85 tons, Bo-Bo, diesel-electric locomotive, Spanish built from 2013 to 2017. Maximum speed 160kph (100 mph). 68031 was delivered in 2014 (Wikipedia (g)). I am not a train spotter. I tell you!



North Wales 9th to 12th September 2019

September 9th returning home on the 12th, we went north to Colwyn Bay, Conwy and Betws-y-Coed. Bus to Birmingham International railway station. Then a three-hour Transport for Wales, trip on a BREL built at Derby 2-car Class 158/0 Express Sprinter DMU, number 158824 (Wikipedia (g)) The journey to Colwyn Bay via Shrewsbury with our snacks and packed lunch. The DMU seen in the photograph next page top left. Off peak return £149.60. Duration of stay at Colwyn Bay Travelodge £217.00. We chose Colwyn Bay as our base, because there was little in the way of suitable accommodation at Conwy, our favoured destination.



Next morning we were back at Colwyn Bay station to travel to Conwy. While waiting, photographed (above right) this two car British Rail DMU Class 175/0 Coradia 1000, number 175004 heading toward Shrewsbury. The livery contrasted with the British Rail Class 175/0 Coradia 1000 2 cars DMU, number 175001 (Wikipedia (g)), that we rode in for the nine minutes ride to Conwy shown below arriving at Colwyn Bay station and at Conwy station close to Conwy Castle after disembarking. Very smart and clean inside, £10.40 return for two. Number 175001 below has the newer livery. Number 175004 is still in the Arriva Trans Wales livery that was taken over by Transport for Wales Rail Limited (Trafnidiaeth Cymru) in 2018.



The Conwy stop is interesting. It is a request stop. One has to inform the conductor when boarding that one wishes to disembark there. When returning, one must extend an arm to request the driver to stop. There is a low-speed restriction passing next to and below Conwy Castle, so there is no concern that the driver is not going to see you in time to stop. My observation is that the train always has to stop for passengers boarding or disembarking. The station is automated and unstaffed with the usual passenger system providing train information via neon signs and automated voice announcements, as well as timetable poster boards and telephone. Anyway, safely on the platform at Conwy, we were ready to explore.

Wednesday 11th we were back at the station for our trip to Betws-y-Coed (English translation Prayer House in the Wood) with a change of train at Llandudno Junction on to a British Rail Class 150/2 Sprinter 2 cars DMU, number 150279 (Wikipedia (g)) to Betws-y-Coed (shown below left at Betws-y-Coed), £20.60 return for two. This is an approximately 50 minutes journey mostly alongside the Afon (River) Conwy, passing next to the Conwy Nature Reserve we visited the previous day, through small villages and even smaller settlements such as, Tal-y-Cafn, Dolgarrog, North Llanest and Llanwst (a medium sized town), before arriving at the Betws-y-Coed railway station with its very attractive station building, which has been turned into shops with holiday flats above (shown below right). The same as at Conwy station, it is automated and unstaffed.



15:24 we caught the return trains back to Llandudno Junction and Colwyn Bay. We would have stayed longer. However, we did not want to wait for the next train back at 18:03.

The following day we headed home without train change on Transport for Wales BREL Derby Class 158/0 Express Sprinter 2-car DMU, number 158826 in new livery, to Birmingham International station (shown left). Another most enjoyable trip.

Reading Station 24th February 2020

On the 24th of the month I went by train via Reading to Heathrow Airport to provide training to an airline's flight dispatchers, the first of two visits.



A first for me on the recently introduced new Crossrail Elizabeth line Reading to London Underground Purple Train. Excellent train, smooth comfortable ride. The train consists of nine fully interconnected walk-through carriages. Underground is a bit of a misnomer. The train, part of the Crossrail Elizabeth Line, at the time travelled above ground on existing track as far as Paddington. From 2022 the line extended 100 km to Shenfield east of London, underground through central London. Another route goes to Abbey Wood in Kent. This route takes one hour and twenty-eight minutes from Reading. The fleet of 70 Class 345 Aventra EMUs, dedicated to the Elizabeth Line, were built by Bombardier Transportation at Derby between 2015 and 2019, now owned by Alstom from 2021. A further 10 were ordered in 2024. Designed for

commuter on off travel, they can carry 1500 passengers with only 454 seated on bench-type seats along the sides and no lavatories. Maximum speed 146 kph (90 mph). Weight 319 tonnes (Wikipedia (k) and Bradley, 2024).

