

“KEEPING THE RAILWAY INDUSTRY MOVING”

WELCOME to this, the second in an occasional series of newsletters keeping you up-to-date with some of the road transport movements that Moveright International have been undertaking in recent weeks.

We have continued to invest in new equipment and over the next few pages we aim to show you some of our recent abnormal load movements throughout the UK and Europe.

If you have an item of railway rolling stock you would like transported, then please do not hesitate to contact us. Our details can be found on the last page of this newsletter as well as on our website which can be found at www.moverightinternational.com or via our Facebook page.



Preserved **Class 71**, No. E5001 was loaded at Barrow Hill and taken north to the National Railway Museum's out-base at Shildon in mid-January. The locomotive is due to undergo cosmetic attention and a repaint at the museum.

Following an extended stay at the GBRf depot in Peterborough after being involved in a derailment at a nearby location, this **Class 26**

required road movement back to its home base at the Barrow Hill preservation centre in early January 2017.

Due to there being no loading pad available at the Peterborough depot, we worked closely with a local contractor to construct a suitable pad to allow the locomotive to be uplifted in a safe manner before being moved north to the Barrow Hill Engine Shed.



0-6-0 Steam locomotive No.3883 and named "**Lord Phil**" was moved from Darley Dale (Peak Rail) to the Birmingham Railway Museum at Tyseley on the 12th January 2017



This **Class 04** diesel shunting locomotive was sold to the Mid Norfolk Railway and the movement from Froghall, on the Churnet Valley Railway in Staffordshire, was undertaken by Moveright International.



Armetis Intelligent Power contacted Moveright International with a proposal to move a **DVT coach** from Long Marston to Bo'ness – a move which was undertaken in December.



On the weekend of the 26th and 27th November last year, we transported brand-new build 4-6-0 steam locomotive No. 6880 "**Betton Grange**" from the Llangollen Railway to the NEC at Birmingham where it was put on show for the annual Warley model railway event. The photo above shows the loco arriving at Birmingham at 05.30 on the 25th November to allow stalls and exhibitors to be set up around her.



More on **Crossrail, "The Elizabeth Line"**: In our previous newsletter we exhibited the movement of the concrete train from France to London for the construction of the new line, in November of last year we moved a production model driving coach from Bombardier's Litchurch Lane depot to the Rail Tec Arsenal in Vienna, Austria. Upon arrival, the coach entered a climatic chamber and was subjected to extreme cold and heat in order to test the functionality of parts and electrics. In early December, the vehicle was returned to Derby, again by road; from Vienna to Rotterdam to Hull to Derby.



*Above: Reversing onto the Pride of Hull vessel at Rotterdam ready for the 10-hr crossing back to the UK.
Below: On arrival at Litchurch Lane, Derby and ready for offloading.*





As well as the larger and heavier locomotives, Moveright International can also transport smaller vehicles, such as industrial steam locomotives or **Class 08 shunters** for example.

Through our sister company, Railway Support Services, we are able to offer a wide range of Class 08/09 locomotives for hire. We have available locomotives fitted with remote control, buckeyes, TPWS and GSM-R. We also have available a team of mobile fitters who can carry out on-site maintenance and servicing work on third party locomotives. For locomotives requiring more extensive work, we are able to offer a 'recover and replace' service, whilst heavy work and repairs are undertaken at our fully equipped workshop in the West Midlands.

STEAM RETURNS TO CURZON STREET



After an absence of over 50 years, a steam locomotive once again returned to the former London and Birmingham Railway Station at Curzon Street, Birmingham. The event took place in early September 2016 and was to promote tourism in the West Midlands. The locomotive was provided by the Birmingham Railway Museum, Tyseley. As you can see, access to the site was rather restricted. Curzon Street will soon become the new terminus for the HS2 route which is shortly to commence construction.

LIFTING EQUIPMENT



Through our sister company, Railway Support Services, we are able to provide a comprehensive range of specialised lifting equipment. Whilst the company regularly attends derailments which take place around the country, occasionally we are called upon to perform something a little 'unusual'. In this case, NELPG's 0-6-0 tank locomotive *Joem* required to be lifted so that the wheelsets could be removed thus allowing attention to its axleboxes.

Four off 120ton jacks were used in conjunction with two purpose-designed lifting beams, inside the groups' Darlington workshops. The locomotive had to be specifically positioned so that the cab roof and chimney passed between the roof trusses of the building.

We also have the ability to undertake the lifting of railway coaches and other railway vehicles thus allowing bogies and wheelsets to be changed. The equipment is light enough to be handled by a team of four operatives and is thus is fully portable.

We also have available a range of wheelskates which allow the recovery of vehicles in the event of seized gearboxes or axle failures, including wheelflats.

For more information please contact us using the details on the last page.

UPCOMING MOVE

The next few months will see the deconstruction of the King's Cross Theatre, which was erected in late 2014 specifically to host the theatrical production of *The Railway Children*. Moveright International and Railway Support Services were heavily involved with this production from the start by providing the rails, sleepers and the track as well as moving the steam locomotive, coach and battery shunt loco onto site. After 771 shows, for which Railway Support Services provided staff to operate the train, the show has now closed. Once the tent and main structure has been removed, we will need to remove the locomotive and tender back to the NRM's satellite base at Shildon, the coach back to the Stately Trains collection and the battery locomotive to Holland as well as recover the track and fixings.



TO CONTACT US

We are always pleased to quote for the movement of all types of railway vehicles or other abnormal loads throughout the UK, Europe and around the World.

We can be contacted by a number of methods:

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