Bournville Cadbury's 30th May 2023

During a day visit to Cadbury's factory in Bournville we travelled there and back from Birmingham New Street station in Class 323 EMUs. Outward bound it was WMR, six-car (two units, one numbered 323211, bound for Bromsgrove. Built by Hunslet Transportation Projects at Leeds (Wikipedia (k). The wheel arrangement is Bo-Bo+2-2+Bo-Bo. That is, a three-car set, the cars at each end with driven axles and unpowered central unit axles (The Engineering Blog). While waiting to return, six car (double unit) Class 323 EMU is shown at Bournville going to Redditch. The rear unit number is 323241. The value of the photograph is to show the attractive new livery.



Chester 10th to 12th September 2023

On the spur of the moment, we decided to re-visit Chester. We first visited on a day trip in September 2014. Thoroughly enjoyed the day trip but never seemed to get around to visiting again. This time we opted to spend two nights there leaving home Sunday morning returning Tuesday afternoon. Also thoroughly enjoyed. Booked through Transport for Wales, £89 return for two. Travelled on the London Euston to Glasgow Avanti train. Boarded at 09:58 at Birmingham International station to Crewe seated at good forward-facing booked seats arriving on time at 11:08. Changed to Transport for Wales from Crewe to Chester departed on time at 11:27 arriving on time at 11:47.



Our train from Crewe to Chester, Transport for Wales DMU Class 158 Express Sprinter number 158835, seen on the left above (Wikipedia (g)). The return trip, without train change, from Chester through to Birmingham International station was on Transport for Wales DMU Class 158 Express Sprinter number 158825, photographed at platform 1, seen below right at platform 1 with the destination board already changed to its new destination Aberystwyth.

Photographed (not shown) at Chester, while waiting for our train home, was Transport for Wales DMU Class 158 Express Sprinter number 158830 at platform 4b going to Holyhead. Also photographed was a three car Merseyrail EMU Class 508/1, number 508125, going to Liverpool. Built 1979-80. Powered is from a third rail seen bottom left similar to London



Underground. A third rail is an electric rail placed between, or next to, the rails of a railway track, providing electrical current via a contact shoe on the locomotive. Not a good idea from a safety aspect. People can be electrocuted. However, segments of the rail are only electrified while a vehicle is drawing power. The Class 508 EMU was built by BREL at York, during 1979 and 1980. Maximum speed 120 kph (75 mph). They were operated on the Merseyrail network until 2024. Originally built as four car units they were converted to three cars. (Wikipedia (k)).

Cosford 7th November 2023

A day trip to visit the RAF Cosford Museum. From Birmingham International Station it requires a change of train to arrive at Cosford station. Transport for Wales travels from Birmingham International to Shrewsbury but does not stop at Cosford. Best practise is to change either at Birmingham New Street or Wolverhampton. On this occasion changed at Birmingham New Street to London North West Railway that operates a regular most stops shuttle to Shrewsbury.



The photographs show my transport between Cosford and New Street. The trains operated by WMR using Class 196/0 Civity DMUs (Wikipedia (g)). Number 196002 is shown departing Cosford to Shrewsbury and number 196107 having arrived at New Street ready to depart back to Shrewsbury. Both two car units.

Moor Street Station 27th April 2024

A day trip to the Wythall Transport Museum. One has to route from Birmingham International to Birmingham New Street, walk across to Moor Street to get to Wythall. Photographed at Moor Street is this Chiltern Railways double 3-car DMU Class 168/0 Clubman number 168002 (Wikipedia (g)). Built as a four-car unit in 1998 and looking a little worse for wear at the front, although the photograph shows now six cars (next page left).



Marston Green Station 5th December 2024

A day out walking in the Sheldon Country Park and photographing aircraft landing at Birmingham International Airport after arriving at Marston Green station. The photograph is of my transport departing Marston Green, a WMR three-car EMU Class 730 departing en route to Rugeley Trent Valley, all stops via Birmingham New Street (above right).

The British Rail EMU Class 730 Aventra is built by Alstom at Derby for WMR, consisting of three-car 730/0 and five car 730/2 units. The 730/0 units entered service on November 13, 2023. It features fully interconnected, walk-through carriages, accessible lavatory toilet (meaning wheelchair access), WiFi and power points at every seat. Very comfortable and quiet. Maximum speed 145 kph (90 mph) (Wikipedia (k)). The unit formation is DM1-PMLW-DM2 = Driving motor car variant one, pantograph motor car lavatory wheelchair accommodation area, driving motor car variant two (Trainslive.uk).

The photograph below left, taken more recently (21st October 2025), shows the walk-through interior in unit 730039 while stationary at Birmingham International station. Wheelchair areas near the doors. The accessible lavatory is in the middle car. Below right is the same train ready to depart on a sunny day from Marston Green station enroute to Rugeley Trent Valley. Still like the conspicuous new livery.



Half day trip to Dorridge station 24th October 2025

Bus from and to home to Solihull then Chiltern Railways to and from Dorridge.

Left is 2 car DMU Class 165/0 number 165010 (Wikipedia (g)) to Dorridge about to depart from platform 1, its final destination Leamington Spa. Unfortunately, not a very good photograph toward the sun. Just when one does not want a sunny day.

While there 4 car WMR DMU Class 172 number 172342 (Wikipedia (g)) arrived at Dorridge, its terminus. At 12:04 BST it was destined to Worcester via Birmingham Moor Street and Snow Hill. It carried the name Roger Sumner the last steam driver at Worcester.



A GB Railfreight diesel-electric freight locomotive, Class 66 number 66771 Amanda, with a long shipping container train slowed to a stop on the layby track next to platform 3. (Wikipedia (h)). It was stationary in the long layby track to await a suitable gap in traffic to proceed further north-westward toward Birmingham and probably beyond. It is seen stationary before a red stop light in the photograph on the right.



Views, from the station footbridge from platform 1 to platforms 2 and 3, are shown to the south-east toward Lemington Spa and to the north-west toward Solihull. To the south-east from platform 1 a green track clear light is visible. My train from Solihull having long departed. Meanwhile platform 3 has a red stop light for train from the direction of Solihull from whence the WMR DMU number 172342 was due to arrive. It was not clear any further, because GB Railfreight occupied the track further south and was shortly to turn on to the layby track. To the north-west, platform 2 has a red stop light. This is the platform at which Chiltern Railways 6 car diesel-electric Class 68 locomotive pulled train was due to arrive to take me back to Solihull.

Unfortunately, I did not have the opportunity to photograph the driving locomotive. I did note that it was number 68013, a Bo-Bo Class 68 (Wikipedia (g)). However, I did photograph the inside of the BREL Mk3 carriage and the BREL purpose built Mk3 Driving Van Trailer (DVT)

number 82309 at the rear of the train while it departed Solihull station. It was designed to match BREL built Mk3 coaches/carriages. It is very quiet in the carriage and very comfortable. No motor noises underneath that one hears in DMUs and EMUs. All the noise is at one end outside the carriages at the diesel electric locomotive.



A train must always have the driver at the front. Modern DMUs and Emus have a driver cab at each end. In the absence of loop around tracks it means that when a train is ready for the return journey the locomotive is at the rear in push mode. A solution would be to have a locomotive at each end. An expensive option when a second locomotive is not required. The purpose of the DVT is that the trailer, designed to look like a locomotive at the other end from the locomotive, is that it is a control car that allows the driver, now at the front of the train in the DVT, can control the locomotive at the rear in push mode (Wikipedia (v)).

NEW ZEALAND October 2017 and AUSTRALIA September 2018

New Zealand Wellington 9th and 10th October 2017



After lunch with my brother at the Backbencher pub opposite Parliament buildings, or as they describe it, the historic gastropub, I wanted to visit the nearby Wellington main railway station a short walk away beyond the bus terminus. Specially constructed to withstand earthquakes, one enters the railway station from the south through an impressive colonnade of eight 13 metres high Doric columns to a large decorated booking hall with a high vaulted ceiling.

In the station at the time were four 2 car sets of 149 seats, 230 standing, FP/FT Matangi Class stainless steel EMUs that operate from Wellington and are Wellington Council owned. FP means power car and FT is a trailer car. Matangi is Māori for wind. Each set has a number with



a power car and matching trailer car. Hence, the set in the photograph is numbered FP4190 and FT4190. Power is from overhead lines via a pantograph. The unit's wheel arrangement is Bo-Bo+2-2. Service speed is 95 kph (59mph), maximum 120 kph (75mph). They are fully interconnected, walk-through carriages with a driving cab at each end. The 1st Matangi Class was the 4000 series, the 2nd the 5000 series. Examples of both were in the station at the time of visit. (Everything Explained. Today (b)).

The following day my brother took me to the south-eastern part of North Island to the Wairarapa winelands. On our journey home and back was over the Remutaka Pass. Returning home prior to tackling the pass, we had to wait at a level crossing for a long Kiwi Rail diesel powered, number 7010, train loaded with logs to pass. Lo and behold, when we were down the other side on low level ground approaching Wellington, I was amazed to see we were overtaking the same train, same engine number. Photographs top of next page.

Unbeknown to me, but known to my brother, there is a tunnel through the mountain range that enabled the train to overtake us. Number 7010 is a Co-Co DF Class diesel-electric locomotive (DF87010) built in 1979 by General Motors Diesel of Canada between 1979 and 1981. It and others of Kiwi Rail, were rebuilt as the turbocharged DFT class (Alchetron). Co-Co indicates the wheel arrangement for diesel or electric locomotives, consisting of two six-wheeled bogies with all axles powered by its own traction motor. The Remutaka tunnel was built to reduce the distance between Featherston to Upper Hutt from 40 kilometres to 25 kilometres. At 9 kilometres long, with a ventilation shaft almost midway, it is the longest tunnel in New Zealand. It was also the first fully diesel line in New Zealand, the tunnel being too long for steam locomotives.



Australia Adelaide 2nd and 8th September 2018

Sunday 2nd my wife and I went by bus to central Adelaide and walkabout, seeing buildings such as the colonnaded city hall, the Federal Hall and market, Victoria Square and the suburban railway station where we rode on an Adelaide Metro 3000 class diesel multiple unit (DMU) twin car, number 3010, with a driving cab at each end (Railways and Tramways of Australia). The route is about 42 kilometres northward to Gawler via Dry Creek for no other reason than to see more of the countryside. On the way we passed the civilian Parafield Airport, then passed an extensive very military looking area with satellite dishes. I later found out that this was the



location of the Defence Science and Technology Group, BAE Systems Australia, along with the 1st Armoured Regiment and Royal Australian Air Force (RAAF) Edinburgh base. The RAAF base is home to numerous RAAF units, but primarily the Air Warfare Centre and No 92 Wing's P-8A Poseidon surveillance aircraft that replaced four engine turboprop AP-3C Orions. The P-8 is a militarized version of the Boeing 737-800ERX. No spying. All freely available information.

Saturday the 8th a short trip was made to Adelaide Parklands Terminal station to see the famous "Ghan" train after arrival at Adelaide. Unfortunately, we were too late to see it arrive. Only saw the carriages. No locomotives.



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APPENDIX A

A reproduction of the notice in the London Euston underground station, from a photograph by the author.



EUSTON STATION

The design of this station is based on the coat of arms of Henry Charles FitzRoy, 1st Earl of Euston, second natural son of King Charles II by Barbara Villiers Duchess of Cleveland.

Hence the shield shows the Royal Stuart arms, with supporters, based on the royal lion and the Tudor greyhound. Across the shield is the baton sinister denoting illegitimacy.

The Earl was later created Duke of Grafton and the arms illustrated above are still borne by his descendants.

The land upon which the main line station is situated was the property of the FitzRoy family

The family name and titles associated with it are to be found in the names of streets and squares in the surrounding areas.

EUSTON ROAD
EUSTON STREET
EUSTON SQUARE
CLEVELAND STREET
FITZROY SQUARE
FITZROY STREET
GRAFTON STREET

APPENDIX B

Severn Valley Railway sample menus

SAMPLE MENU

Severn Valley Limited
Sunday/Midweek Lunch

Tiger Prawns set on a bed of Lettuce
topped with Marie Rose Sauce
Tomato & Basil Soup

Roast British Beef & Yorkshire Pudding
Chicken Breast, Chipolatas & Bacon
Lightly Poached Salmon*
Stilton & Vegetable Crumble*
Selection of Seasonal Vegetables & Potatoes

Farmhouse Apple Tart
glazed with Toffee Sauce & Cream
Raspberry Swirl Double Cream Cheesecake
Three Cheese selection with Biscuits,
Grapes, Celery & Real Ale Chutney

Coffee & Mint

L

SAMPLE MENU 1

Severn Valley Venturer

Paté with Wholegrain Bread
Citrus Fruit Cocktail
Soup of the Day

Roast Beef & Yorkshire Pudding
Breast of Chicken in Tarragon
& Lemon Sauce
Spinach & Ricotta Cannelloni*
Salmon Steak with Dill & Cream Sauce*
Selection of Seasonal Vegetables & Potatoes

Choice of Dessert
British Cheeseboard

Coffee & Mint

V

SAMPLE MENU

Shrewsbury Saloon Sunday Lunch

Buck's Fizz Reception

Tiger Prawns set on a bed of Lettuce
topped with Marie Rose Sauce
Tomato & Basil Soup

Tomato & Basil Soup

Roast Lamb with Mint Sauce
Served with Roast Potatoes,
& Panache of Mixed Vegetables

Raspberry Pavlova

Cheeseboard & Decanter of Ruby Port,
Celery, Grapes & Biscuits

Coffee & After Eight Mints
(Other menu options are available)

SAMPLE MENU

Shrewsbury Saloon
Christmas Special

Champagne Reception

Duck & Orange Paté

Spicy Parsnip Soup

Roast Turkey & Cranberry Sauce
Panache of Vegetables
Hot Buttered New Potatoes

Deep Vanilla Cheesecake with Raspberries

Cheeseboard & Decanter of Ruby Port,
Celery, Grapes & Biscuits

Coffee & Mince Pies

E

*These options must be ordered at the time of booking.

Online booking including new menu selection available in 2012